

Ontario Line

Corktown Station

383 King St. East, 39 Berkeley St, 250-260 Front St. East, and 68-70 Parliament St.
265-271 Front St. East and 3-25 Berkeley St.



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1.0 Introduction

1.1 Purpose of this Document

1.2 Overview of Report Structure

1.1 Purpose of this Document

The Transit Oriented Communities (TOC) Program is a critical component of the Province of Ontario's new market-driven approach to delivering transit infrastructure and 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, in support of re-zoning on 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 Corktown Station Transit Oriented Communities.

This rationale is based on a set of Reference Concept Designs (RCD) prepared in collaboration with the broader OLTA Team and developed to the schematic design level. This report will provide a clear understanding of the proposed TOC relative to the RCD, and establish a rationale for the general height, density and design parameters envisioned.

The proposed Corktown Station, located on the southeast corner of King St. East and Berkeley St., is one of five new stations proposed in the Downtown and Central Waterfront Area. The proposed development will transform two underutilized blocks, currently occupied by automobile-oriented commercial uses and surface parking lots, into a transit-oriented community



Figure 1: Illustrative Render - Station and Mid-block Connection from King St. E.

featuring a broad range of office, residential, retail and institutional uses. Comprised of four mixed-use buildings of up to 46 storeys, the proposed development will deliver approximately 1,580 new residential units and approximately 76,000 square metres of non-residential GFA.

Directly integrated with planned transit station infrastructure, the proposed developments will contribute to transit-supportive densities in Toronto's east end and maximize opportunities to provide direct and convenient multi-modal transit connections. The transformation of these TOC sites provides an exciting opportunity to advance municipal, regional and provincial planning policy objectives, and will result in the creation of a

dynamic landmark development which provides opportunities for residents to live, work, learn and play within the neighbourhood. The proposed developments respond to the existing and planned context, contribute to the provision of community amenities, and introduce 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 TOC developments at Corktown Station, comprised of two blocks bound by King St. East, Parliament St., Berkeley St. and Parliament Square Park.



Figure 2: Illustrative Render - View of Station from King St. E. and Berkeley St.

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. 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 summary of key development statistics and plans, including the site plan, roof/landscape plan, and elevation section drawings.
4.0 Design	includes a detailed analysis of the site and its adjacent urban design components, and how the proposed design responds to these conditions. It includes consideration of the built form context and public realm context, 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 the supporting 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 Approach

2.1.3 The Transit Oriented Communities Approval Process

2.2 Station Area

2.2.1 Station Neighbourhood

2.2.2 Transportation Context

2.2.3 Public Realm Context

2.2.4 Development Context

2.2.5 King Site & Surroundings

2.2.6 Front Site & Surroundings

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 Corktown Station including a high-level overview of the Ontario Line and the TOC program, as well as an examination of the existing and emerging context surrounding the TOC development sites.



Figure 3: Illustrative Render - Public Realm from Berkeley St.

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



Figure 4: Ontario Line Map - Corktown

train service (Lakeshore East and West), the TTC Bloor-Danforth subway (Line 2), the Eglinton 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.

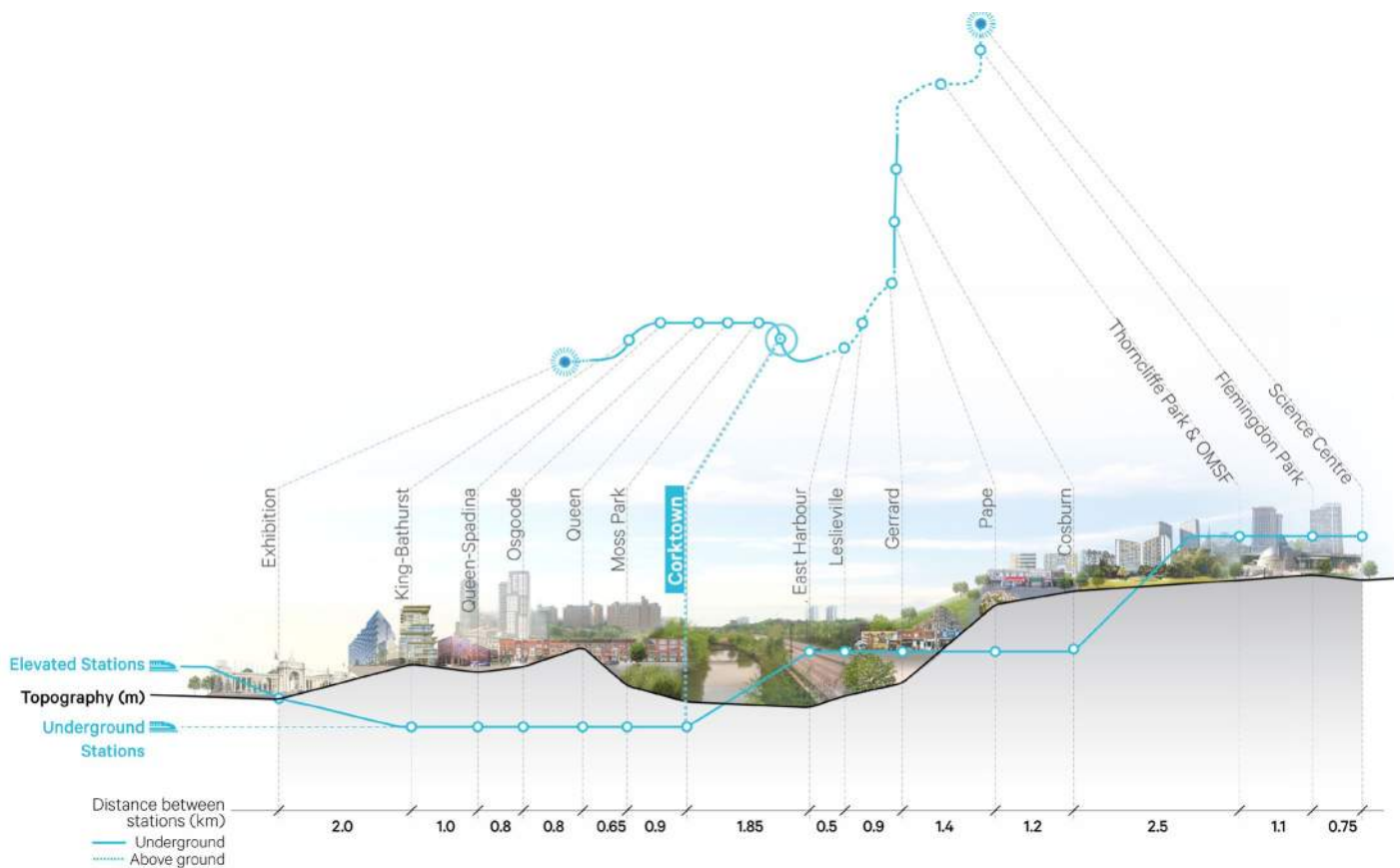


Figure 5: Ontario Line Cross Section - Corktown

The process of delivering the Ontario Line is ongoing, partially facilitated through a modified Site Plan Review (SPR) for the stations in collaboration with relevant stakeholders at the City of Toronto and Toronto Transit Commission.

Along the Ontario Line, Corktown Station is the easternmost station of the Downtown Segment, which consists of Exhibition, King-Bathurst, Queen-Spadina, Osgoode, Queen, Moss Park and Corktown. 1.85km to the east of Corktown is East Harbour, which is separated from the Downtown Segment by the Don River Valley.

A City staff review of the Ontario Line (October 29, 2019) found that the line offers distinct opportunities for transit-oriented development within areas of Toronto's Downtown where the City's Official Plan directs for population and employment growth, including at Corktown Station where the proposed station is adjacent to vacant and underutilized land that is the subject of both private and public development interest.

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, 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. These TOC developments represent a new

typology within the GTHA context, with significant potential to advance important city-building and complete community objectives. Importantly, by integrating transit delivery with development, this approach also 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 will be delivered through a discreet approvals process, separate from the Ontario Line transit infrastructure approvals (SPR) process, which is nonetheless rooted in principles of good planning.

This process balances many objectives related to technical, market, and community requirements. Functionally, these developments will be built adjacent to or over top of 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.



Figure 6: Illustrative Render - Station Headhouse from King St. East and Berkeley St.

2.2 Station Area

The Corktown TOC sites are situated within the King-Parliament area, a former industrial area which is located to the east of the city's downtown core. It is situated at the confluence of several well-known and historic neighbourhoods including Old Town, Corktown, West Don Lands and Distillery District, among others. This section provides an overview of these neighbourhoods, as well as the transportation context and development context surrounding the sites. In addition, it provides a summary of the sites themselves, including their location, size, current use, and direct adjacencies.

The proposed development at Corktown Station comprises two development sites located on the two blocks bounded by King St. East to the north, Berkeley St. to the west, Parliament St. to the east, and Parliament Square Park to the south.

Of the two TOC development sites, the north site is an assembly of three properties under two landowners with the following municipal addresses: 68-70 Parliament St., 250-260 Front St. East, 38 Berkeley St., and 383 King St. East. Though currently under separate ownership, the expectation is that the properties will be jointly developed by a single development partner, or in a coordinated manner. For the purposes of the following sections, this site will be collectively referred to as the "King Site".

The south site is an assembly of four properties with the municipal addresses 265-271 Front St. East and 3-25 Berkeley St. For the purposes of the following sections, the south site will be collectively referred to as the "Front Site".



Photo 1: King-Parliament Area

Image Source: UrbanToronto



2.2.1 Station Neighbourhood

King-Parliament

The Corktown Station TOC sites are located within the King-Parliament area, a broad district that includes a number of the City's oldest streets. The area has evolved into a distinct and vibrant mixed-

use area on the east side of Toronto's downtown core. It is generally bound by Jarvis St. to the west, Queen St. East to the north, Bayview Ave. to the east, and the Union Station Rail corridor, The Esplanade and Front St. East to the south.

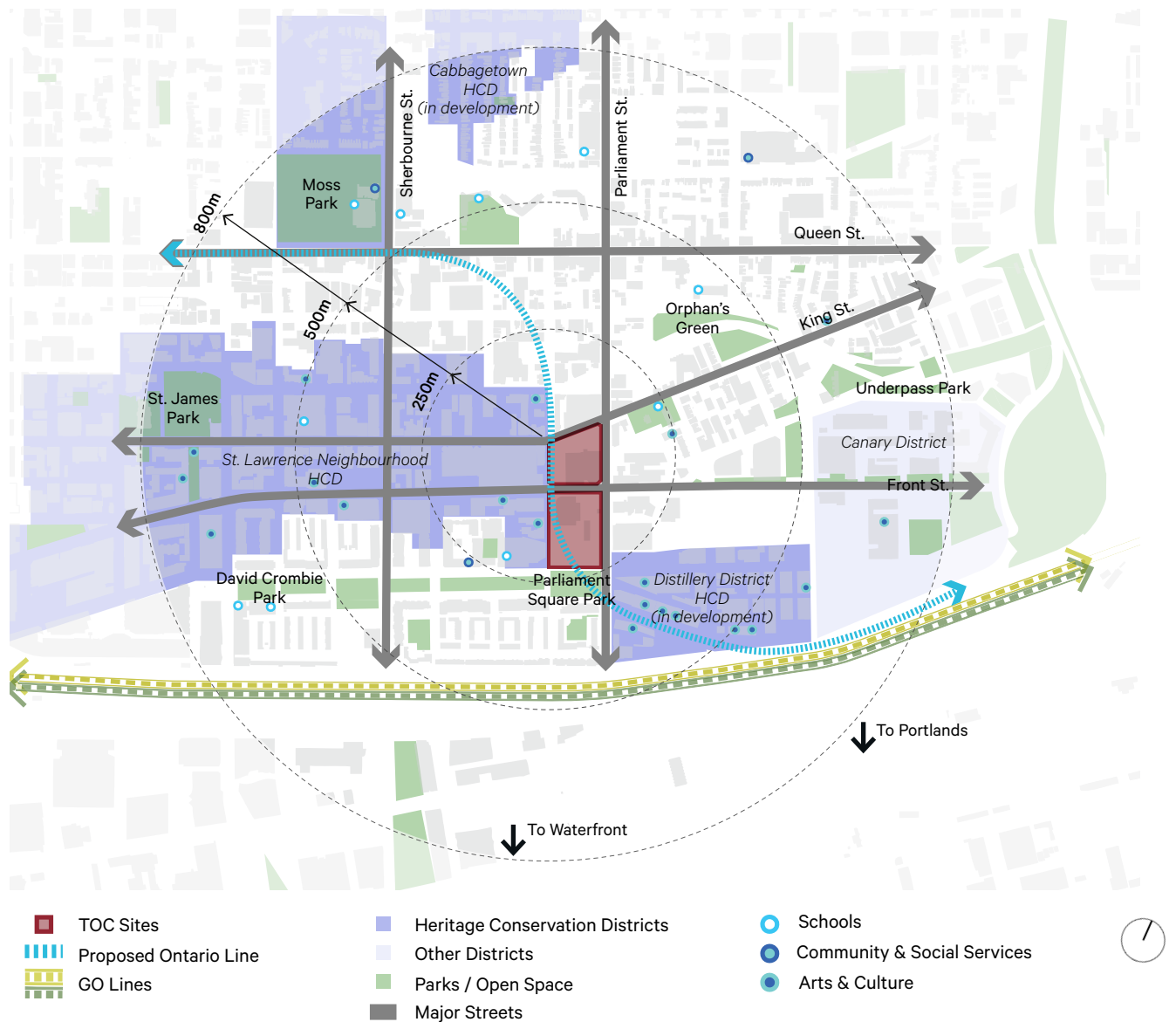


Figure 7: Station Neighbourhood

250m 500m

It contains the areas known as Old Town (also known as “Jarvis-Parliament”), Corktown, West Don Lands (newly known as “the Canary District”), and Distillery District. The area also forms the boundaries of Moss Park & the Garden District to the north along Queen St. East and borders the St. Lawrence neighbourhood, East Bayfront and the Port Lands across the rail corridor to the south.

Formerly home to a concentration of manufacturing and light industrial uses, King-Parliament has undergone significant transformation beginning in the mid-1990s as one of the two ‘Kings’ regeneration areas. These City-led regeneration efforts sought to foster renewed investment in this former manufacturing and warehouse district through a more flexible planning framework and the “loosening” of zoning permissions to encourage residential uses and revitalize what was seen as a declining area.

Though occurring at a slower pace as compared to King-Spadina, the other Downtown “King” area that underwent the same easing of policy permissions, King-Parliament has seen an

acceleration in growth and redevelopment in recent years, evolving into a desirable mixed use district with an eclectic mix of residential, commercial, institutional, and cultural activity. In 1991, there were fewer than 2,000 residents living in the area. By 2016, that number had increased to more than 12,835, representing a 625% increase in the residential population.

King-Parliament is home to the original 10 blocks of Toronto, known as the “Old Town of York”, and contains a number of culturally-significant heritage buildings. This includes the First Parliament and the St. Lawrence Foundry sites, which are the subject of intense public planning interest and have been identified as archaeologically sensitive areas. The area includes portions of two heritage conservation districts at various stages of the approval process, including the St. Lawrence Heritage Conservation District (approved) and Distillery District Heritage Conservation District (in development). Queen St. East forms the southern boundary of the Garden District Heritage Conservation District, with certain policies impacting the heights of development in King-Parliament area. The King-Parliament area also borders the Cabbagetown Heritage Conservation District (in development) to the north.



Photo 2: Parliament St., looking north



Photo 3: Parliament and Adelaide St., looking south



Photo 4: Parliament St., looking north (Pure Spirit Lofts)



Photo 5: King St. East, looking southeast

Old Town (Jarvis-Parliament)

Located east of Parliament St., Jarvis-Parliament represents the eastern half of King-Parliament. The area contains the original 10 blocks of Toronto, and contains many of the industrial commercial warehouses which powered Toronto’s heavy industry and manufacturing sectors throughout much of the 19th and 20th century.

Today, the Jarvis-Parliament area remains a focus area for employment within the City, with approximately the same number of people living and working in the area. The area has seen an increase in offices uses over recent years, including the Globe and Mail’s new headquarters on King St. East, capitalizing on the area’s close proximity to the Financial District. Furthermore, it is home to the George Brown College downtown campus, which occupies a number of buildings along and surrounding Adelaide St. East.

Additionally, the area’s historic character and unique built form has also supported a clustering of business and organizations tied to the burgeoning creative industries and culture sector (including design, architecture, performing arts, entertainment, and tech), who operate out of the many brick-and-beam offices in the area. The area’s history of successive evolution is reflected in its built form, with high-density infill scattered amongst historic commercial buildings, often within the same block.



Photo 6: Trinity St.



Photo 7: Sackville St.



Photo 8: King St. East, looking east

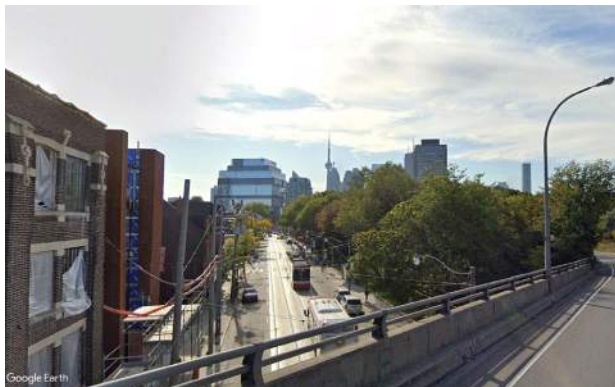


Photo 9: Adelaide St. above King St. East, looking west

Corktown

Corktown, generally bound by Parliament St. to the west, Queen St. East to the north, the Don Valley to the East and Eastern Ave. to the south, is one of Toronto's oldest intact residential neighbourhoods. It was first occupied by working class Irish Immigrants in the early 1800's. Remnants of 19th-century building forms, including worker's cottages and rowhouses, can still be found along the neighbourhood's side streets today.

As a whole, the neighbourhood has a fairly uniform low-rise historic form, save for contemporary renovations by its residents and business owners. A wide range of building forms are visible in the area, including residential houses, multiple-storey industrial buildings, and small-scale retail shops. Corktown's residential areas are defined by historic row-houses and quiet internal streets and also include a number of community-use heritage buildings.

East of Parliament, the street and block pattern is highly irregular. The construction of the Don Valley Parkway (DVP) in the 1960s resulted in a massive re-configuration of the street network in the area, including the severing of formerly continuous streets and the demolition of residential areas to make way for a series of elevated parking ramps connecting Adelaide St. East and Richmond St. East to the DVP.



Photo 10: Bayview Ave., looking north



Photo 11: Diamond Jubilee Promenade



Photo 12: Gristmill Lane

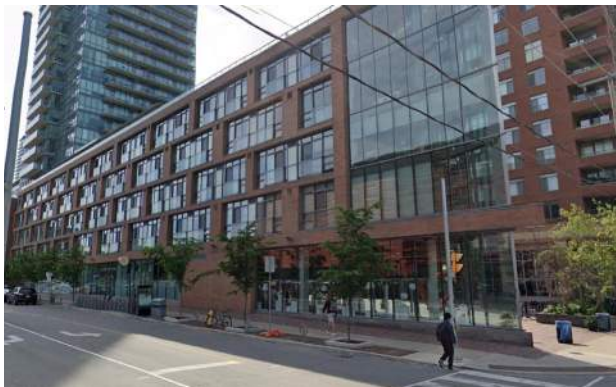


Photo 13: Mill St., looking southeast

West Don Lands

Guided by the 2005 West Don Lands Precinct Plan, the West Don Lands is a master-planned community located just south of the Corktown residential neighbourhood. Formerly an industrial area, the area is undergoing significant redevelopment and revitalization as a mixed-use neighbourhood.

Accompanying rapid residential growth has been an influx of new boutique restaurants, shops and cafes, which exist alongside remaining surface parking lots and some large-format retail. The resulting public realm is varied and eclectic. A number of landmark public realm projects form the social and recreational heart of the district, including Corktown Common and Underpass Park.

Distillery District

The historic Distillery District is a commercial and residential neighbourhood located east of Parliament, directly north of the CN rail corridor. A major tourist attraction and arts-and-culture hub, it includes a large collection of Victorian-era industrial heritage buildings which belonged to the former Gooderham and Worts Distillery and have since been re-purposed into a cafés, restaurants, and boutique shops. Many of the District's traditional brick-paved streets and lanes are pedestrian-only, contributing to a lively public realm.

The Distillery District contains a diversity of building uses, heights and typologies. Juxtaposed amongst the heritage buildings are a number of modern high-rise condominium towers, currently topping out at around the 40-storey mark.

2.2.2 Transportation Context

The TOC sites benefit from excellent access to the existing surface transit and active transportation network.

The sites are serviced by several bus and streetcar lines, including the 504 King streetcar and 65 Parliament bus for which stops are located at the intersection of King St. East and Parliament St. Within a 500m radius, the 501 Queen streetcar and 75 Sherbourne bus are also accessible.

The sites are also located in close proximity to dedicated cycling routes in the downtown core, including protected cycle lanes along Richmond St. and Adelaide St., separated cycle lanes along Sherbourne St., and signed routes/shared lanes along The Esplanade. There is a planned bike lane along Berkeley St. between Richmond and The Esplanade, as identified in the City's 2019-2021 Cycling Network Near-Term Implementation Plan. Additionally, 7 Bike Share Toronto stations are located within 250m of the TOC sites.

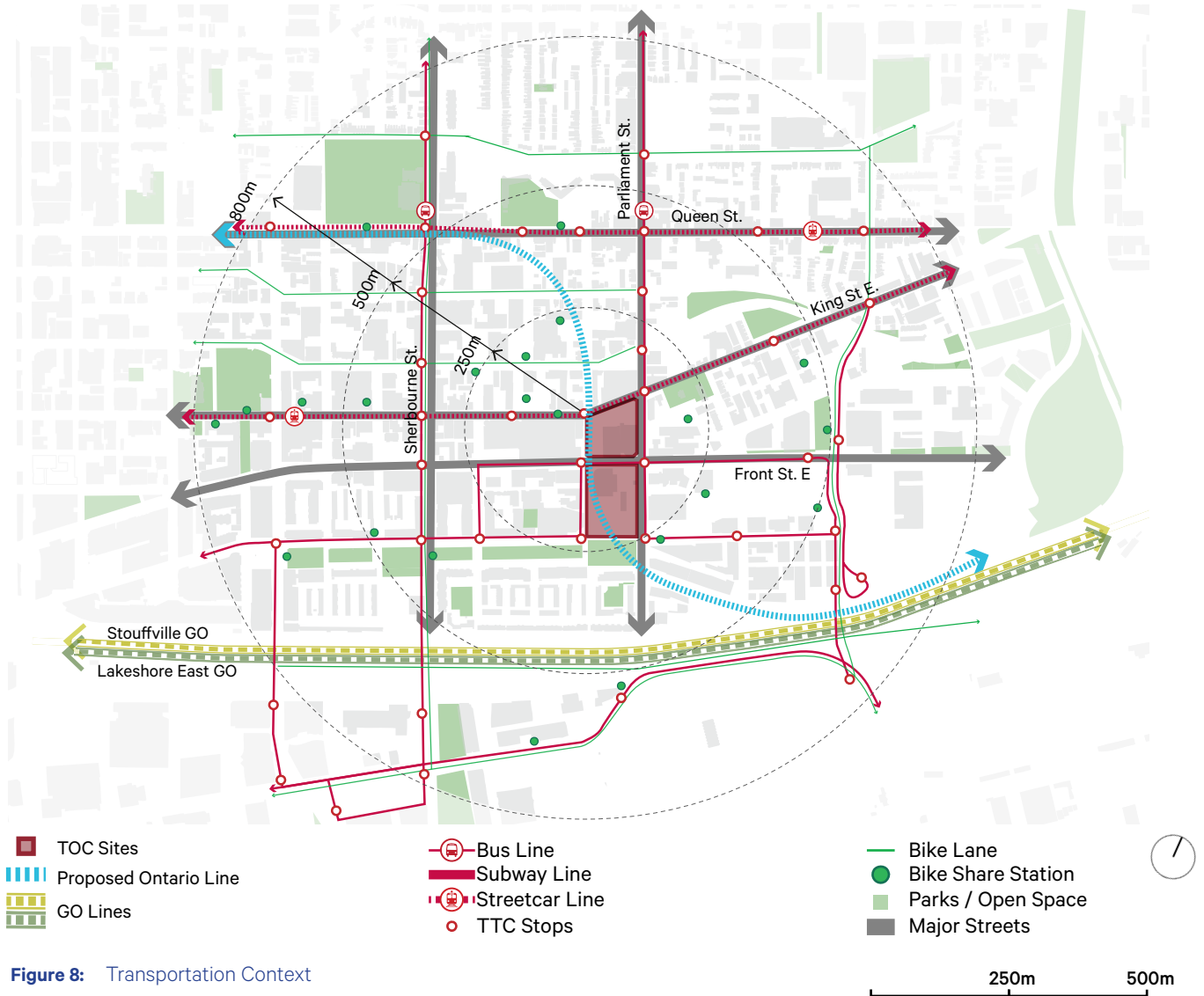


Figure 8: Transportation Context

2.2.3 Public Realm Context

The TOC sites are located within a built-up urban neighbourhood with well-developed pedestrian infrastructure and a mature network of parks and open spaces.

Located immediately to the south of the TOC sites is Parliament Square Park, an active open space of over 5,000 sq. m with a well-used soccer pitch. Parliament Square Park represents the eastern-most node of a collection of linear open spaces and recreational areas, known as David Crombie Park, which spans along The Esplanade,

from Lower Sherbourne to Parliament St.

Additionally, the sites are surrounded by a fine-grain network of pedestrian paths which provide multiple access routes approaching from all directions. These include major corridors such as King St., Berkeley St., Front St., and Parliament St., as well as smaller pedestrian-scaled routes along The Esplanade, Mill St. and Distillery Lane which connect the TOC sites to nearby destinations. Surrounding neighbourhoods frequently feature heritage interpretation elements and colourful public art, contributing to a visually-interesting, highly-walkable public realm.



Figure 9: Public Realm Context

2.2.4 Development Context

Due to its designation as a *Regeneration Area*, areas the City documents in their Official Plans as strategic areas for growth, there has been a significant level of development occurring within the King-Parliament area over the past 25 years. This growth has been particularly pronounced in terms of new residential condominium development, but also includes a small but growing number of office developments and retrofits. Figures 11 and 12 provide a summary of recently submitted, proposed and approved development applications.

Much of the new development has occurred through contemporary infill, complemented by adaptive re-use and retention of existing heritage buildings. New infill development is emerging alongside older industrial and commercial forms, which has gradually created a unique and varied built form that juxtaposes both old and new, often within the same block. This is reflected in the massing of new developments with many adopting a ‘hybrid’ building typology which draws on characteristics of the area’s distinct warehouse forms, as seen along Richmond St., Adelaide St., Parliament St., Front St., and Sherbourne St.

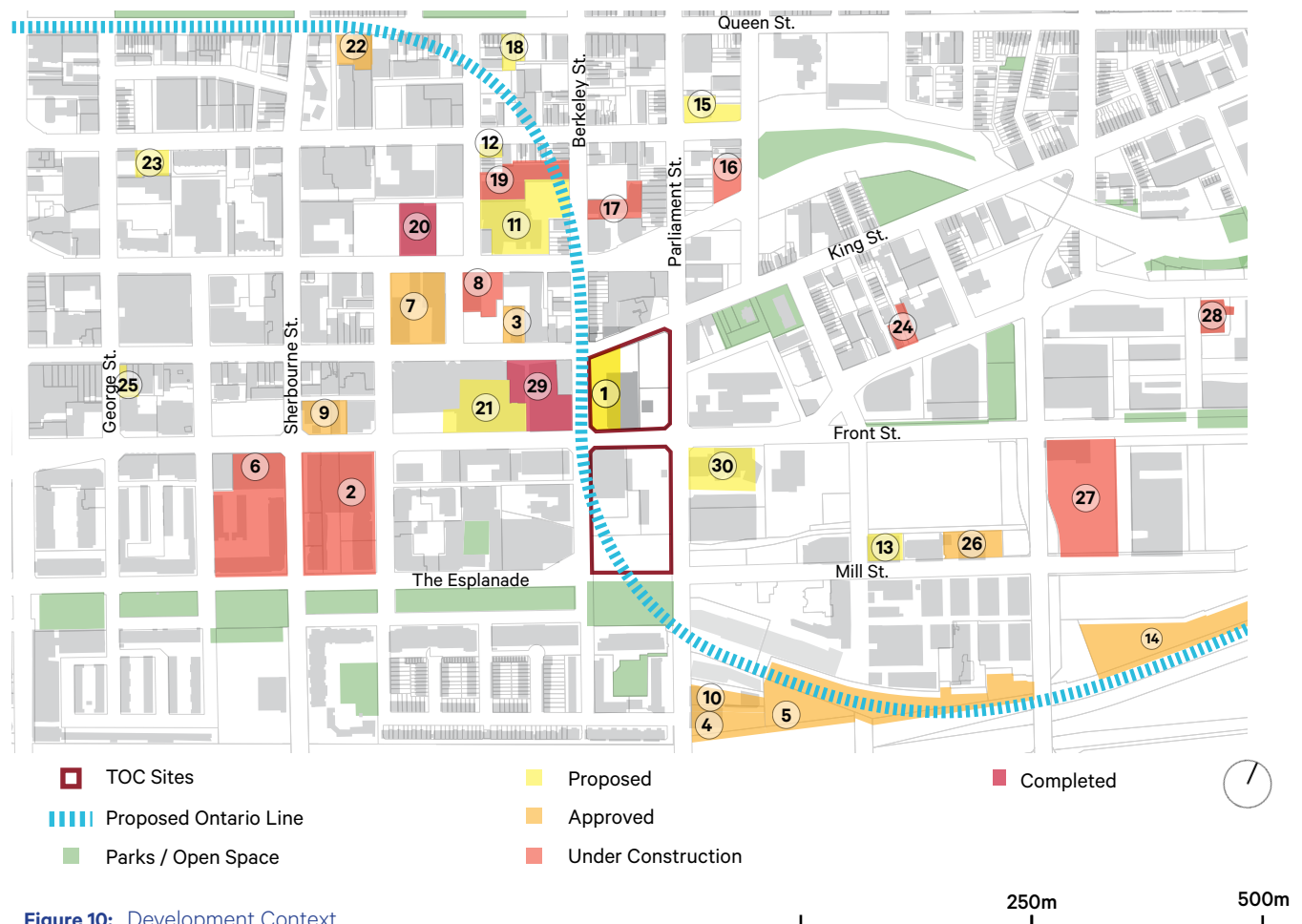


Figure 10: Development Context

No.	Address	Status	Height (ST)	Height (m)	Use	# of Units
1	250 Front St. E	Proposed	19	76	Mixed Use	516
2	177 Front St. E*	Under Construction	29	102	Mixed Use	1,530
3	284 King St E*	Approved	32	107	Mixed Use	218
4	31 Parliament St*	Approved	37	137	Mixed Use	247
5	31A Parliament St, 370 & 370A Cherry St*	Approved	49	166	Mixed Use	496
6	158 Front St E*	Under Construction	26	92	Mixed Use	490
7	254 King St E*	Approved	36	122	Mixed Use	875
8	25 Ontario St	Under Construction	23	105	Office	-
9	33 Sherbourne St	Approved	38	129	Mixed Use	439
10	33 Parliament St*	Approved	32	105	Mixed Use	485
11	49 Ontario St	Proposed	36	127	Mixed Use	881
12	75 Ontario St	Proposed	34	114	Mixed Use	251
13	60 Mill St	Proposed	31	115	Commercial - Hotel	392
14	125R Mill St**	Approved	45	162	Mixed Use	661
15	161 Parliament St	Proposed	29	103	Mixed Use	488
16	48 Power St*	Under Construction	22	78	Mixed Use	505
17	93 Berkeley St*	Under Construction	24	83	Mixed Use	329
18	301 Queen St	Proposed	25	88	Mixed Use	206
19	53 Ontario St	Under Construction	26	84	Mixed Use	273
20	424 Adelaide St	Complete	21	75	Mixed Use	527
21	333 King St E	Proposed	37	134	Mixed Use	314
22	245 Queen St E*	Approved	32	114	Mixed Use	1,250
23	231 Richmond St E	Proposed	39	149	Mixed Use	520
24	18 Eastern Avenue*	Approved	12	46	Mixed Use	379
25	187 King St E	Proposed	17	68	Mixed Use	16
26	90 Mill St**	Approved	13	45	Mixed Use	834
27	181 Mill St	Under Construction	26	86	Mixed Use	770
28	153 Eastern Ave **	Approved	47	141	Mixed Use	-
29	351 King St E*	Completed	17	83	Office	-
30	281 Front St E	Proposed	4	39	Industrial	-

*Approved or settled via OMB/LPAT

**Approved via MZO

Figure 11: Development Activity Table

This eclectic mix of building forms is also reflected in height patterns in the area, with predominant low-rise and mid-rise buildings punctuated by isolated clusters of height and density. Unlike other areas of downtown where density is defined by very tall buildings, towers in the area are concentrated in specific locations and are not the predominant typology of high density development.

Existing tower heights within the immediate context of the TOC sites fall within the 20-30 storey range, with a few outliers which extend upwards of 35 storeys, including a recent 38-storey approval at 33 Sherbourne St. and a recent 34-storey approval at 254 King St. East. Downtown tower forms generally stop at Jarvis St., except for properties to the south adjacent to the Gardiner Expressway until the Distillery District, where the tall buildings (the greatest heights of which are against Gardiner) juxtapose the historic ground level buildings.

The height peak within the broader area is set by Dream and Cityscape's 49-storey "ribbon building" located at the southern boundaries of the Distillery District adjacent to the rail corridor. Northeast of the Distillery District, heights reduce to a hybrid form with the West Don Lands featuring a mix of taller mid-rise development intermingled with shorter towers.

A number of the taller recently approved developments have been settled via hearings at the Ontario Municipal Board (OMB) / Local Planning Appeal Tribunal (LPAT).



Photo 14: 158 Front St. East



Photo 15: 177 Front St. East



Photo 16: 31A Parliament St.

2.2.5 King Site & Surroundings

**383 King St. East, 39 Berkeley St.,
250-260 Front St. East, and 68-70 Parliament St.**

Site Area 8,643 sq.m.

Current Use Commercial

The King Site is comprised of three properties and with a 94.8 m frontage along King St. East, 90.0 m frontage along Front St. East, 110.4 m frontage along Parliament St. and 81.2 m frontage along Berkeley St.

The eastern half of the site (68-70 Parliament St.) is currently occupied by a two-storey commercial building, home to the Downtown Porche car dealership, and a surface parking lot.

The western half of the site (383 King St. East, 39 Berkeley St., and 250-260 Front St. East) contains a one-storey large-format commercial building, currently occupied by a Staples office supply store, and a surface parking lot. The property is subject to an active development application currently under review. A Zoning By-law Amendment was

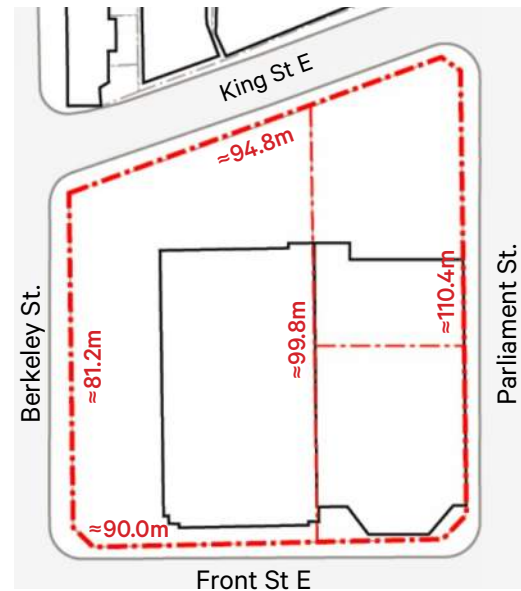


Figure 12: King Site Plan



submitted in 2018 by Greenpark Homes. The proposal consists of two 19-storey residential towers atop a two-storey mixed-use podium. The development would deliver a total of 516 residential units, 6,197 sq. m. of retail space, and 429 parking spaces within a 3-level underground garage.



Photo 17: Front St. East & Berkeley St., looking northeast



Photo 18: Parliament St. & Front St. East, looking north

Adjacencies

The site is adjacent to a mix of residential, commercial, and institutional buildings. The most significant of these adjacencies include the Globe and Mail Centre (4) to the west, the mixed-use 318 King St. East development (1) to the north, and number of registered heritage buildings on the east side of Parliament St., including 91 Parliament St. (8), 393-417 King St. East (7) and the Division 51 Toronto Police Service building (6).

Legend

- ① 318 King St. East
- ② 55-59 Berkeley St.
- ③ 359-361 King St. East
- ④ Globe and Mail Center
- ⑤ Joey & Toby Tanenbaum Opera Center
- ⑥ Division 51 of the Toronto Police Service
- ⑦ 393-417 King St. East
- ⑧ 91 Parliament St.



Figure 13: King Site Adjacencies





Photo 19: 318 King St. East (1)



Photo 20: 55-79 Berkeley St. (2)



Photo 21: Division 51 of the Toronto Police Service (6)



Photo 22: Globe and Mail Center (4)

North: To the north is 318 King St. East, a 15-storey condominium building with retail-uses at grade within a 7-storey base building. Within the block are a number of low-rise commercial buildings with varied uses, including a home goods showroom and film production studios. Along Berkeley St. there are a series of historic 2-storey rowhouses (55-79 Berkeley St.), which are listed on the City's Heritage Register.

West: To the west is the Globe and Mail Centre, a 17-storey, 46,500 square metre office building which represents the largest concentration of dedicated office space east of Yonge St.. The wider block, bounded by King St. East, Beverley St. to the east, Front St. East and Princess St., includes a multi-use office, retail, residential and institutional complex which includes part of the St. James Campus Building of George Brown College.

East: To the immediate east is 4-storey brick building with commercial uses (393-417 King St. East), the police station for Division 51 of the Toronto Police Service (393-417 King St. East), and an associated parking lot. Further east along Trinity St. are the Enoch Turner Schoolhouse Museum, Little Trinity Anglican Church, and churchyards containing open space and a children's playground. The commercial building, police station, and schoolhouse are all properties designated Part IV under the Ontario Heritage Act; the church is listed on the municipal Heritage Register.

South: To the south, in the block bounded by Front St. East, Parliament St., Berkeley St. and Parliament Square Park, is a number of automobile-related uses, including a car dealership, car rental business, car wash facility, ancillary parking and a Green P municipal parking lot (265-271 Front St. East).

2.2.6 Front Site & Surroundings

265-271 Front St. East and 3-25 Berkeley St.

Site Area	12,472 sq.m.
Current Use	Commercial

The Front Site is an assembly of four properties. It has a 138.5 m frontage along Parliament St., a 90.1 m frontage along Front St. East, a 138.6 m frontage along Berkeley St., and abuts Parliament Square Park to the south.

It is currently occupied by two low-rise commercial buildings which house a Nissan dealership and commercial car wash, as well as two surface parking lots (private lot and Green P municipal lot).

The site is a historically significant piece of land, beginning with its connection to Indigenous peoples. It has been recognized as the territory of the Huron-Wendat and Petun First Nations, the Seneca, and the Mississaugas of the Credit River. Following the signing of the Toronto Purchase (Treaty 13) in 1787, the British government took

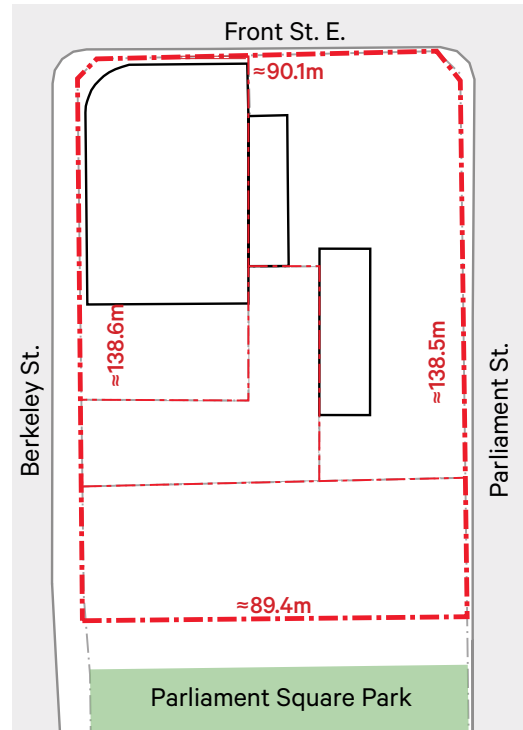


Figure 14: Front Site Plan



control of the lands from the Mississaugas. Thereafter, Toronto (then known as the Town of York) became the capital of Upper Canada, and Canada's First Parliament buildings were built on the subject site (now known as "First Parliament Site"). These were constructed in 1797 and operated as the governing chambers of Upper Canada's Legislative Council and House



Photo 23: Front St. East & Berkeley St, looking southwest



Photo 24: Parliament St., looking northeast towards site

of Assembly until they were burned down during the War of 1812. They were rebuilt as the Second Parliament buildings in 1824, and remained there until the buildings were moved to a new location on Front St. in 1829. During this time, the site was also home to a number of cultural and religious activities associated with the growth of the Town of York (Toronto).

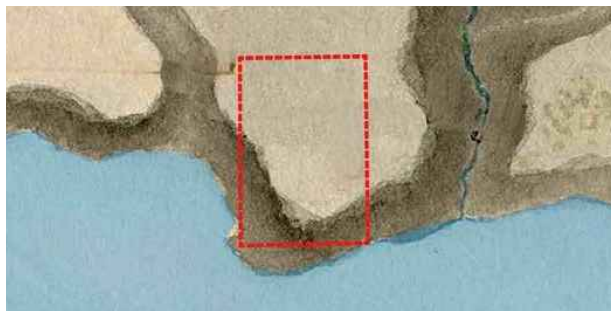
Following the Parliamentary era, the Home District Gaol (Jail) was built on the site in 1840, where it remained operational for more than twenty years. Thereafter, the site was occupied by a Consumers Gas Company manufacturing plant for the first half of the 20th century, which has contributed to severe contamination of the site.

In recognition of this unique history, the site is

designated under Part IV of the Ontario Heritage Act by By-law 091-1997 and is included in the City's Heritage Register. It is also a Registered Archaeological Site (AjGu-41) and identified as having Potential for Provincial Significance.

From site investigations undertaken in recent years, it has been determined that there may be archaeological artifacts which remain buried underground, including remnants of the First and Second Parliament Buildings. However, any artifacts which may remain are fragile and likely buried in contaminated soil.

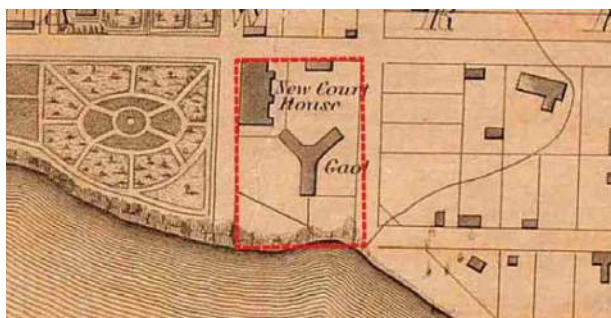
In 2018, the City initiated a master plan exercise for the First Parliament Site, which seeks to recognize and celebrate the history of the site while contemplating its future development options.



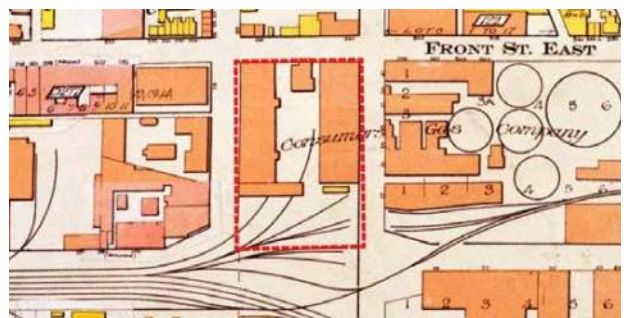
Natural and Indigenous History - 7,000 Years



Parliament Buildings - 1794 to 1824



Home District Gaol - 1840 to 1864



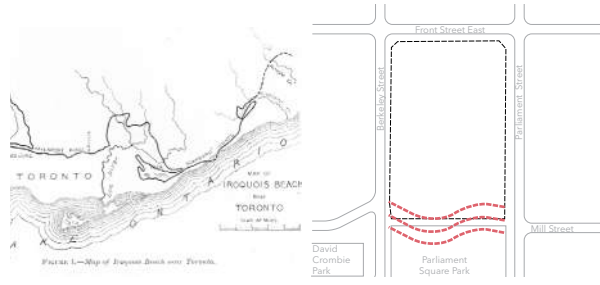
Consumers' Gas - 1879 to 1955

Figure 15: First Parliament Site - Eras of Significance
(Source: City of Toronto First Parliament Project Master Plan Presentation Materials)

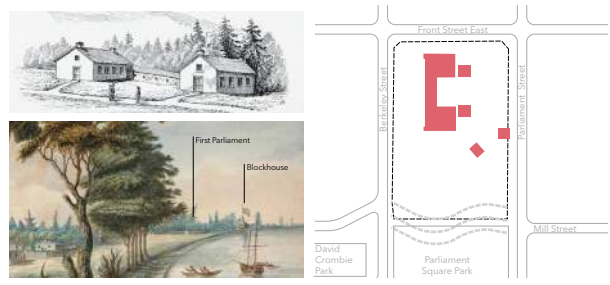
KEY PLAN DRIVERS - HERITAGE

The protection of the archaeological resource and the interpretation of the site's history will help direct the planning and organization of the site.

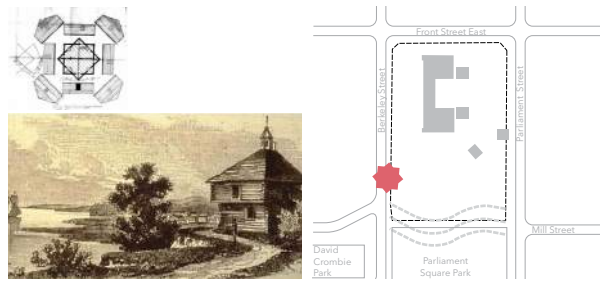
Traces of History: Natural History and Pre-Settlement



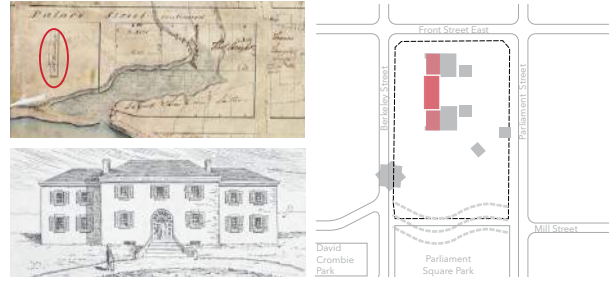
Traces of History: First Parliament (1794 to 1820)



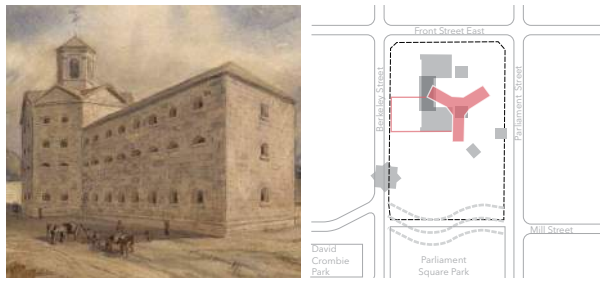
Traces of History: The Town Block House



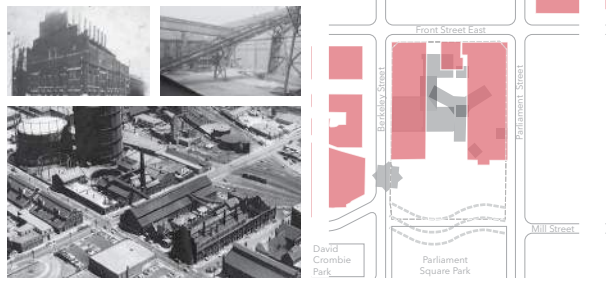
Traces of History: Second Parliament (1820-1824)



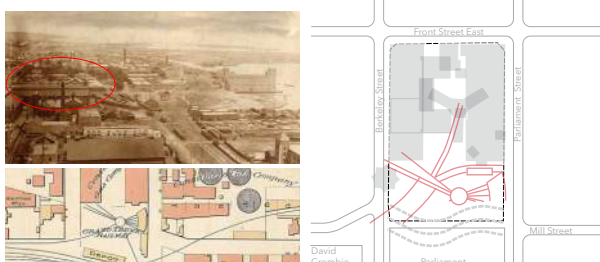
Traces of History: Home District Gaol (1837-1864)



Traces of History: Industrial Era (1879 to 1955)



Traces of History: Railways



Zone of Archaeological Potential

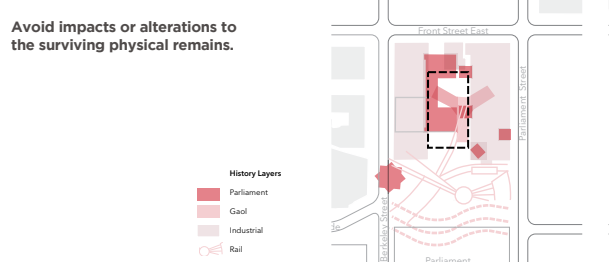


Figure 16: First Parliament Site - Heritage Context
(Source: City of Toronto First Parliament Project Master Plan Presentation Materials)

Adjacencies

The site is adjacent to a number of important arts & cultural institutions and heritage buildings to the west (3, 4, 5), Parliament Square Park to the south (6) and the Equinix Data centre to the west (8), the latter of which is also the site of a current development application. The adjacencies on either side of the site represent a juxtaposition of modern and historic structures.

Legend

- ① Division 51 of the Toronto Police Service
- ② Globe and Mail Center
- ③ Joey & Toby Tanenbaum Opera Center
- ④ Canadian Stage
- ⑤ Berkeley Castle
- ⑥ Parliament Square Park
- ⑦ 33 Mill St. (Pure Spirit Lofts)
- ⑧ Equinix Data Center

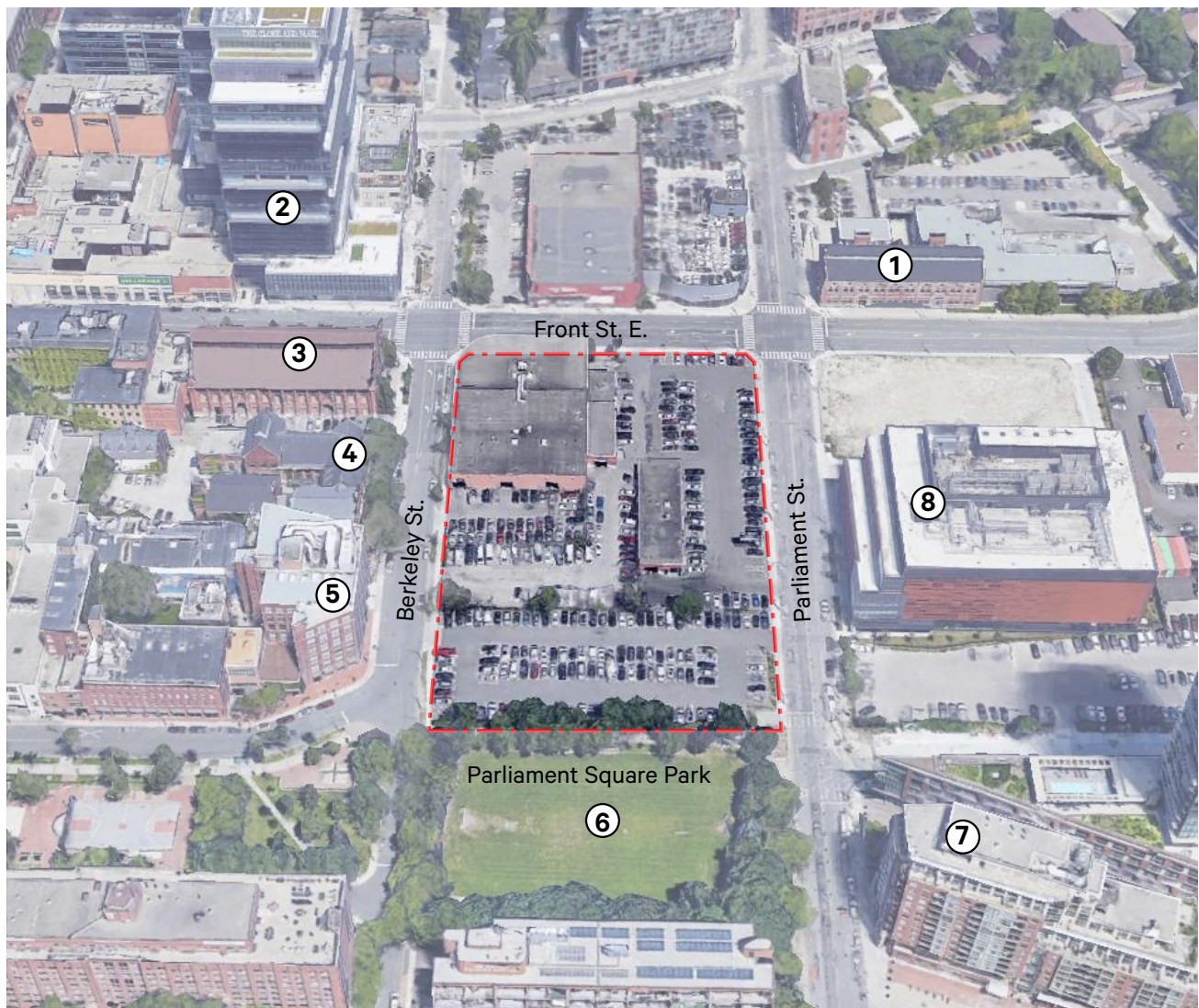


Figure 17: Front Site Adjacencies





Photo 28: Canadian Stage (4)



Photo 29: Equinix Data Center (8)



Photo 30: Parliament Square Park (6)



Photo 31: 33 Mill St. (Pure Spirit Lofts) (7)

South: Immediately to the south is Parliament Square Park, a 5,100 sq. m. public park which includes an open soccer field. Further southwest is the St. Lawrence residential neighbourhood, primarily of mid-rise apartments (up to 12 storeys) and rowhouses, and inclusive of several co-operative housing developments. To the southeast is the Distillery District, a historic district comprised of a mix of warehouse/industrial buildings and mid-rise and high-rise residential condominiums, bordered by the CN Rail corridor.

West: To the immediate west are a collection of cultural and institutional buildings built in the 19th century which represent area's distinct heritage character, including the Joey & Toby Tanenbaum Opera Centre, Le Théâtre français, Canadian Stage Theatre and Berkeley Castle. All are designated heritage properties under Part IV of the Ontario Heritage Act. Further west is collection of buildings ranging from 2 to 11 storeys that include a number of significant community facilities, including Market Lane Public School, Fire Station 333 and the St. Lawrence Community Centre.

East: To the east is a 5-storey (25m) data processing centre, known as the Equinix Data Centre, and a large surface parking lot (281 Front St. East and 43A Parliament St.). A car dealership is located to adjacent to the data centre, and further east lies a large municipal Green P Parking lot and several 10-12 storey mid-rise apartment buildings along Mill St..

North: To the north, in the block bounded by King St. East, Parliament St., Berkeley St., and Front St. East, is a two-storey car dealership and one-storey office supply store with ancillary parking.

3.0 The Proposal

3.1 Principles

3.2 The Proposal

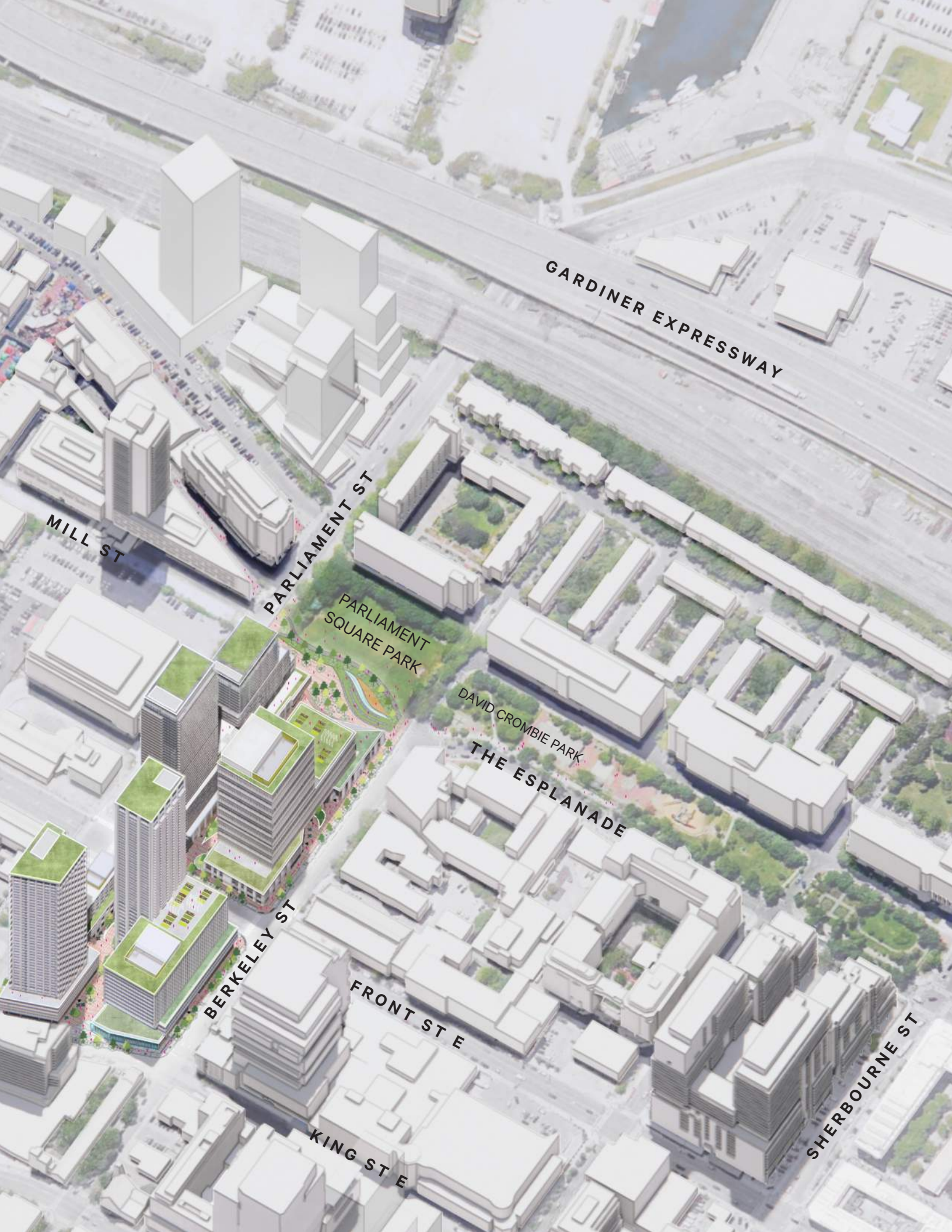
Corktown Station

At Corktown Station, two sites will be developed through the Province of Ontario's TOC program. They will introduce new landmark structures and an enhanced public realm, reflecting the character of the King-Parliament area and its surrounding neighbourhoods while facilitating the continued growth and evolution of this area as a vibrant, transit-oriented, complete community.

Spanning two city blocks bounded by King St. East, Parliament St., Berkeley St. and Parliament Square Park, the sites will comprise a master planned development delivering a mix of residential, retail, employment, transit and community/institutional uses.

The proposed TOC developments will deliver new transit-supportive housing and employment opportunities, accommodating over 2,700 people and 3,700 jobs within a future Major Transit Station Area.





GARDINER EXPRESSWAY

MILL ST

PARLIAMENT ST

PARLIAMENT SQUARE PARK

DAVID CROMBIE PARK

THE ESPLANADE

BERKELEY ST

FRONT ST E

KING ST E

SHERBOURNE ST

3.1 Principles

TOC development proposals 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 surrounding 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

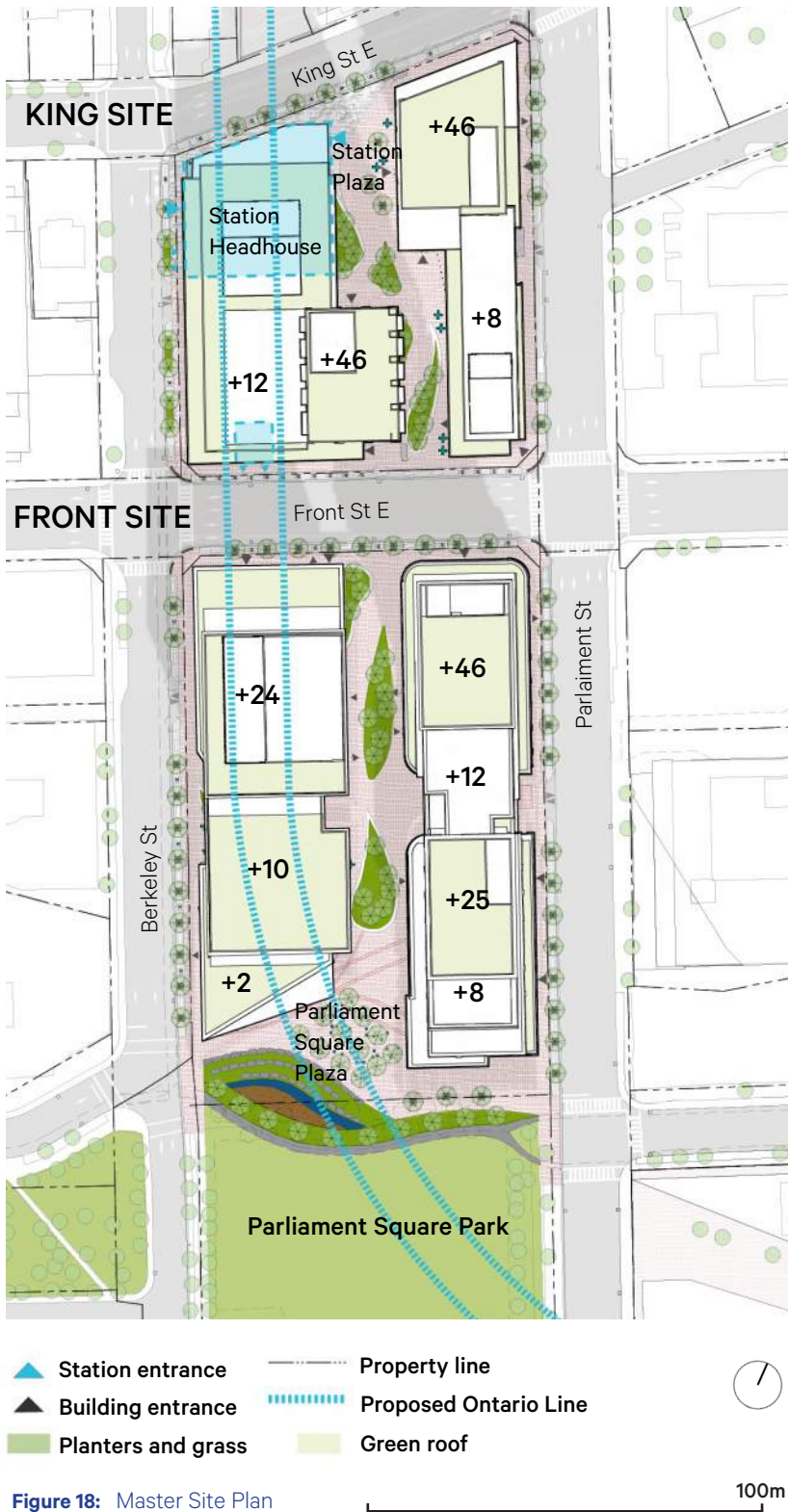


Figure 18: Master Site Plan

The TOC development at Corktown Station consists of two sites, the King Site and Front Site, which comprise a total of four buildings. Both sites are structurally integrated with below-grade transit infrastructure for the Ontario Line (to be delivered through a separate process), with access to station entrances provided from King St. East and Berkeley St.

Anchored by a robust public realm and landscape strategy, the TOC developments respect the existing built and cultural heritage context, introduce pedestrian-oriented streetscape improvements along major public frontages, introduce new community-oriented institutional space, and facilitate transit-supportive densities commensurate with the creation of a new Major Transit Station Area.

	King Site	Front Site
Maximum Height (incl. mechanical)	46ST/164.1m	46 ST/152.0m
Density (FSI)*	11.0	8.6
Total GFA (sq. m)	93,992	107,218
Residential GFA	65,258	60,129*
Non-Residential GFA	28,734	47,089
Residential Units	840	740
Larger Sized Units	348	284
Vehicular Parking	271	297
Bicycle Parking	1135	941

Stats based on indicative concept

*inclusive of transit station (provided through separate process)

*inclusive of above-grade parking GFA




A broad mix of uses, including residential, retail, office, institutional and transit uses, will support the area's growth as a transit-oriented complete community.

The proposed development will deliver new housing opportunities, providing approximately 1,580 residential units, including family-sized units, complemented by generous indoor and outdoor amenity spaces.

The greatest heights will be located at the transit station, establishing a new height peak in the area and enabling transit-supportive densities commensurate with site's location as the centre of a new Major Transit Station Area.

The proposed development will provide additional employment opportunities through the delivery of approximately 69,000 sq. m. of Class A office space.

Figure 19: Corktown TOC - Key Moves

An aerial architectural rendering of a city block, showing a grid of streets and buildings. The streets are labeled: 'THE ESPLANADE' running diagonally from the bottom-left to the top-right, 'DAVID CROMBIE PARK' running diagonally from the top-left to the bottom-right, and 'PARLIAMENT SQUARE PARK' on the far left. Several callout boxes with white backgrounds and black text are connected to the rendering by thin white lines. The buildings are rendered in a light grey color, and there are green spaces and trees interspersed throughout the block. The overall style is clean and modern, typical of urban planning presentations.

Community-oriented uses and programming will be located on the First Parliament Site, including new public institutional space, open space plaza, and heritage interpretation features tied together by a robust landscape strategy.

Pedestrian-friendly streetscape improvements will be introduced along King St. E, Parliament St, Front St. E. and Berkeley St. to enhance their civic importance as major corridors and/or pedestrian thoroughfares, implemented through enhanced setbacks, new street trees, and additional street furniture.

A network of north-south and east-west mid-block connections will encourage greater porosity, walkability and accessibility for pedestrian movements to, around, and between the sites.

Careful consideration of existing street-wall height, setbacks, stepbacks and façade rhythms along street frontages will inform massing and articulation of base buildings to conserve low-rise street edges, frame the public realm and reflect existing built form character.

Active frontages along King St. E., Parliament St., and Front St. E. will support their role and function as Priority Retail Streets and will be complemented by enhanced floor-to-ceiling heights, full height storefront glazing, and retail spill-out areas.

King Site

The King Site comprises of two buildings, a 46-storey tower with a 8-storey mid-rise component (east building) and a 46-storey tower with a 12-storey mid-rise component (station-integrated west building). inclusive of residential, retail, office and transit uses. The proposed concepts respect the established built form of the King-Parliament area by emulating the boxy 'commercial warehouse' typology and matching existing low-rise streetwalls, while introducing enhanced height and density commensurate with their location at the heart of a new higher-order transit node. Station entrances will be located to be accessible from King St. E. and Berkeley St. and facilitate access to high-trafficked surface transit routes, including the 504 King streetcar.

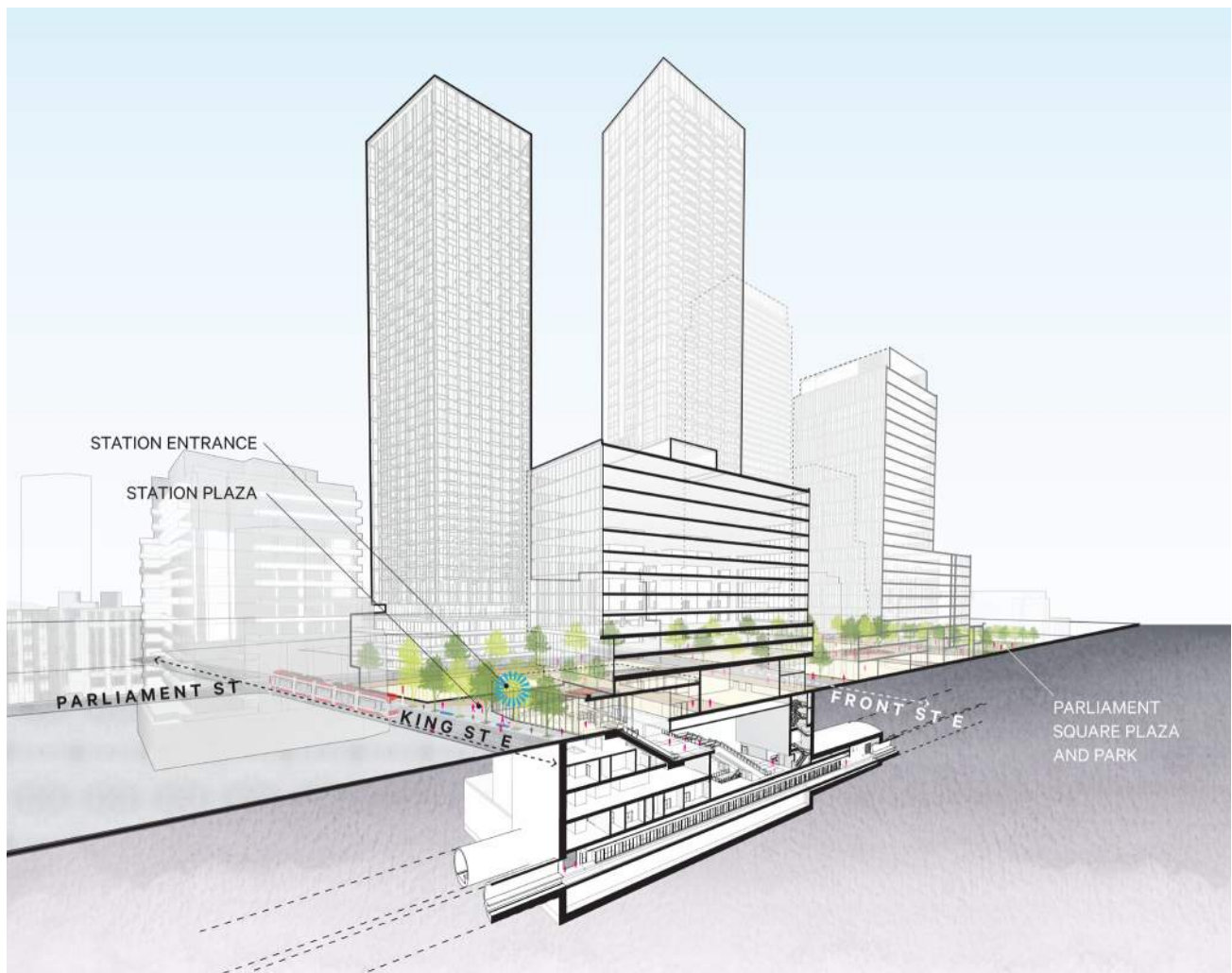


Figure 20: King Site



Front Site

The Front Site features a mixed-use residential building with 46 and 25-storey towers (east building) and a 24-storey office building (west building). Informed by the First Parliament Master Plan, the proposed development includes approximately 2,300 sq. m. of potential public institutional space, introduces several landscaped outdoor public spaces, integrates public realm features which draw upon the site's unique historic and archaeological significance, and minimizes over-build of the Zone of Archaeological Potential. Site design is driven by the desire to establish an integrated, centralized hub for on-site community programming and celebrate the site's rich history, contributing to the liveability of the Corktown area and surrounding neighbourhoods.

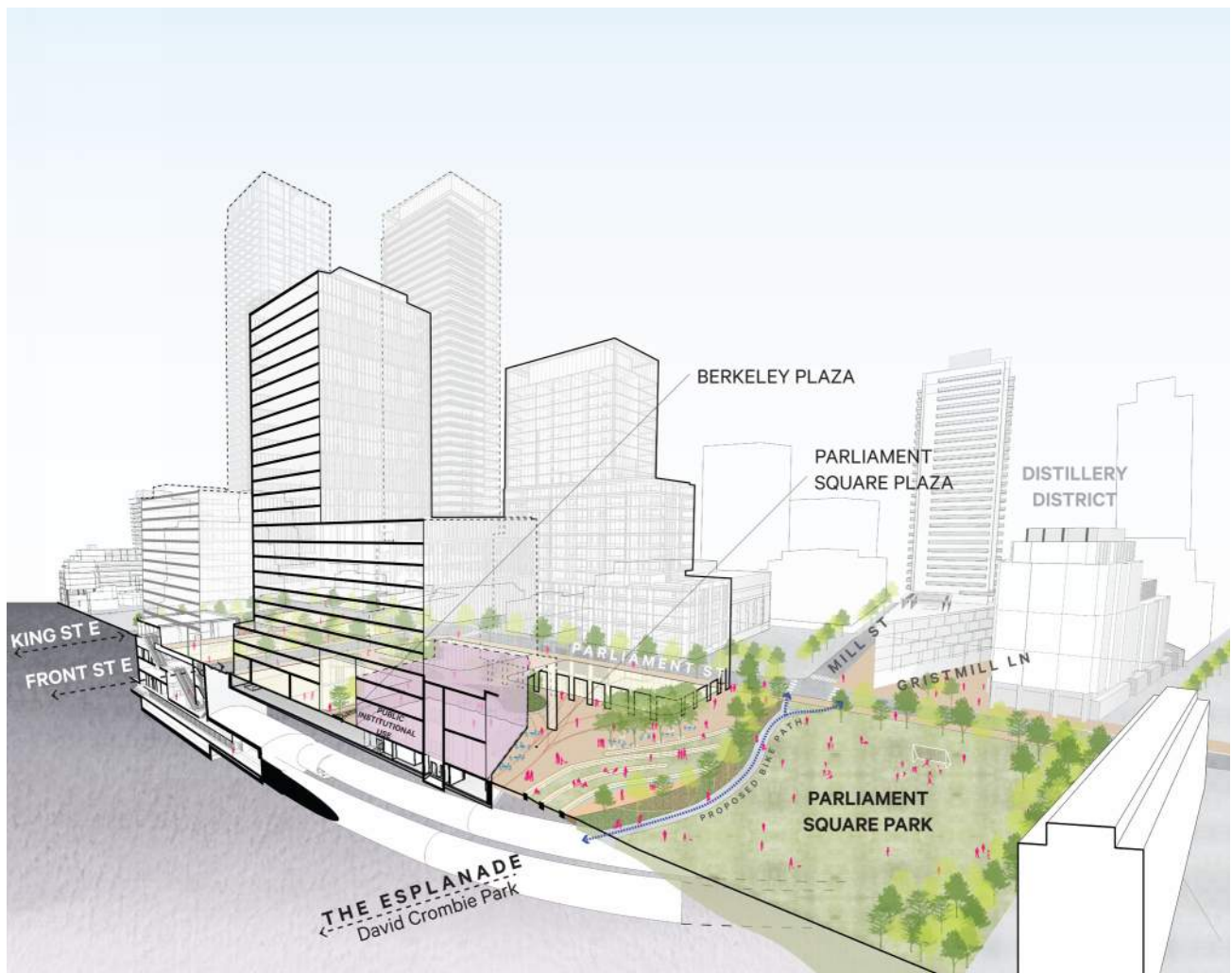


Figure 21: Front Site



4.0 Design

4.1 Context Fit

- 4.1.1 Heights
- 4.1.2 Setback & Street Wall
- 4.1.3 Stepbacks & Separation Distances
- 4.1.4 Public Realm Network

4.2 King Site

- 4.2.1 Program
- 4.2.2 Massing & Articulation
- 4.2.3 Pedestrian Experience & Circulation
- 4.2.4 Landscape

4.3 Front Site

- 4.3.1 Program
- 4.3.2 Massing & Articulation
- 4.2.3 Pedestrian Experience & Circulation
- 4.3.4 Landscape

4.0 Design

This section provides a detailed design analysis of the proposed TOC concepts for Corktown Station. The indicative concepts align with the overall principles outlined in Section 3 and will inform high-level design parameters for TOC developments including height and massing, which together inform each site's achievable density.

These design parameters are intended to ensure that final TOC developments to be undertaken by development partners are implemented in a manner that strives to complement their

surroundings, deliver high quality public realm and amenities, and mitigate any adverse impacts to neighbouring areas and sensitive uses.

Within Section 4.0, the transit station is included in illustrative diagrams and described within the accompanying text for the purposes of providing a comprehensive understanding of how the proposed TOC developments will support and be integrated with transit infrastructure. However, the transit station is not included as part of the proposal and will be subject to the separate SPR process.



Figure 22: Illustrative Render - First Parliament Plaza

4.1 Context Fit

The proposed developments respect and reinforce existing built form and public realm characteristics on a site, block and neighbourhood scale.

Ultimately, the TOC schemes strive to balance neighbourhood character with pushing forward development of an intensity appropriate for the centre of a future Major Transit Station Area.

4.1.1 Height

The maximum heights for TOC concepts at Corktown are based on an assessment of the 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.

The planned subway station will establish a new higher-order transit node and associated MTSA. The Growth Plan provides MTSAs around subways the greatest density target of any transit type. Fundamental urban design and urban form theory dictate that the greatest heights should be located at nodes (ie. transit stations), corridors (ie. main streets and avenues) and edges (ie. rail corridors and highways), with downward transitions being implemented towards lower-scale areas. Accordingly, as the centre of a new significant transit node, the TOC developments warrant greater heights than their neighbourhood context and should be understood as the height peak within the particular MTSA.

Context

The proposed heights at Corktown Station have been informed by this justification for greater heights, with the exact height determined by the station's existing and emerging built context.

Over the past two decades, the number of new high-density developments in King-Parliament has steadily increased. This has resulted in an influx of tall buildings into a district once characterized by low-to-mid rise warehouse buildings and small-scale residential properties. While most new development has been within the 12 to 19 storey range, in recent years an increasing number of projects within the 20, 30, and 40 storey range have been proposed. These high-density towers have typically been introduced through individual Zoning By-law Amendments, with heights approved on site-specific basis, many through appeals to the Local Planning Appeal Tribunal (LPAT).

The greatest existing and approved heights in the immediate area are currently located in one of two areas within the district. First, along the major thoroughfares of King St. East and Front St. East between Jarvis St. and Parliament St., where there are a handful of recent developments in the mid-20 to mid-30 (75-129m) storey range. Second, within the Distillery District, where a number of new mixed-use condominiums have been developed or approved adjacent to the rail corridor. The ultimate height peak in the Distillery is set by Dream and Cityscape's OMB-approved 49-storey (166m) "ribbon building" at 31R Parliament St., with a small number of other developments between 35-40 storeys located directly north of the rail corridor. Additionally, on October 30,

2020, Ministerial Zoning Orders (MZOs) were granted for sites at 153-185 Eastern Ave. and 125R Mill St. in the West Don Lands neighbourhood, permitting developments of approximately 41 storeys (141m) and 45 storeys (153m) respectively. These examples in the Distillery and West Don Lands are generally located directly adjacent to rail corridors or expressways. They reflect ‘urban edge’ conditions in which greater heights are understood to be more acceptable as privacy concerns and visual impacts are limited only to one side of development.

Outside of these locations, the prevailing built form is dominated by low- and mid-rise buildings between 2 to 12 storeys. This includes areas east of Parliament St. in the Sackville/Trinity area, which are made up of residential and community institutional buildings generally 2 to 6 storeys in height, and areas south of The Esplanade which include a large number of townhouses, rowhomes and 10 to 12-storey apartment buildings that are part of the abutting St. Lawrence neighbourhood. The figure below provides an analysis of approved, under construction and existing heights in the surrounding area.

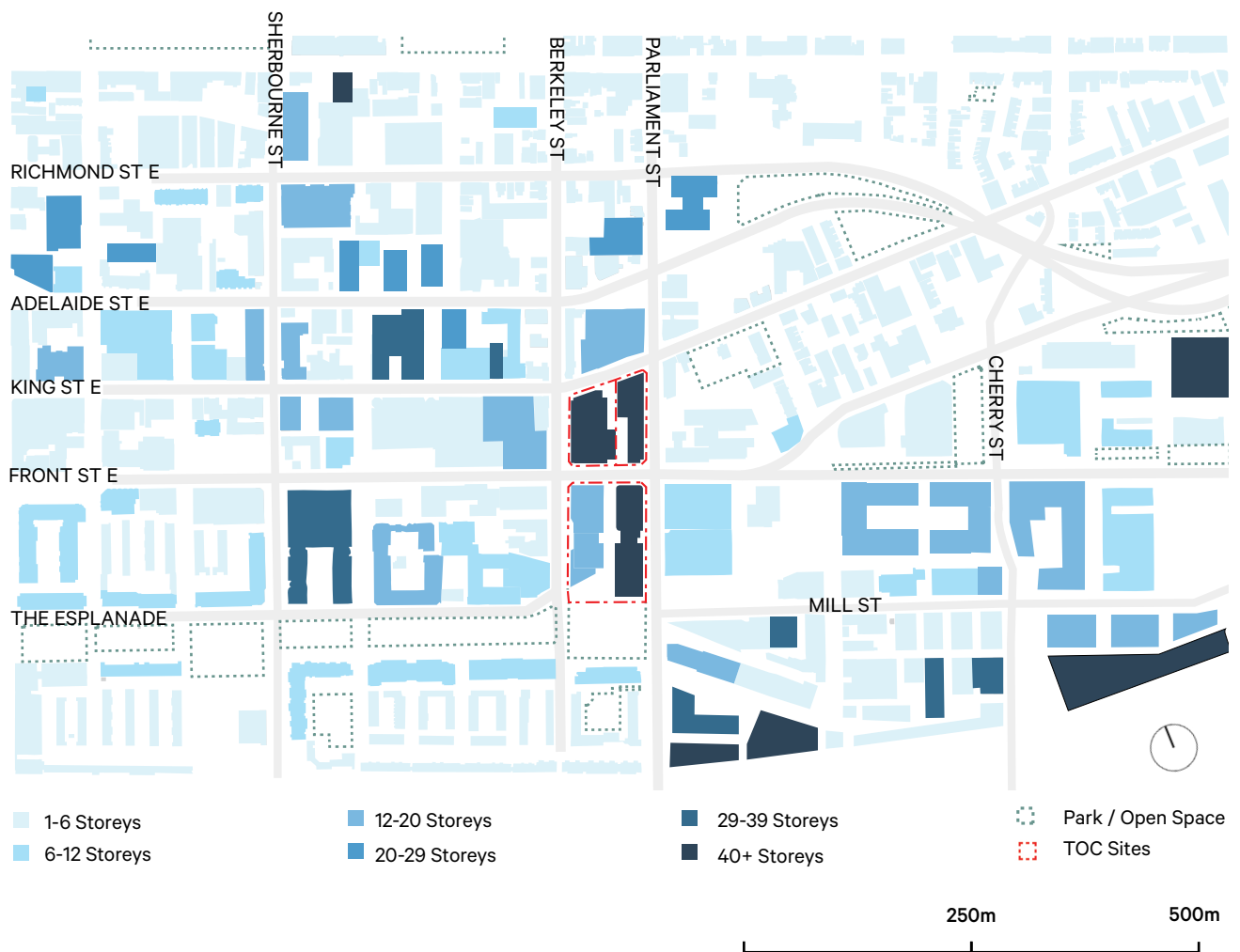


Figure 23: Context Area Height Plan

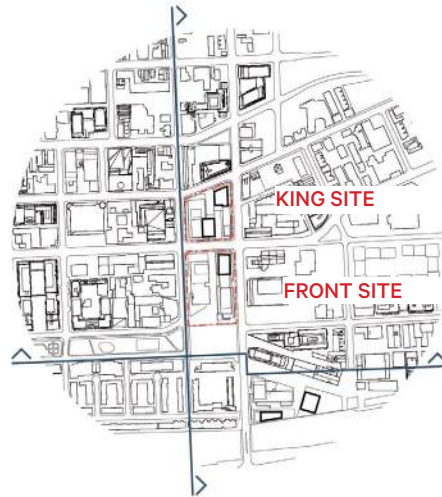


Figure 26: Height Context - Key Plan

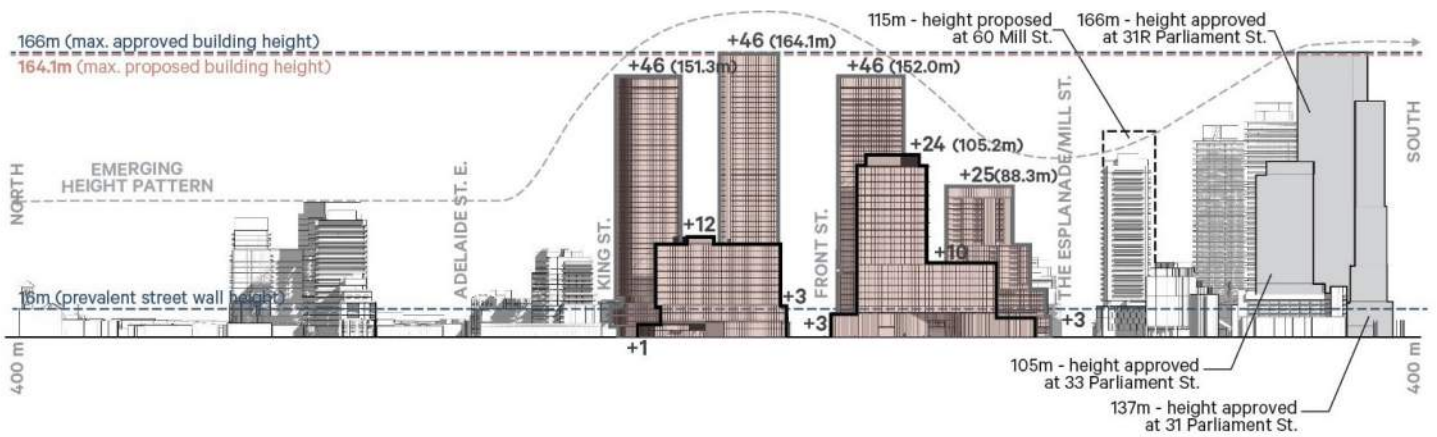


Figure 24: Height Context - North South Elevation

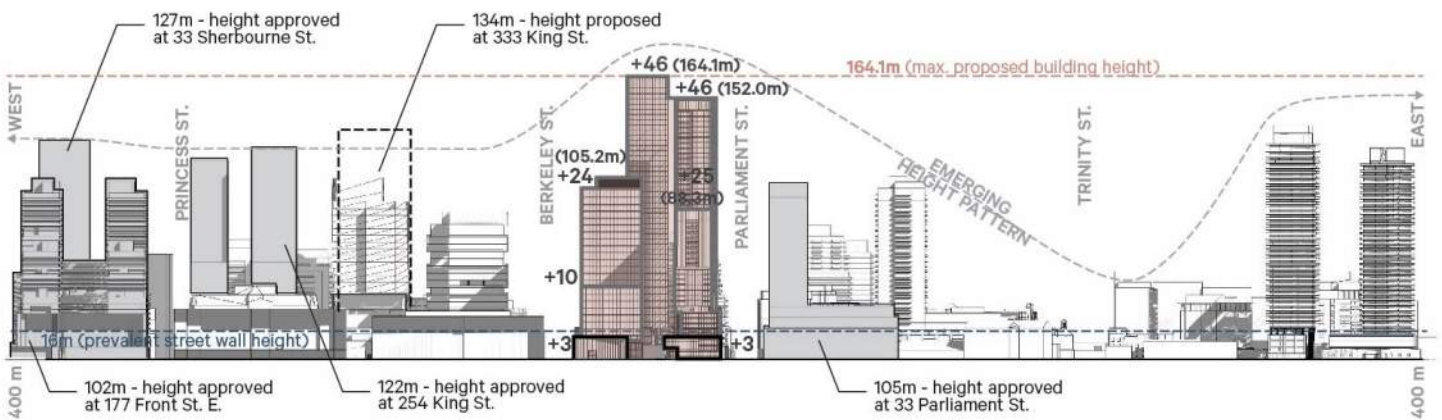


Figure 25: Height Context - East West Elevation

Fit

The proposed developments reference the established height pattern for the area while introducing an appropriate scale for development that is directly integrated with a future subway station.

The maximum height of 46ST/164.1m (inclusive of 6m mechanical penthouse) for the King Site and 46ST/152.0m (inclusive of 6m mechanical penthouse) for the Front Site establishes a new height peak in the immediate area, providing opportunities for the creation of new landmark buildings commensurate with their prominent location at the heart of a new transit node.

The maximum height of 46ST/164.1m generally matches the height and scale of 31R Parliament St. (49ST/166m), the tallest development within the surrounding existing and planned context. In comparison, the proposed height represents an approximate 27% increase over the recently approved development at 33 Sherbourne St. (38ST/129m), and an approximate 35% increase over the recently approved development at 254 King St. East (36ST/122m). Furthermore, the maximum height is generally aligned with the recently-approved development at 125R Mill St. (153m), which was subject to a Minister's Zoning Order.

The proposed developments have been designed to concentrate the greatest height and density at the planned transit station, and to implement a gradual height transition towards sensitive uses, in this case Parliament Square Park to the south. On the King Site, the transit-integrated west building has a maximum height of 46ST/164.1m, while the height of the east building is 46ST/151.3m (inclusive of a 6m mechanical penthouse). Though both buildings have the same

number of storeys, the additional height of the west building is due to its inclusion of commercial office floors. Moving south, building heights on the Front Site gradually decrease in order to achieve a more intimate and human-scale environment adjacent to the park. The west building's 24ST/105.2m form (inclusive of 6m mechanical penthouse) steps down to 10 and then 2-storeys adjacent to proposed new open space. The east building's 46ST/152.0m tower steps down to a 25-storey/88.3m (inclusive of 6m mechanical penthouse) component, then subsequently 8 and 4 storeys directly adjacent to the park. The 4- and 8 storey portions of the building face are flush with the northern edge of The Esplanade and is in line with the established streetwall height on the adjacent blocks, which vary between 3 and 8 storeys (10m to 25m).

The proposed developments do not cast significant net-new shadow on sensitive uses such as residential neighbourhoods or parks. Preliminary shadow studies, included in the Architectural Drawing Set submitted in parallel with this rationale, show that the proposed development on the King Site results in minimal net-new shadow on Little Trinity Church Park (designated Parks) for about 2 hours between 14:18 p.m. – 16:18 p.m. during the fall and spring equinoxes.

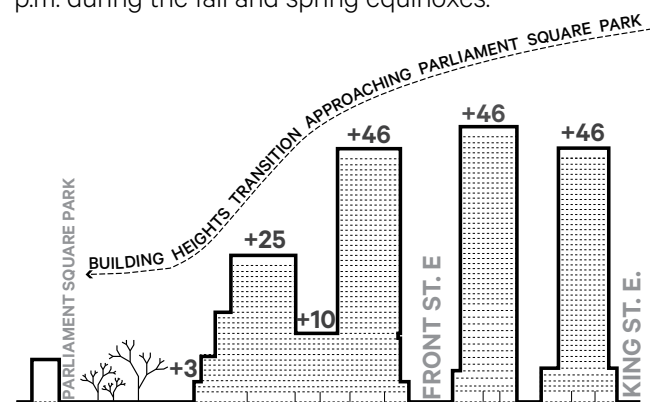


Figure 27: Section Diagram - Grading Height

4.1.2 Setbacks & Street Wall

Building setbacks frame and define the public realm, promoting a pedestrian scaled environment that is safe, comfortable and visually interesting. The proposed setbacks of TOC concepts at Corktown Station are informed by municipal planning policy, established street and block patterns, and public realm considerations such as pedestrian clearways, landscape elements (bike rings, planters, street furniture, etc.), and street trees.

The King-Parliament district is characterized by a diverse assortment of building typologies due to the co-mingling of historic converted warehouse buildings, older residential and/

or community buildings, and newer high-rise residential or mixed use condominiums. As a result, there is a high degree of variation in the setback pattern within the immediate context. Many buildings, including converted warehouse buildings, older commercial and newer mixed-use buildings, are built to the full extent of the street edge, resulting in a more intimate urban condition. However, streetwalls are often broken up by larger setbacks for residential and/or community buildings, typically between 0 to 3 metres, and large surface parking lots which are common in the area.

The proposed development generally maintains a 3 metre front yard setback across all frontages,



Figure 28: Context Area Setback Depths

with the exception of King St. East which has a 2.3 metre setback. Overall, a minimum 5.3m curb to building face setback is achieved on all four sides. This exceeds the City’s standard 4.8m curb to building face dimensions and is generally consistent with the Downtown’s 6.0m curb to building face dimension. These setbacks reflect the prominent role and function of King St. East, Berkeley St., Front St. East and Parliament St. as major public streets and/or pedestrian thoroughfares in the downtown, providing ample space for pedestrian walkways, landscape and streetscape elements, and retail spill-out space along major corridors.

With regards to streetwall, the proposed development respects the established context by responding to and matching the streetwall height of buildings on adjacent blocks, where appropriate. Within the immediate area streetwalls of surrounding buildings are generally between 2 to 6 storeys, although the height of these streetwalls can range between 10m to 24m based on uses and their associated floor to ceiling heights. Typically, commercial floors have higher floor to ceiling heights (4.0m or greater) while residential floors have lesser floor to ceiling heights (3.0m).



Figure 29: Context Area Streetwall Heights

Due to the diverse nature of the building typologies and building forms in the area, the pattern of streetwall heights is varied and inconsistent, though they generally fall into this 2 to 6 storey range. As a result, the proposed development draws on the corresponding streetwall heights of specific surrounding and adjacent buildings rather than relying on an overarching established area-wide or corridor-wide pattern.

For example, at the intersection of King and Parliament, the 5-storey podium of the east building of the King Site is roughly equivalent to the streetwall and building heights of the

adjacent properties along both streets (393 King St. East, 340 King St. East, 318-330 King St. East). Similarly, the 3-storey streetwall on the west building along Berkeley St. is roughly aligned with the 4-storey height of the historic warehouse buildings across the street (359-361 King St. East and 54 Berkeley St.). On the Front Site, various segments of the west block building have a streetwall height of between 2 and 3 storeys, mirroring the low-rise form of the listed heritage buildings across Berkeley St. (Figure 30). This responsive massing helps to create a more balanced, cohesive streetscape while also maintaining an interesting and varied built form.

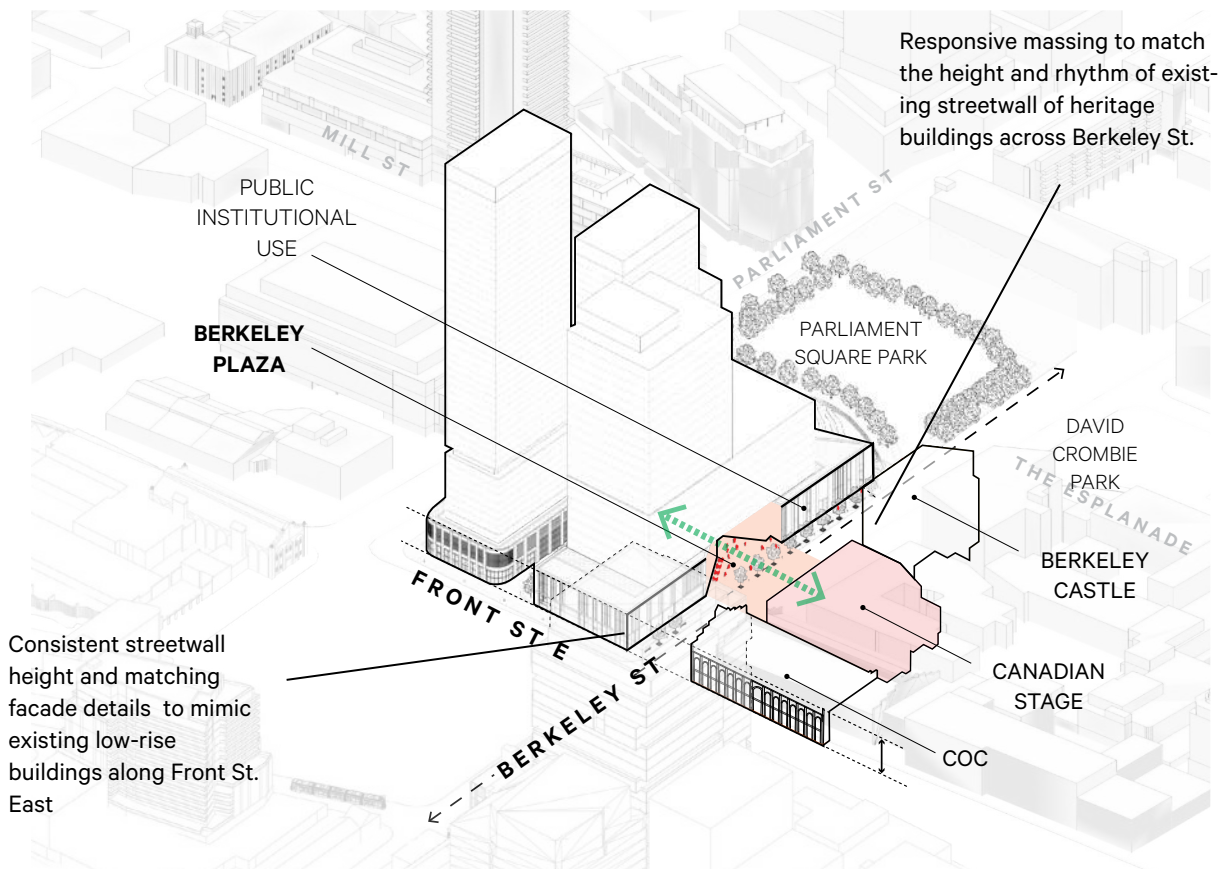


Figure 30: Front Site - Responsive Streetwall

4.1.3 Stepbacks & Separation Distances

The TOC concepts provide appropriate base building stepbacks and building separation distances with the intent to create a pedestrian-scale public realm and preserve access to privacy/sky view.

Across both sites, stepbacks ranging from 3 to 5 metres are generally provided above the base building along all major frontages, including King St. East, Parliament St., Berkeley St., and Front St. East. An exception includes the mid-rise portion of the east building on the King Site, which incorporates a more modest 1.5m stepback along the east elevation. In addition, a portion of the west building on the Front Site is stepped back 2.0m along Berkeley St. These stepbacks help to maintain low-rise street edges and access to sunlight and sky view for surrounding streets and open spaces, particularly where towers are located.

In order to maintain privacy between buildings and uses, minimum separation distances are established between buildings on each respective site. Across both sites, a minimum 25 metre separation distance is maintained between residential towers as per the Tall Building Guidelines. A minimum 20 metre separation distance is provided between primary windows and office uses and a minimum 15 metre separation distance is provided where primary residential windows face secondary residential windows.

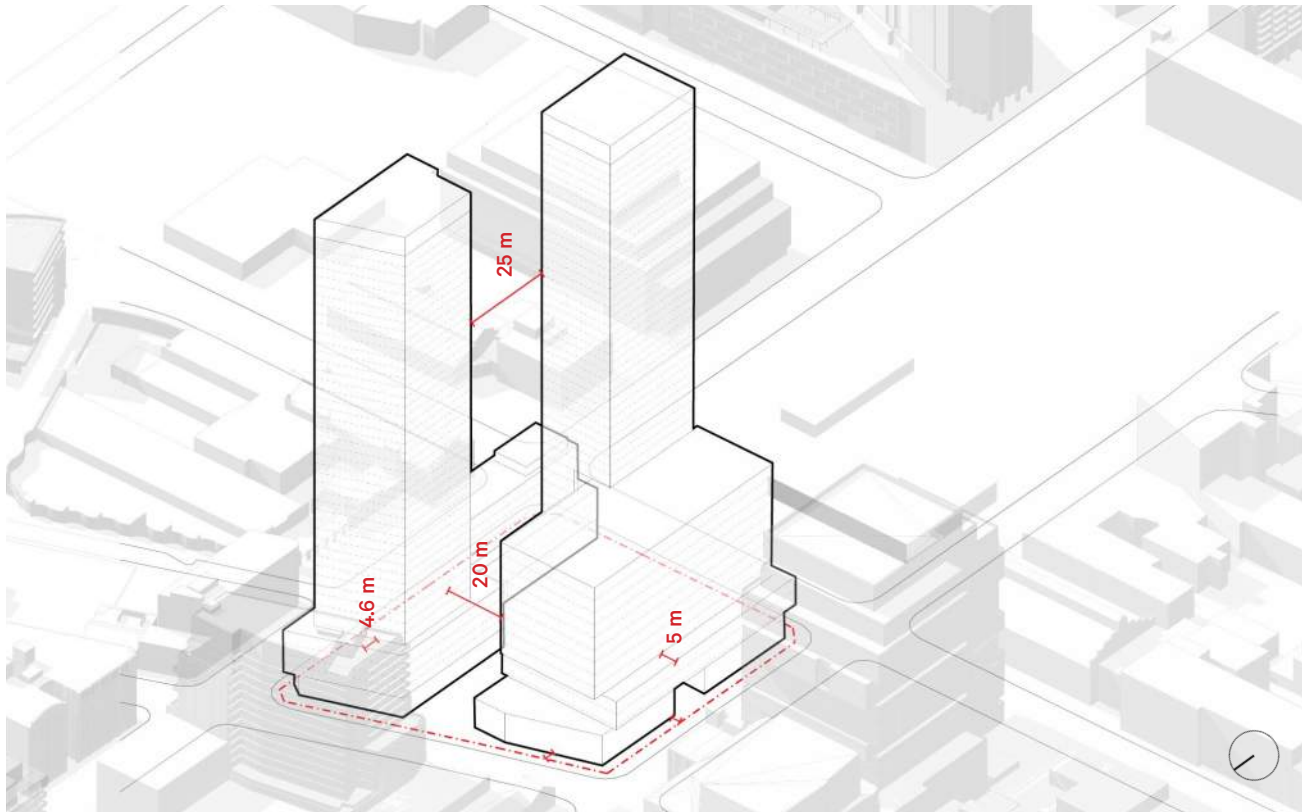


Figure 31: King Site Stepbacks and Separation - View from North West

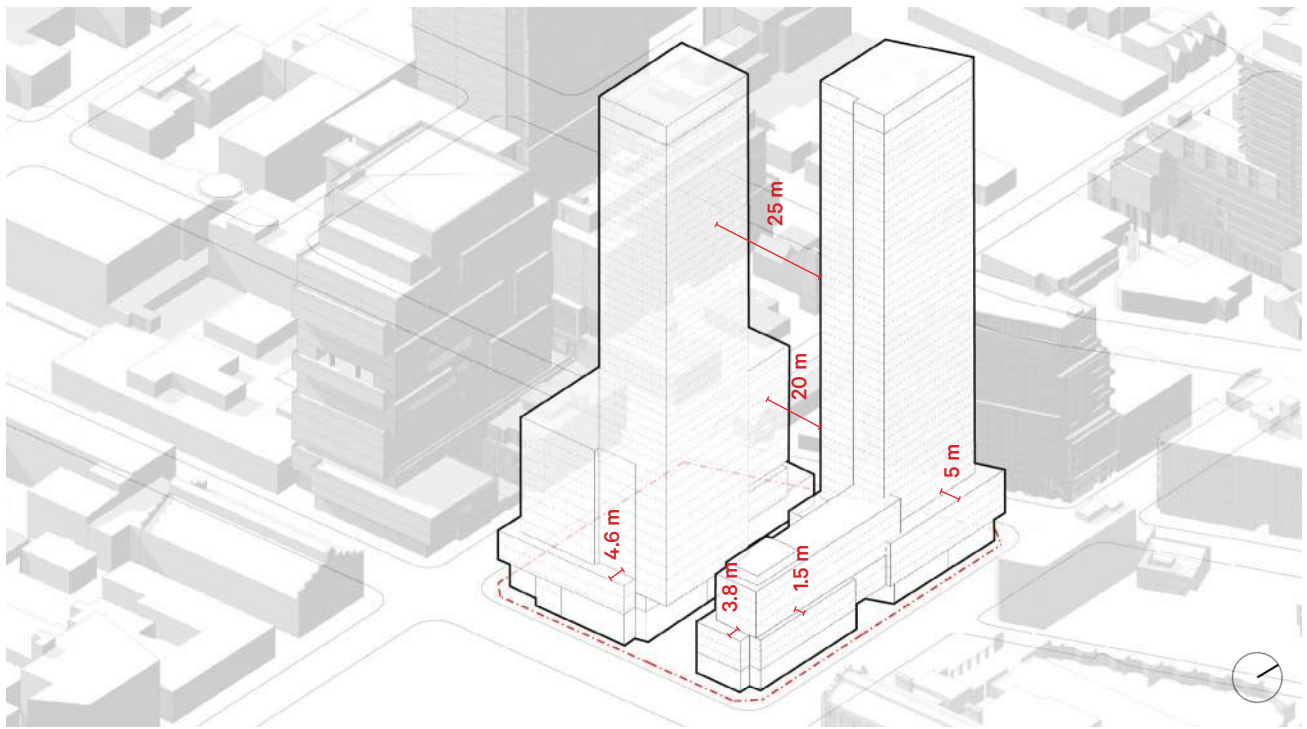


Figure 32: King Site Stepbacks and Separation - View from South East

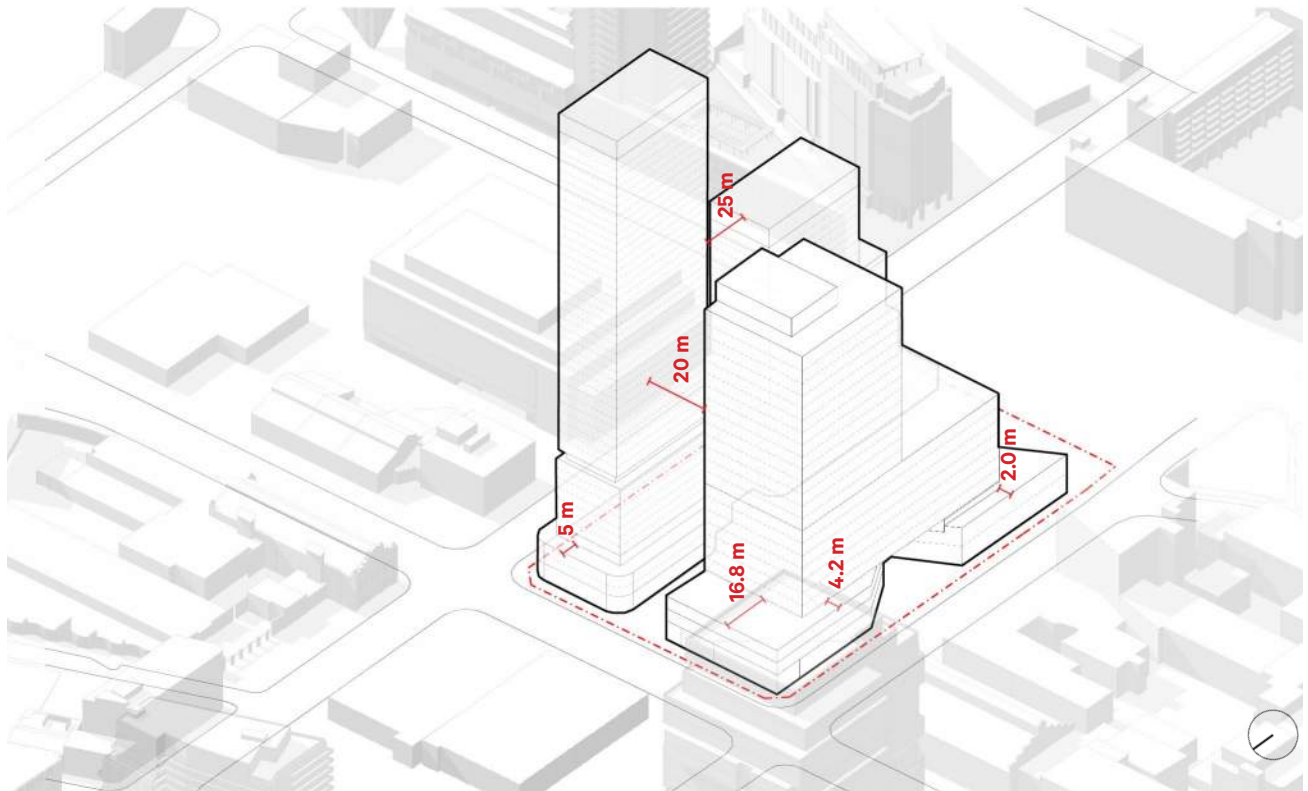


Figure 33: Front Site Stepbacks and Separation - View from North West

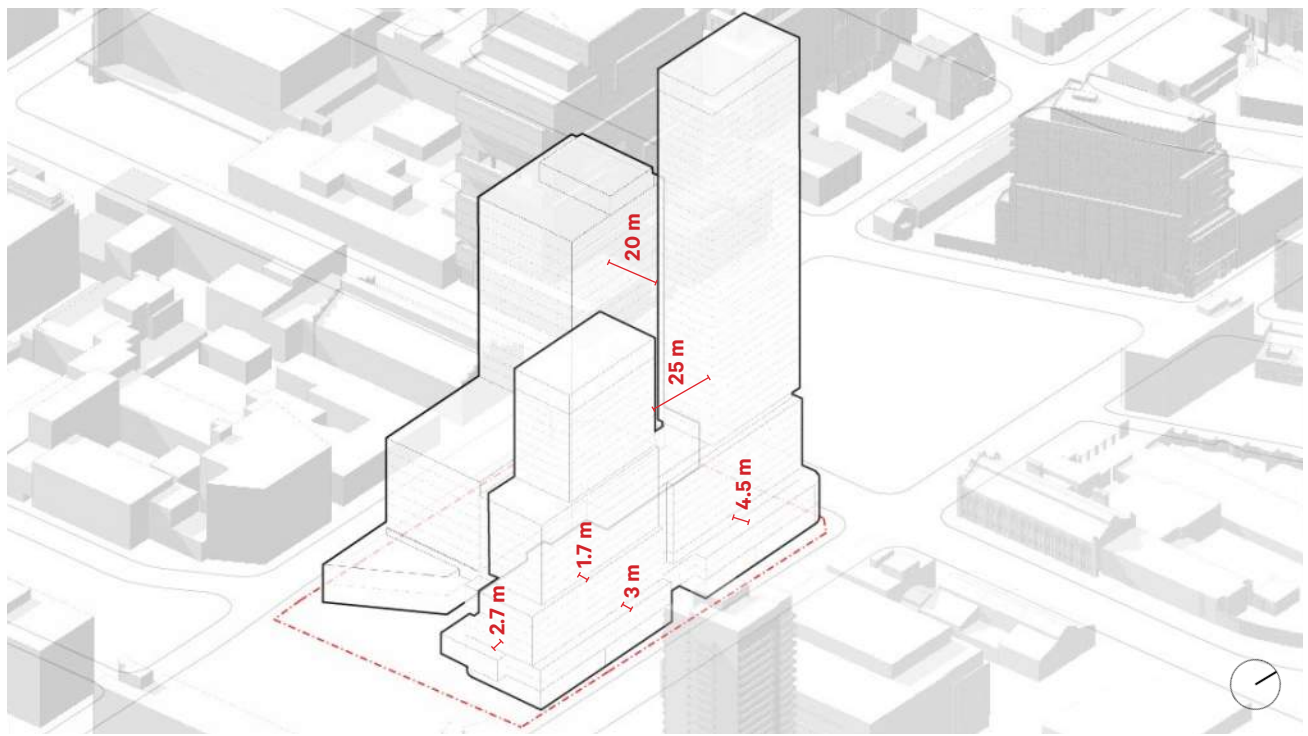


Figure 34: Front Site Stepbacks and Separation - View from South East

4.1.4 Public Realm Network

The TOC sites are located within an existing mature urban fabric which features a connected system of parks and open spaces linked together by a network of streets, laneways, mid-block connections and pedestrian pathways that support health, liveability and accessibility. The site organization of the TOC concepts considers and reinforces established street and block patterns, and is guided by a landscape and public realm strategy which aims to maximize connectivity to surrounding streets, open spaces, and neighbourhood destinations.

The proposed developments introduce a series of mid-block connections, anchored by a central landscaped north-south spine across both sites. This central pathway is supported by a series of east-west connections which extend into the centre of each site from Berkeley St. and Parliament St. Along the southern edge of the Front Site, pedestrian pathways are oriented to facilitate movement to and from David Crombie Park, the linear park network to the southwest, and the Distillery District to the southeast. In addition, a proposed bike lane is located along the southern extent of the Front Site, providing a seamless connection between The Esplanade and Mill St. and contributing to the Downtown's expanding cycle network.

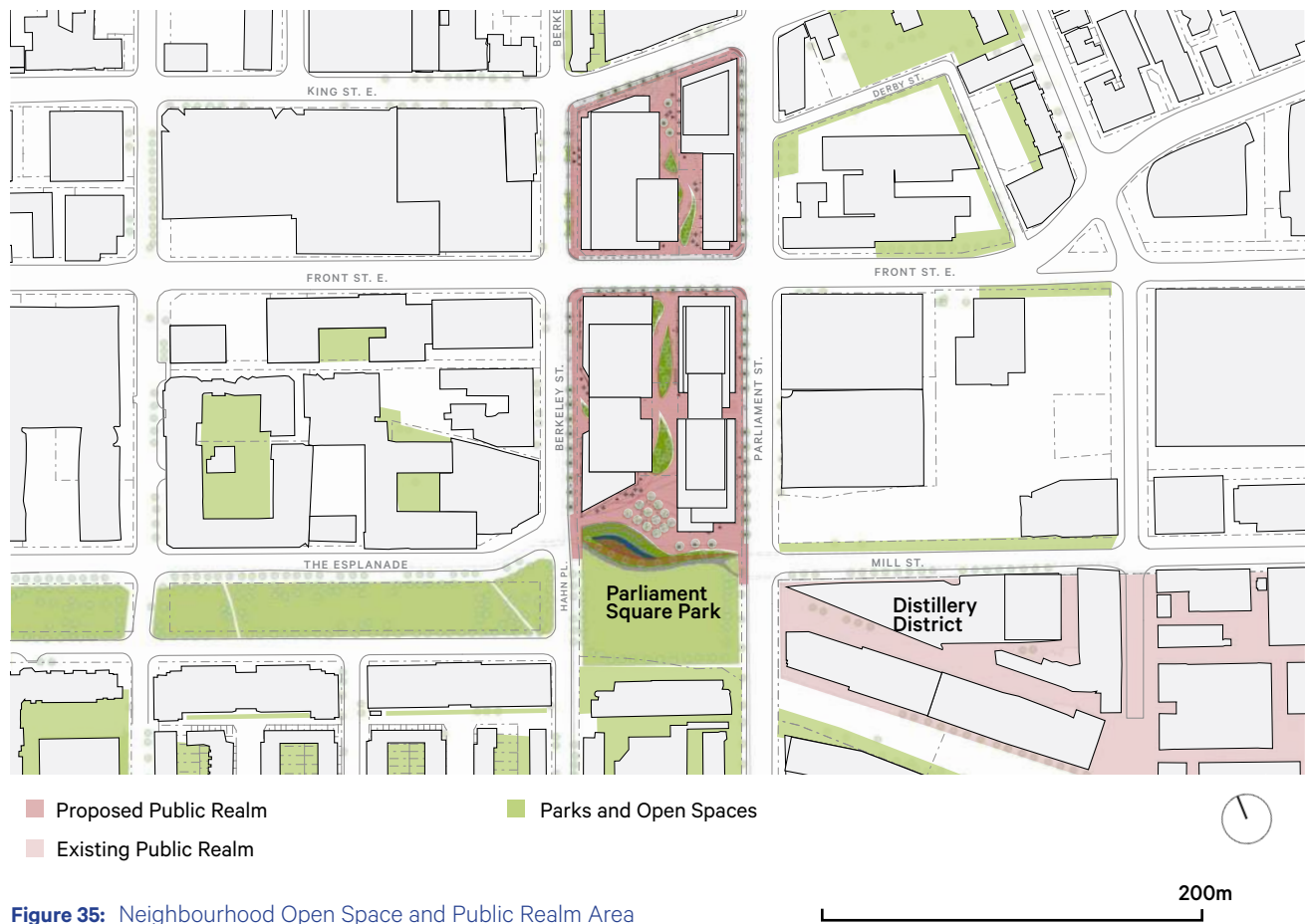


Figure 35: Neighbourhood Open Space and Public Realm Area

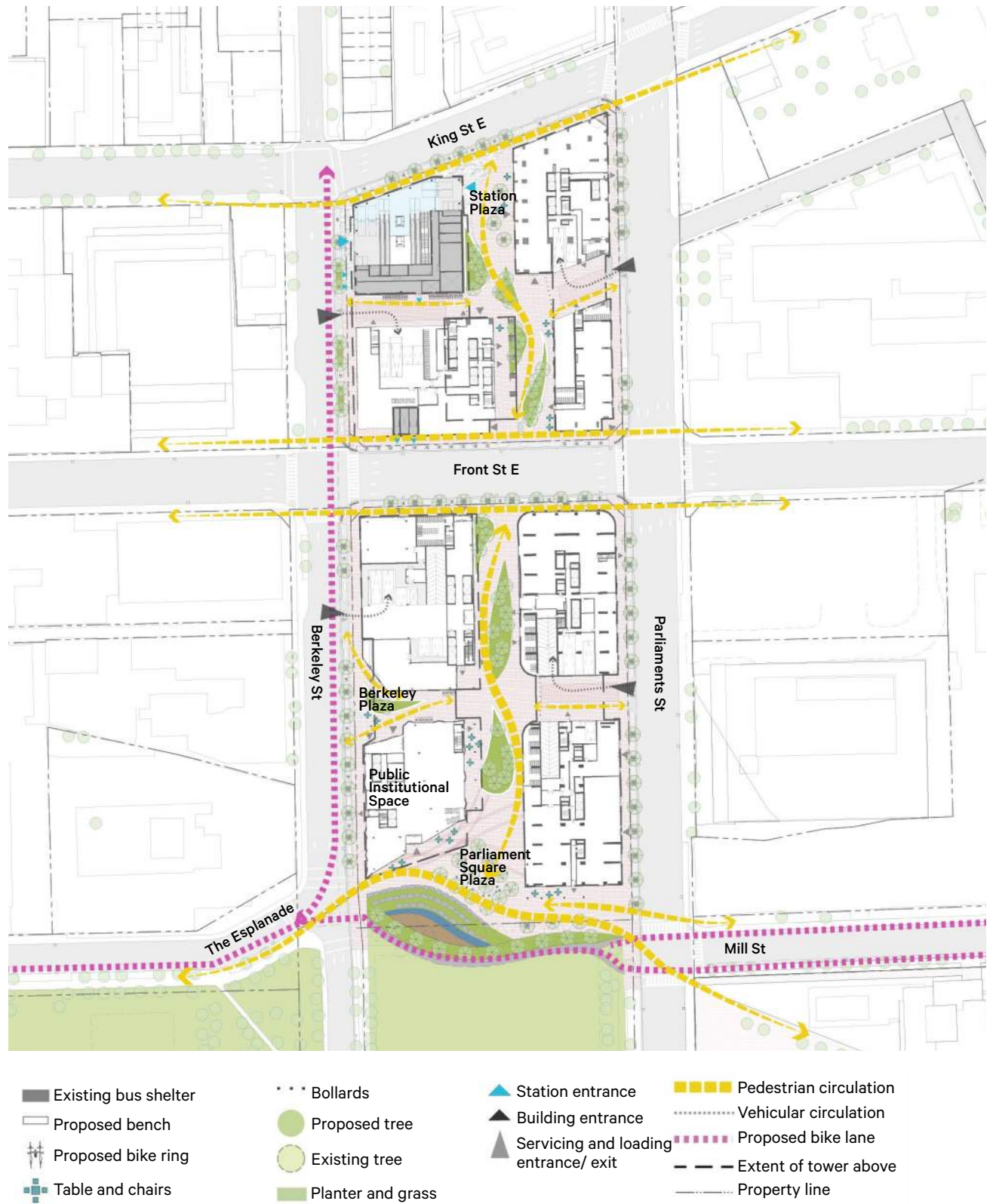


Figure 36: Corktown TOC - Internal Connectivity and Public Realm

Additionally, the public realm and landscape strategy for the proposed developments feature three public realm typologies which reflect and reinforce the site’s locational and historic context.

The first typology, ‘interaction space’, focuses on creating vibrant spaces for gathering and social interaction. These are anticipated to be active, high-traffic areas and are identified near the proposed transit station, along major street frontages, and where the proposed development interfaces with existing public assets, such as Parliament Square Park or the Canadian Stage Theatre along Berkeley St.

The second typology, ‘commemorative space’, includes opportunities for heritage interpretation which speak to the historical and archaeological significance of site. The public realm and landscape strategy aims to create a series of reflective ‘moments’ along the central mid-block connection that tell the rich story of the site as users are drawn down from the transit station towards First Parliament Plaza.

The third typology, ‘green space’, aims to pull the greenery of Parliament Square and David Crombie Park into the TOC sites. These are located along the length of the mid-block passageway and include planters, trees and landforms and seating areas that provide both functional and aesthetic benefits.

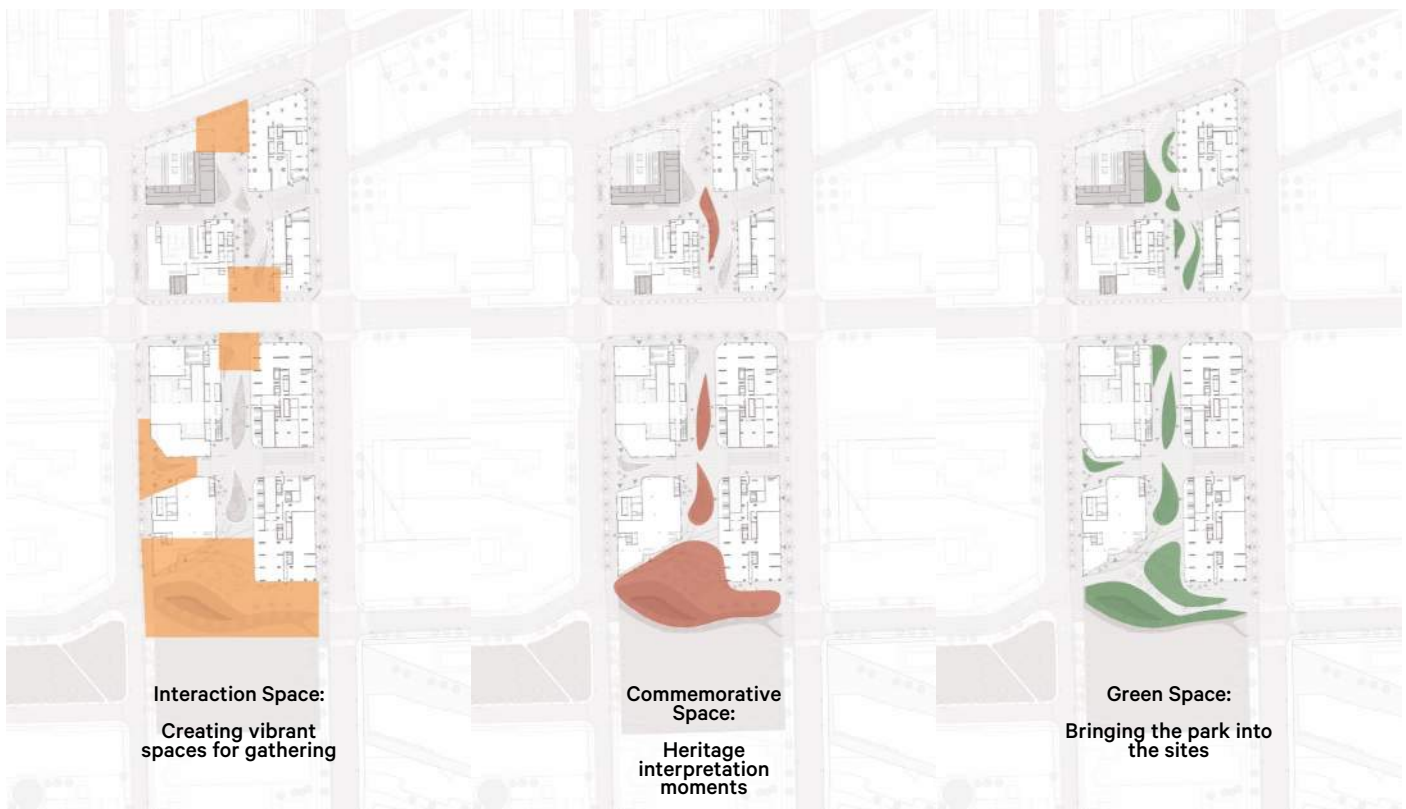


Figure 37: Indicative Public Realm Typologies

4.2 King Site

4.2.1 Program

The proposed development will accommodate a broad mix of uses which support the establishment of a complete community within the Corktown neighbourhood.

- Residential
- Retail
- Transit
- Office
- Parking/Loading

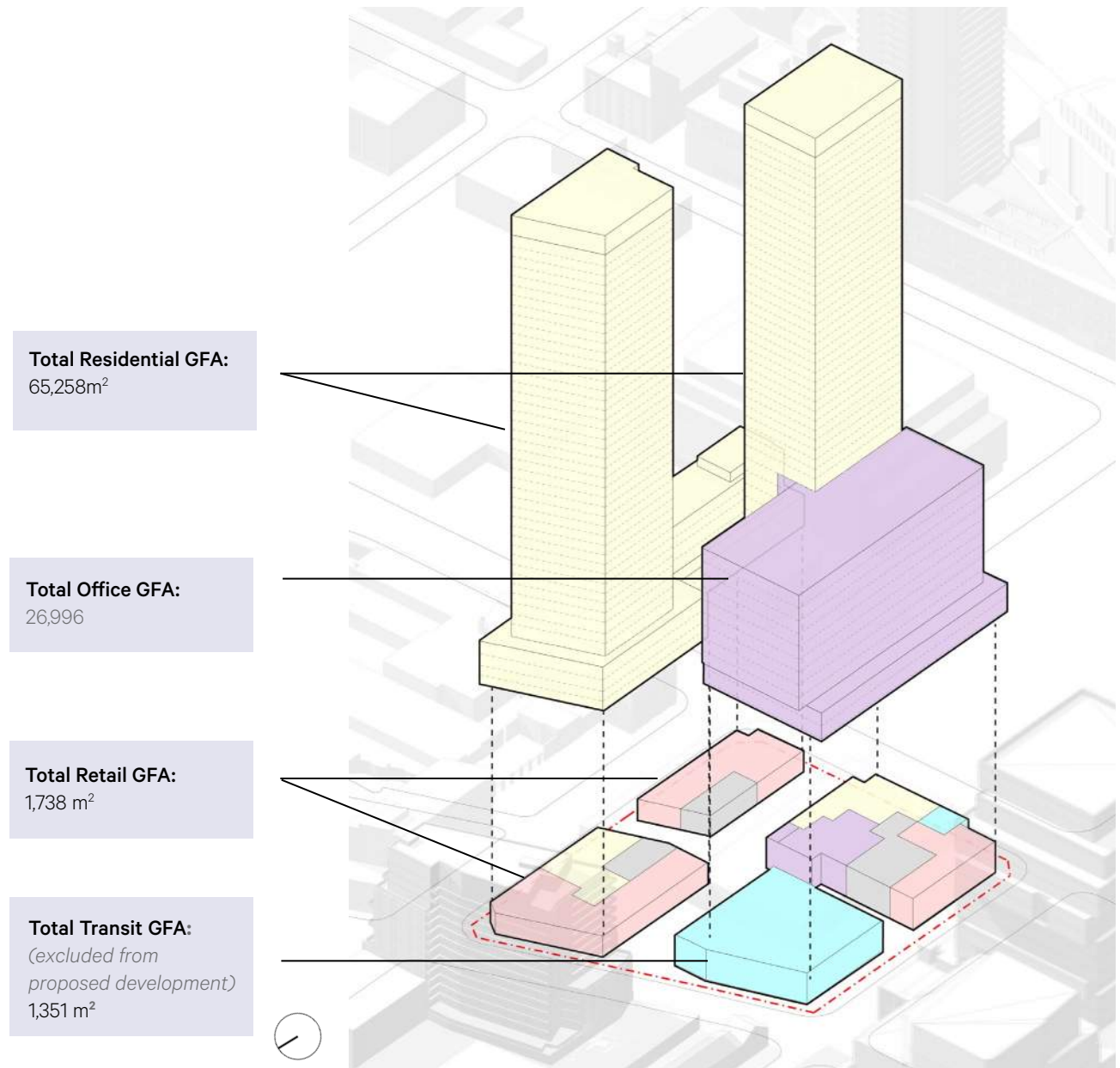


Figure 38: King Site Program Summary

West Building

The West Building is comprised of transit, retail, residential and office uses. The indicative design locates a prominent triple-height (10.5m) transit concourse at the intersection of King St. and Berkeley St., orienting pedestrians towards these major streets and facilitating enhanced wayfinding. The remainder of the at-grade uses consist of retail space, emergency exit for the station, and residential and office lobbies.

Office uses are located in the mid-rise portion of the building, within levels 2 to 12. Residential uses are located within the tower up to the 46th storey, delivering approximately 369 units within a variety of sizes and layouts, including approximately 40% larger-sized units (2 and 3-bedrooms).

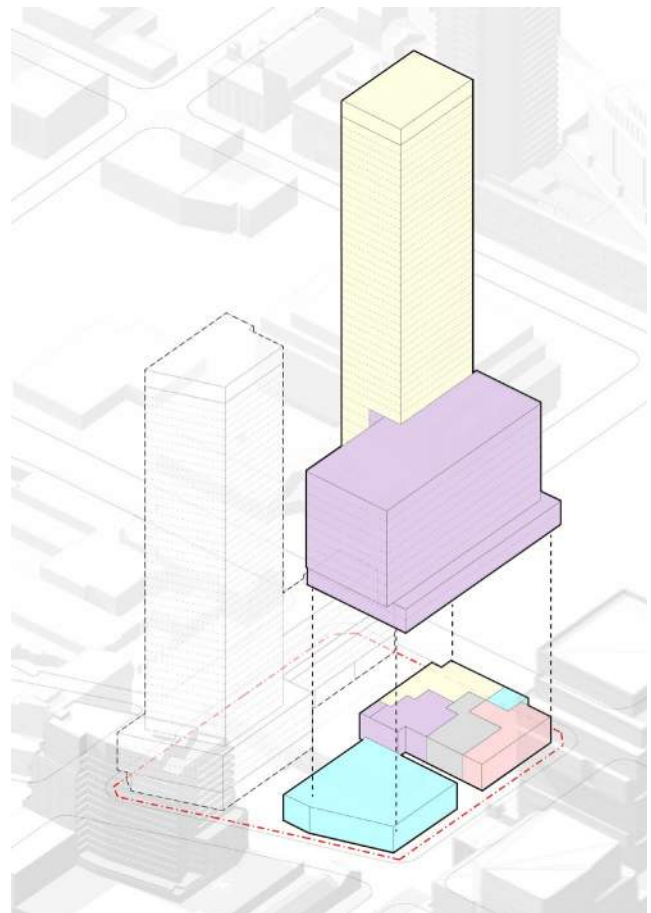
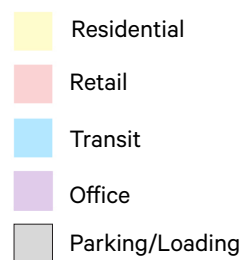


Figure 39: King Site West Building - Program

East Building

The East Building is made up of largely residential uses, with the exception of retail on the ground floor. Retail is provided at-grade along King Street, Parliament Street and Front Street, and will help animate and facilitate increased pedestrian traffic along prominent downtown thoroughfares; at-grade retail also extends along the interior mid-block connections, pulling users into the interior of the site and creating the opportunity for relaxed, intimate retail spill-out spaces.

The remainder of the building, from Level 2 upwards, consists of predominately residential uses. The building delivers approximately 471 residential units, of which approximately 40% will be 2-bedroom and 3-bedroom units.

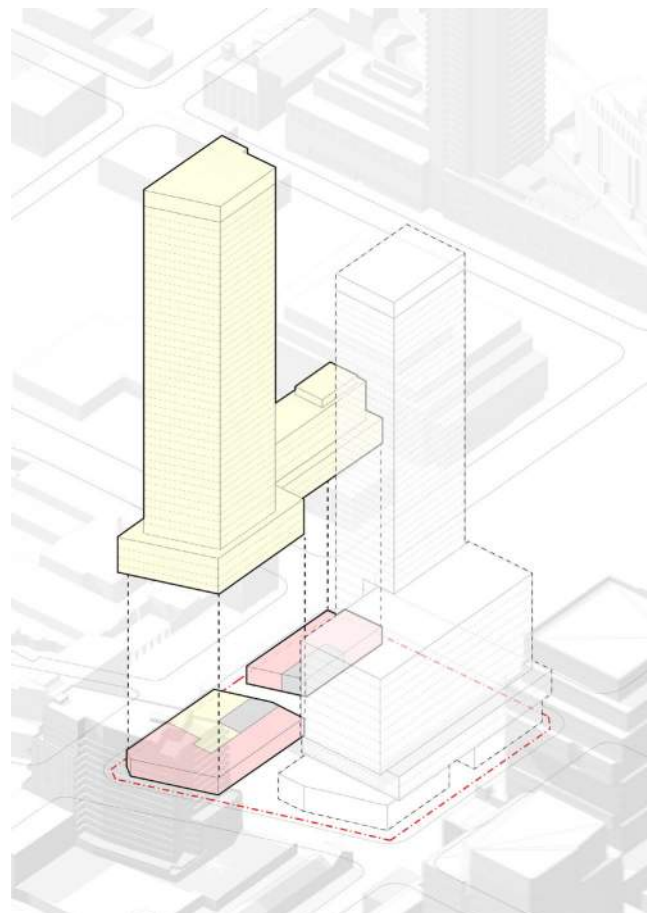
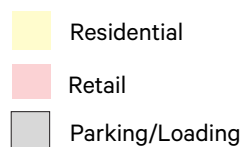


Figure 40: King Site East Building - Program

4.2.2 Massing & Articulation

The proposed massing is informed by predominant building typology in the area, urban design principles and technical considerations associated with the station structure. These guide both the general massing and the articulation of specific building components.

The TOC development on the King Site consists of two buildings, framed by a mid-block pedestrian connection linking King St. East and Front St. East. The buildings feature variations of the tower-and-base tall building typology, while also referencing the historic, mid-rise “commercial warehouse” form characteristic of the King-Parliament area.

The proposed development’s general approach to massing is to push taller portions towards opposite ends of the property, reflecting existing height patterns along King St. East and Front St. East while ensuring a sufficient separation distance between towers, as per the Tall Building Guidelines. The buildings consist of a base, middle and top, with the base of each building aiming to create welcoming, human-scale streetscapes along Parliament St., Berkeley St., King St. East and Front St. East, with massing oriented such that the primary at-grade frontages increase visibility, walkability and accessibility.

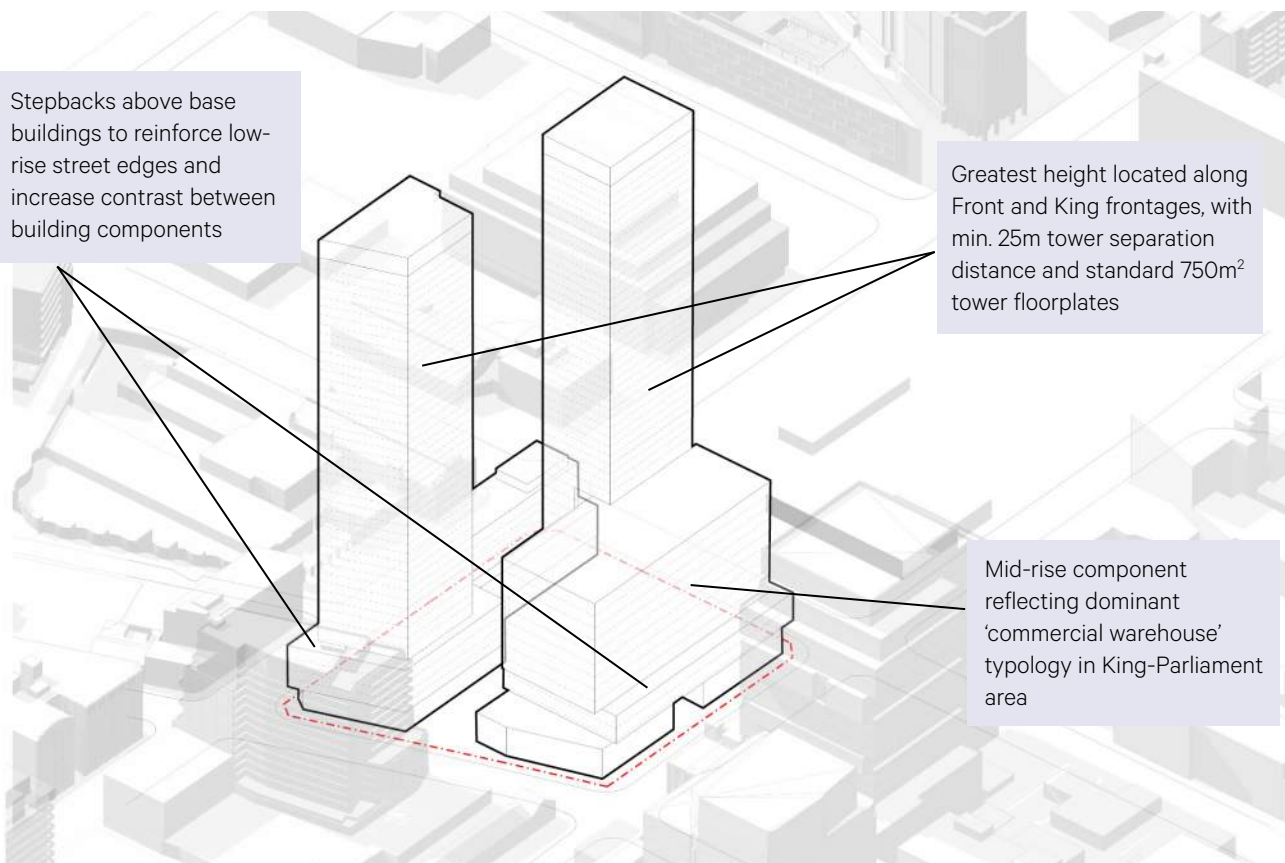


Figure 41: King Site - Massing and Articulation



West Building

The West Building features a 12-storey mid-rise office component with a 46-storey residential tower (approximately 164.1m including mechanical penthouse). Along the Berkeley St. frontage, the mid-rise component introduces a setback above the 3rd storey to reinforce prevailing streetwall heights and create low-rise street edge that is consistent with the role and function of Berkeley Street as a pedestrian thoroughfare.

Above 2nd storey, the built form has been pushed away from the King St. frontage to create visual prominence for the triple-height (10.5m) ground-floor transit concourse. The setbacks above the base building achieve utility, heritage response and visual interest. Furthermore, the base building introduces an at-grade mid-block opening along Berkeley St.

The tower is located within the interior of the site, behind the mid-rise building, to accommodate technical constraints due to the location of the below-grade station box. This also serves to limit impacts on pedestrians along the lower-scaled Berkeley St. The lower portion of the tower is interlocked with the mid-rise component from the 3rd storey, providing visual interest at this elevation and helping to mitigate down draft into the central open space.

The tower has a slender form and is limited to a 750m² floor plate, in line with the Tall Building Guidelines, helping to minimize shadow impacts, loss of sky view and negative wind conditions on surrounding streets and properties.

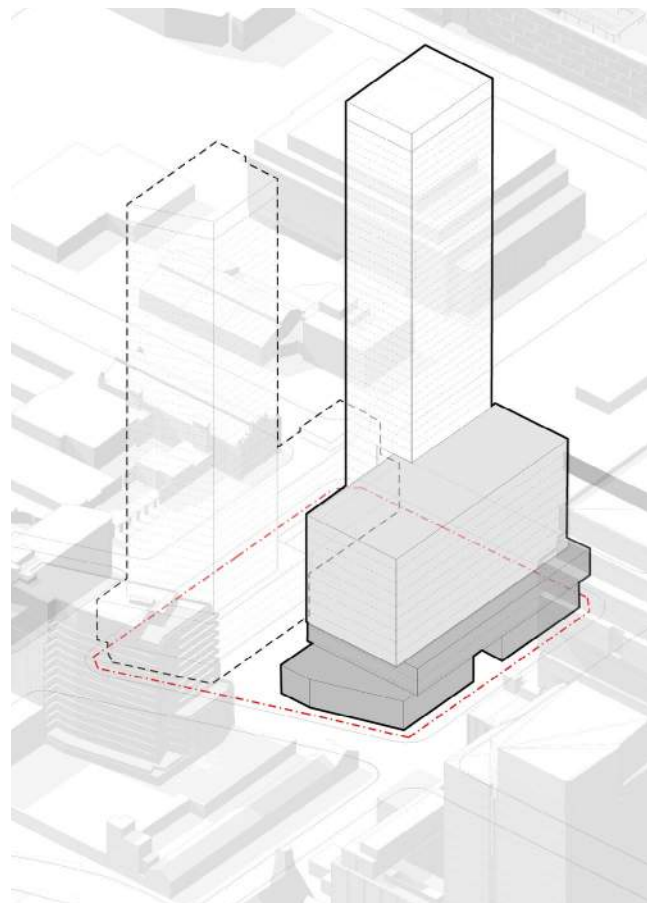


Figure 42: King Site West Building - Massing and Articulation

East Building

The East Building features a 5-storey base building topped by a tower which extends up to a maximum height of 46 storeys (approximately 151.3m including mechanical penthouse), and an 8-storey mid-rise component with primary frontage along Parliament St. The tower is located prominently at the terminus of the King St. view corridor, at the southwest corner of King and Parliament, establishing a new transit-oriented landmark and framing the view from the public realm. The tower is stepped back above the base building to help ensure continued access to sunlight and skyview for surrounding streets and neighbouring properties. The tower is limited to a 750m² floor plate, as informed by the Tall Building Guidelines.

The design and massing of the Parliament St. facade features a number of setbacks, recesses and reveals both at-grade and along the upper portions of the streetwall to introduce variation and visual interest. This includes setbacks above the 5th storey along both the Parliament and Front frontages, as well as a mid-block opening at the ground level.

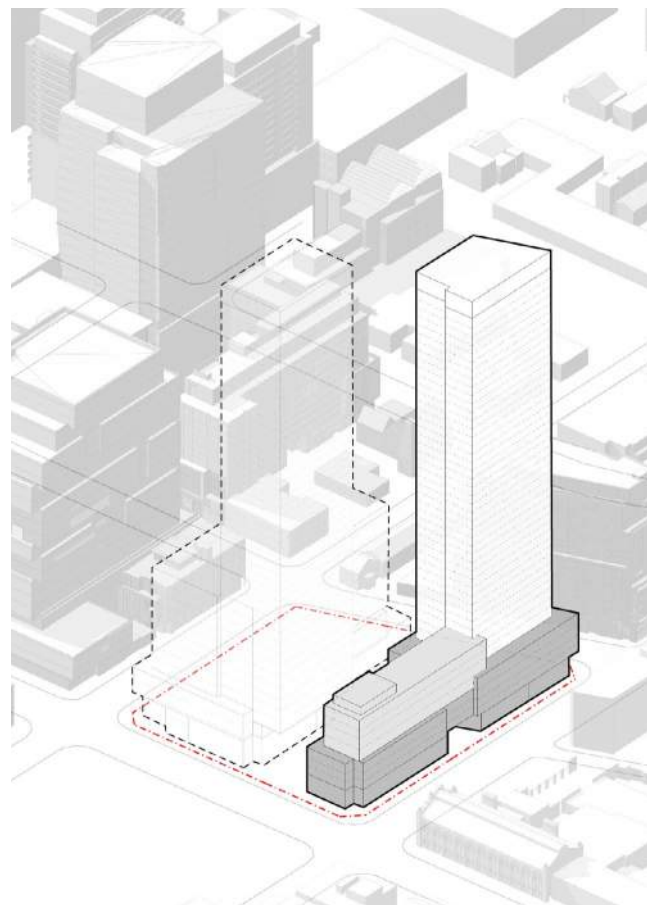
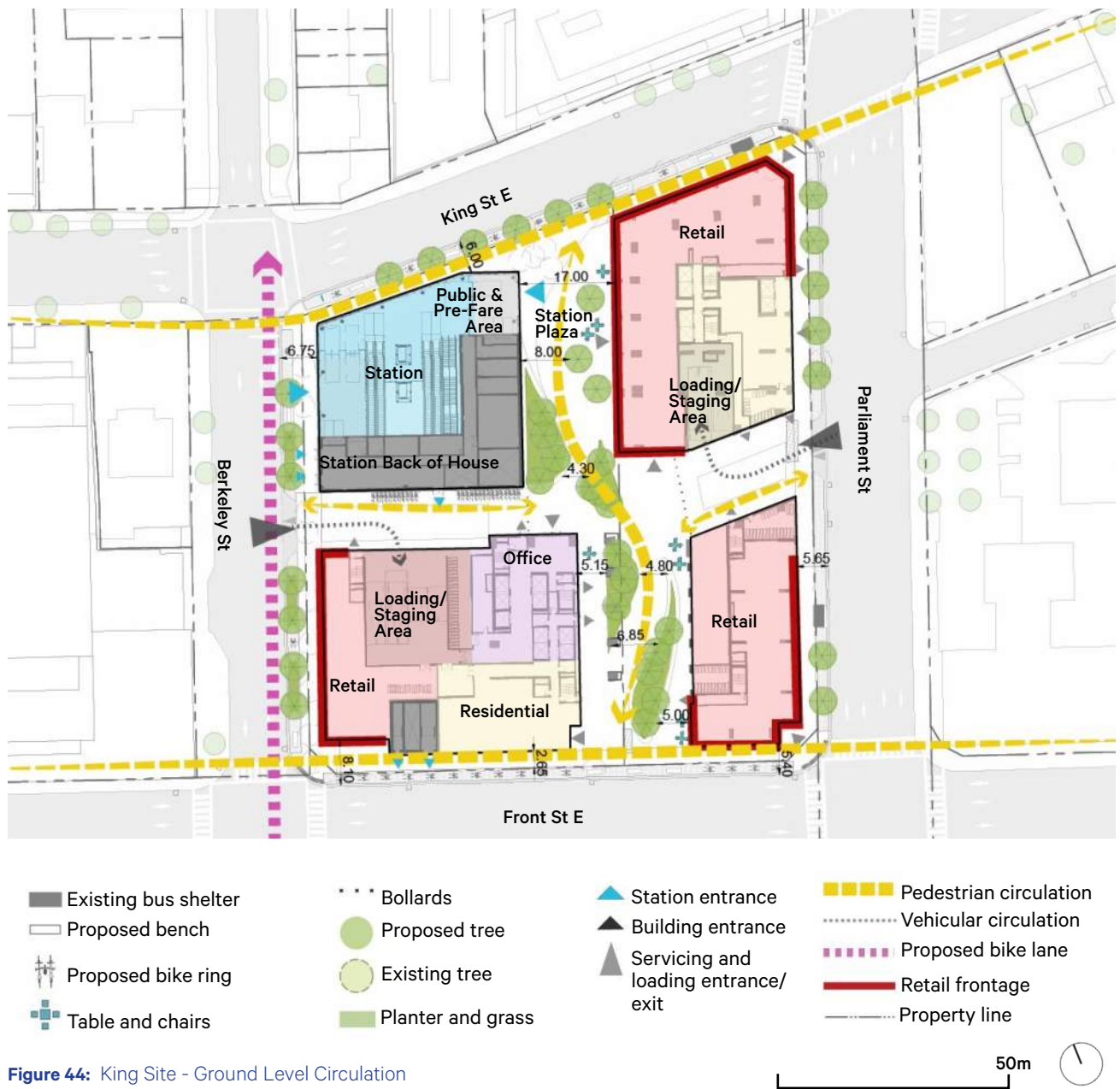


Figure 43: King Site East Building - Massing and Articulation

4.2.3 Pedestrian Experience & Circulation

The proposed concepts strive to enhance connectivity around and through the TOC sites. The site plan proposes a series of mid-block

connections to prioritize pedestrian circulation, along with active ground floor uses to maximize animation at-grade. The concepts also establish a clear pedestrian link between the two sites, streamlining the experience of moving through both sites and ultimately linking the



transit station to the north with Parliament Square Park and the proposed library to the south.

This north-south mid-block connection, linking King St. East to Front St. East, maintains a minimum 4.0 metre pedestrian clearway throughout the block, in line with the policies of the draft King-Parliament Secondary Plan. At its widest point, the north-south connection achieves a width of 16.8 metres, providing a generous public realm for comfortable two-way travel. East-west connections are located off of Berkeley St. and Parliament St., creating a more porous, fine-grain block. Access to parking and loading is also provided through these east-west connections, avoiding King St. East and

Front St. East. These are consolidated to minimize the visual impact from the public realm, reduce congestion and decrease the potential for on-site circulation conflicts.

The proposed concept locates active ground-floor uses along all four frontages, supporting approximately 1,700 sq. m. of combined at-grade retail space along King St. East, Parliament St., Front St. East and Berkeley St. to enhance and animate the public realm along several of the Downtown's 'Great Streets'. Additionally, retail frontages are strategically extended along the mid-block connection, leading pedestrian traffic through the interior of the site and creating a

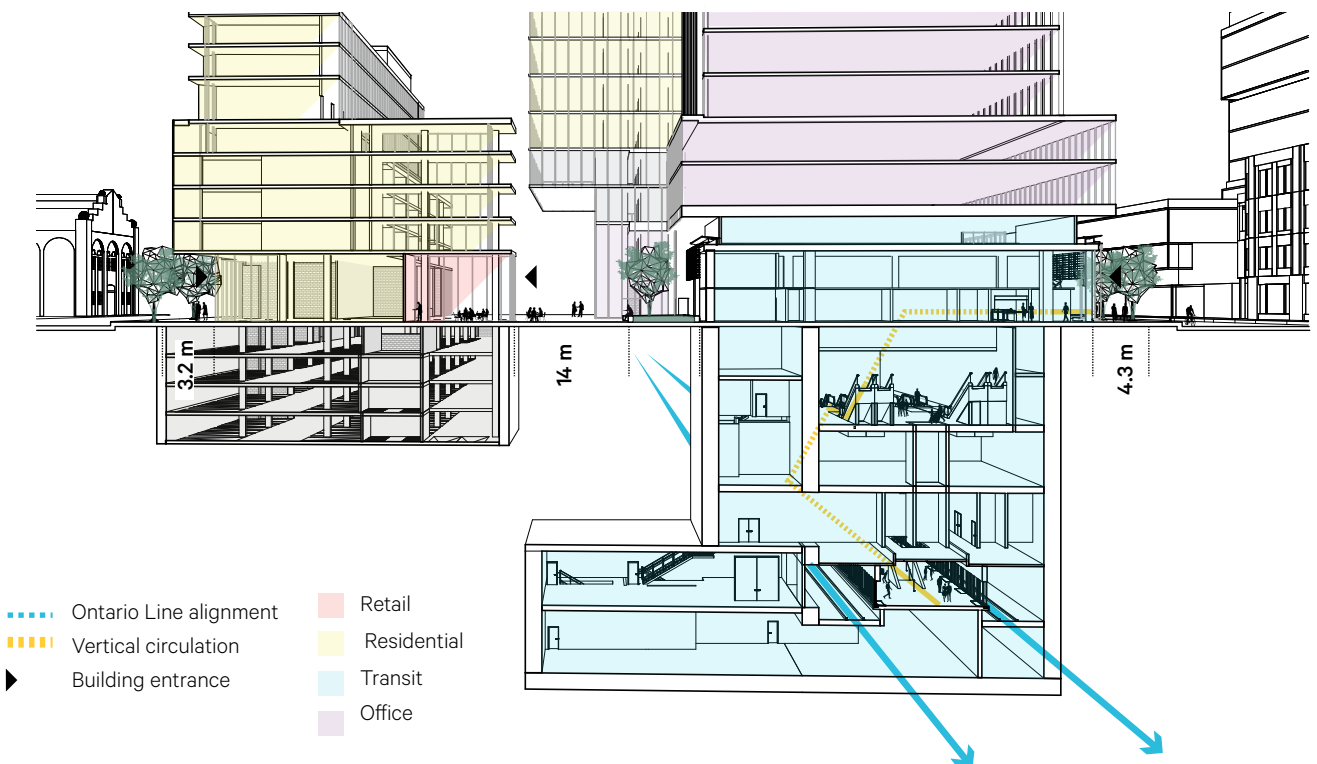


Figure 45: King Site - Circulation Section (looking south from King St. E.)

quieter, more intimate retail environment. Other significant ground floor uses include a 10.5m triple-height transit concourse, with direct and accessible connections to subway platforms provided via prominent entrances off of King St. East and Berkeley St. Access to residential and office lobbies, are located off Front St. East and within the mid-block connection in highly-visible locations.

The TOC concept maintains generous front yard setbacks of between 2.3m to 3.0m along Front St. East, Berkeley St. Parliament St., and King St.

East, resulting in curb to building face dimensions ranging from 5.3m to 6.8m. These dimensions provide for a minimum pedestrian sidewalk width of 2.1m, in line with City of Toronto standards, and have sufficient capacity to accommodate the higher pedestrian volumes associated with the transit station. Along all public frontages, full-height transparent glazing is provided at-grade, increasing passive overlook and activation. Building articulation aims to reinforce the existing rhythm of facades along adjacent streets, enhancing the coherence of the building with the rest of the district.

NORTH ELEVATION

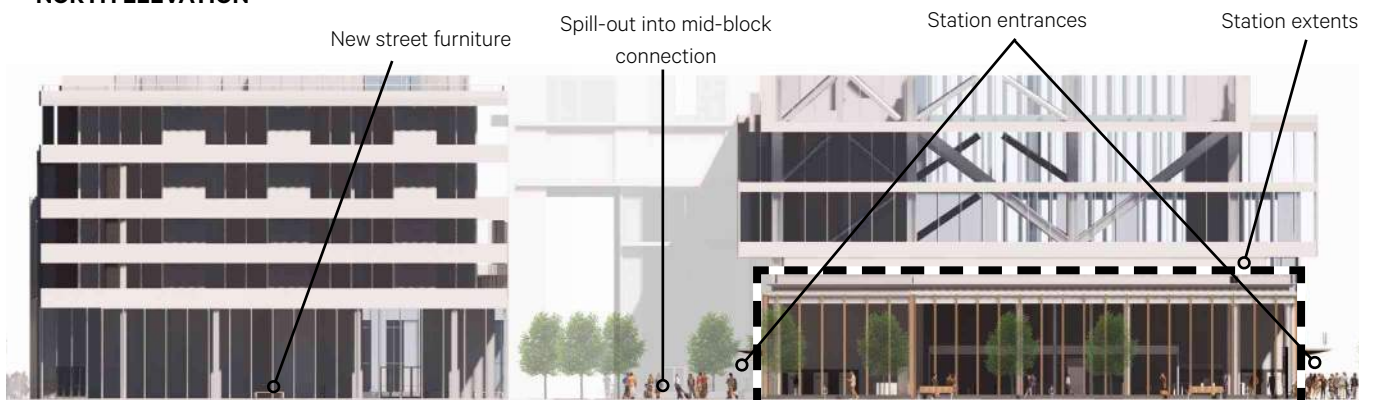


Figure 46: King Site - Pedestrian Experience Elevations (King St. E)

WEST ELEVATION

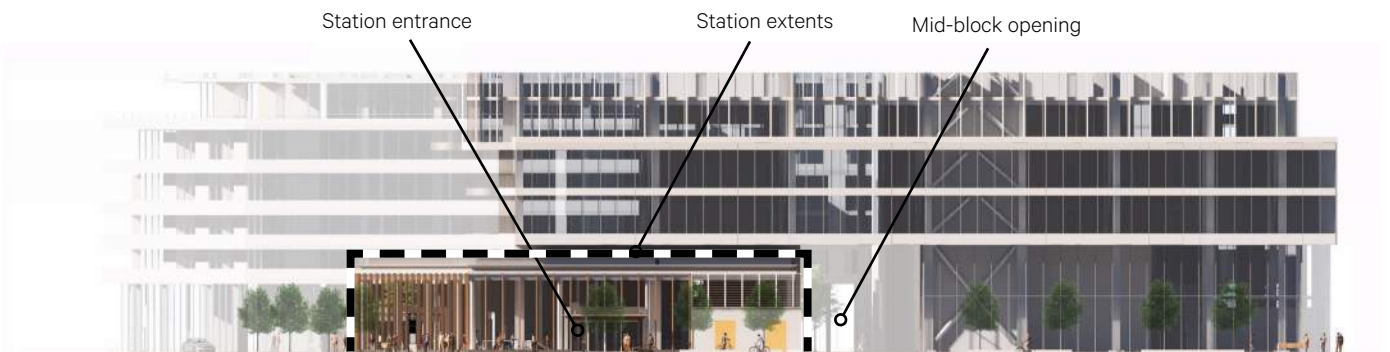


Figure 47: King Site - Pedestrian Experience Elevations (Berkeley St.)

4.2.4 Landscape

The landscape strategy for the King Site will deliver transit-oriented and pedestrian-friendly streetscape improvements along King St. East, Front St. East, and Parliament St., consistent with their role and status as ‘Great Streets’ of citywide and civic importance as identified in

the Downtown Secondary Plan. Enhancements are also proposed for Berkeley St., which will reinforce its established character as a pedestrian thoroughfare and introduce an enhanced public boulevard that protects for a future planned cycle track.

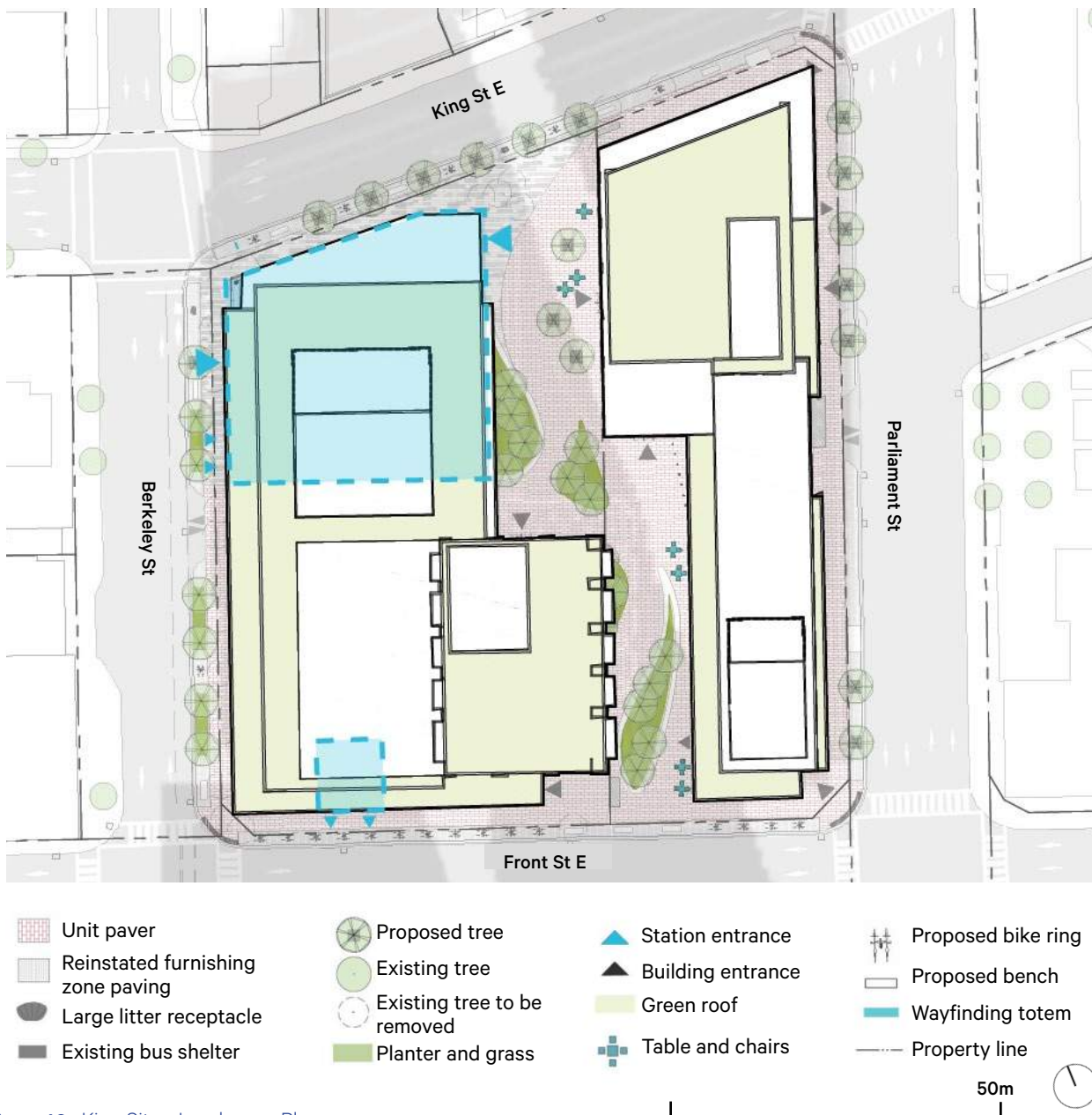


Figure 48: King Site - Landscape Plan

Within the proposed concept design, new street trees, planters, and street furniture are introduced along all major frontages, adding to the area's high-quality public realm. A total of 38 new trees are able to be provided as part of the proposed development, delivering both functional shade and aesthetic beautification through an increased tree canopy. The installation of eight new benches, strategically located in high-traffic areas, will offer opportunities for rest and social interaction.

Within the interior of the site, a station plaza is introduced within the mid-block-connection south of King St. Located directly adjacent to the transit station entrance, the plaza is expected to act as an informal respite and/or spill-out area for transit-users. A number of large planters are introduced along the interior north-south connection, including bench planters which incorporate functional seating around their edges. The siting of the curved, dune-like form of the planters is informed by the historical landscape of the area, and is designed with the aim of drawing users into the interior of the site. Landscaping at the intersection of the north-south and east-west

mid-block connections aims to create a moment of 'pause' at the centre of the site, and may be complemented by heritage interpretation elements through the final site design. Additionally, a special paving strategy is introduced along the pedestrian paths; the indicative proposed brick-like pattern echoes the distinctive red-brick pavers which are characteristic of the historic Distillery District, reinforcing a 'sense of place' while referencing the larger public realm network in the area. Within the block, approximately 42% of the site is provided as public realm space.

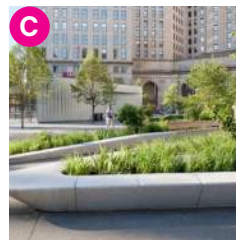
As part of the sustainable principles of the landscape design, green roofs have been proposed to: mitigate the effects of urban heat island; increase urban biodiversity by providing habitat for wildlife; improve stormwater management by reducing runoff; and, provide a more aesthetically and healthy environment to live and work. Over 2,500 sq. m. of green roof area has been proposed for the roof and other building levels, incorporating a palette of materials and native species that are low maintenance and drought-tolerant.



Station Plaza



Cafe and Seating Area



Planter with Continuous Seating



Planting and Grass Area



Driveway and Car Access



Unit Paver



Trees in Grate



Bench Planter

Figure 49: King Site - Landscape Precedents

4.3 Front Site

4.3.1 Program

The proposed development introduces a diverse range of uses that will provide housing and employment opportunities while enhancing the liveability of the Corktown neighbourhood.

- Residential
- Retail
- Office
- Institutional
- Parking/Loading

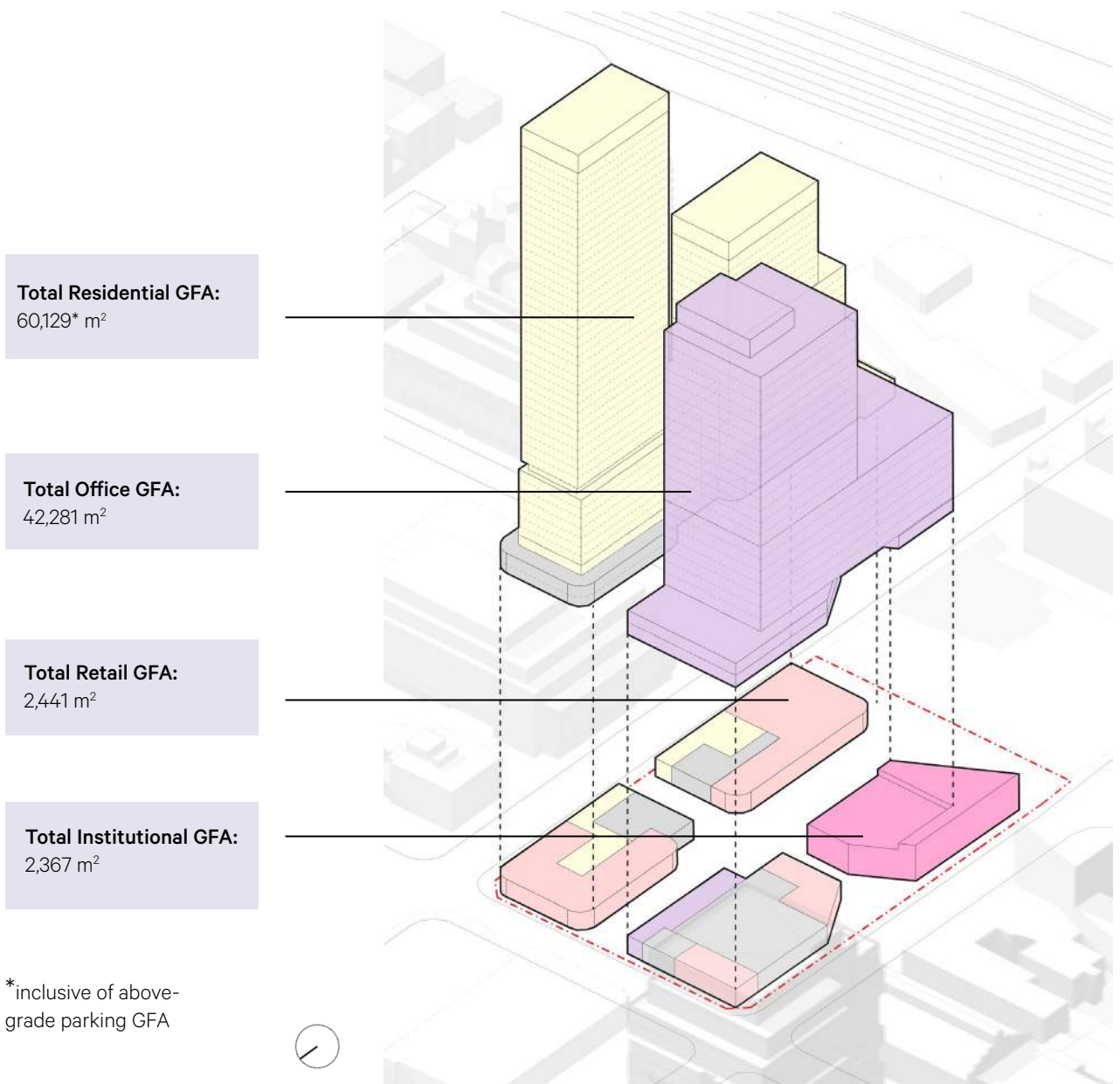


Figure 50: Front Site Block Program Summary

West Building

The West Building is primarily comprised of office uses, contributing to new employment growth adjacent to transit and providing a growing inventory of office space within the King-Parliament area. Retail is provided at-grade off of Berkeley St. and King St. East and along the interior mid-block connections; these uses will include active spill-out spaces and support the aforementioned streets as lively, prominent commercial-retail corridors within the downtown.

Public institutional uses are located on ground floor and second storey of the southern portion of the building, which will provide much-needed facility space and form part of an active community hub for the neighbourhood's expanding residential population.

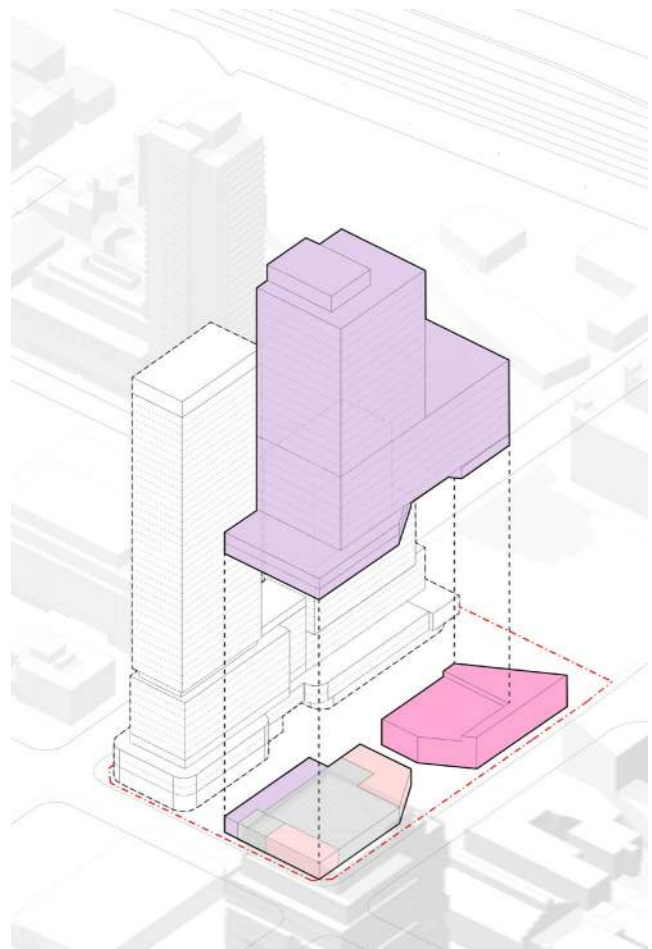
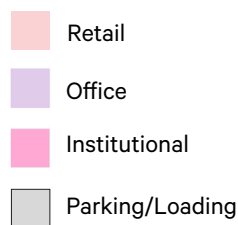


Figure 51: Front Site Block West Building - Program

East Building

The East Building comprises of residential, retail, and above-ground parking uses. The proposed concept locates retail at-grade along Parliament St., Front St. E, and the interior mid-block connections, including a large retail footprint adjacent to the park that will help funnel pedestrian traffic into the interior of the site.

Two above-grade parking levels are located within levels 2 and 3, with the parking levels partially-wrapped by residential units and/or amenity space to the south overlooking Parliament Square Park. Above-grade parking is proposed in an attempt to minimize excavation and the disturbance of contaminated soils, which remain due to previous heavy industrial uses on site.

Residential uses are situated above the 3rd storey, featuring a family-friendly split of up to 40% larger sized units (2- and 3-bedroom units) that include a range of unit sizes and layouts to serve diverse needs. Approximately 740 residential units will be delivered within this building.

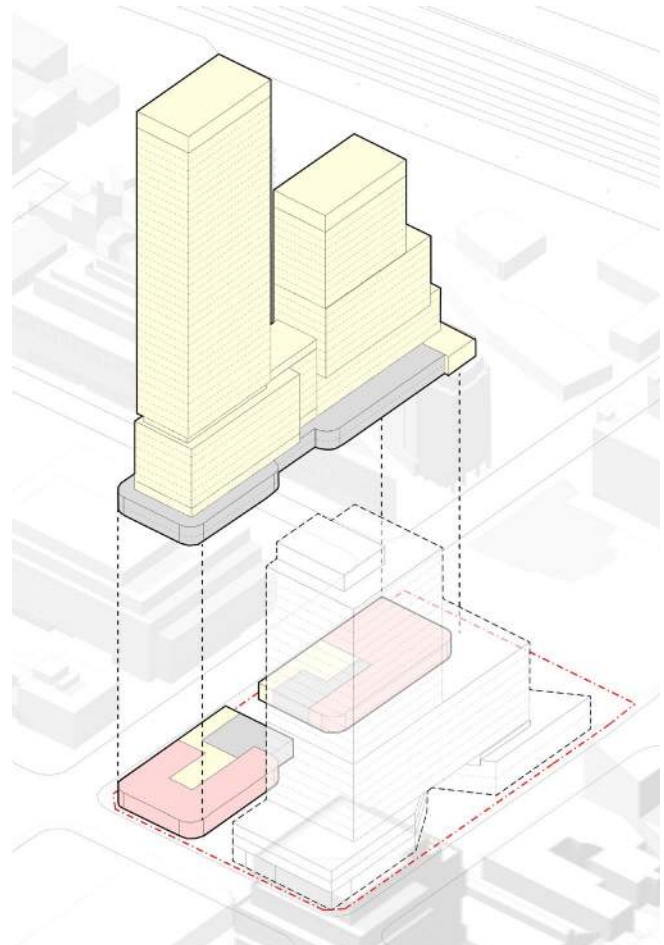
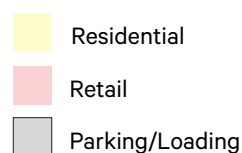


Figure 52: Front Site East Building - Program

4.3.2 Massing and Articulation

The proposed massing is informed by predominant typologies and building forms in the area, urban design principles and potential public realm impacts, as well as technical considerations associated with the station structure. These guide both the general massing type and the articulation of specific building components, which in turn reflect the specific constraints and objectives of the building's intended program and function.

The TOC development consists of two buildings, separated by a mid-block pedestrian connection between Front St. East and Parliament Square Park. The building massing draws on the 'commercial warehouse' form that is a characteristic and

prevailing building type found in the King-Parliament area. This form is generally expressed as a 'hybrid' between tall and mid-rise forms, with boxy massing forms, larger sized floor plates and less clearly defined base, middle, and top components relative to traditional tall buildings.

The proposed development's general approach to massing is to push taller elements toward Front St. East, and implementing a gradual downward transition in height towards Parliament Square Park. Along the park, the proposed development takes on a more intimate, low-rise character that establishes a balanced relationship with the adjacent open space.

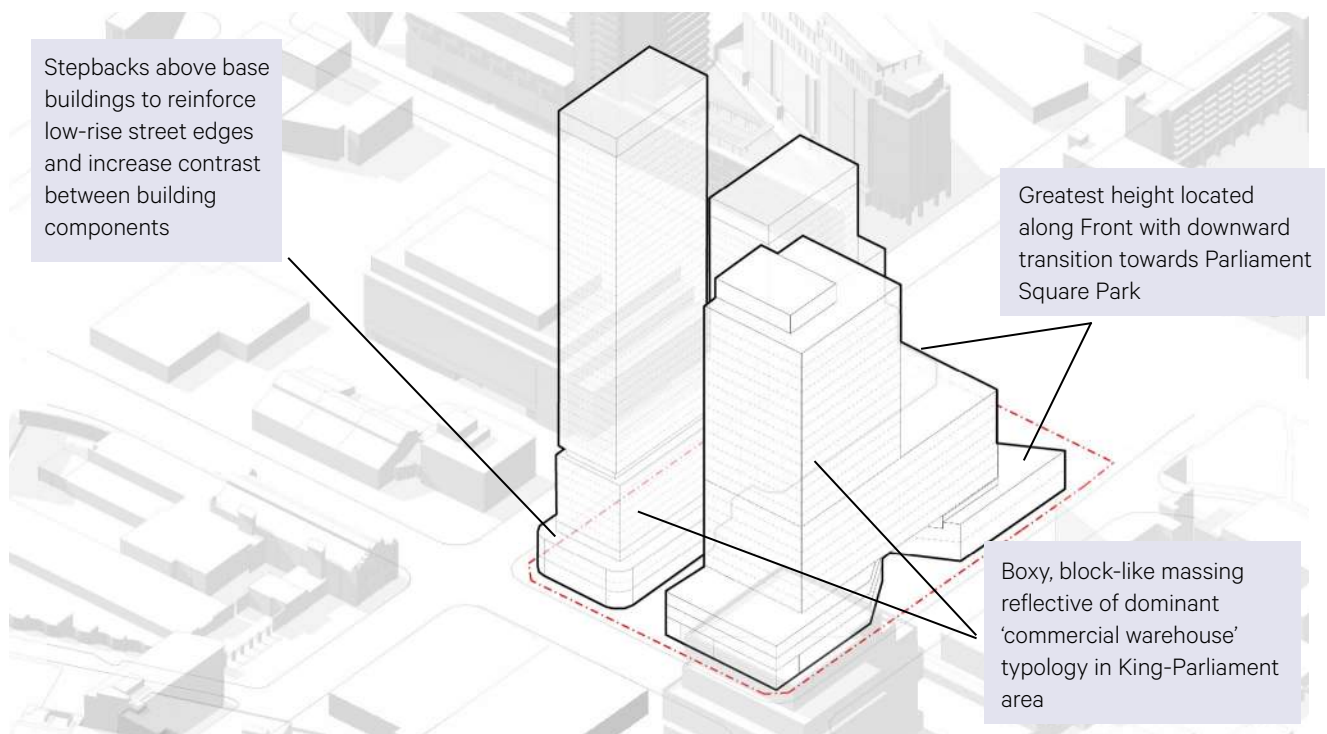


Figure 53: Front Site - Massing and Articulation



East Building

The East Building consists of a 46-storey tower and a 25-storey tower on top of a shared base building. Drawing upon the historic warehouse typology in the King-Parliament area, the building is generally expressed as a series of stacked box-forms, broken up through both vertical and horizontal articulation to create visual interest and give texture to various building elevations. The massing is intended to split the building into two distinct volumes, with various recesses and projections in the building façade helping to alter and create the perception of two warehouse-sized bases next to one another rather than one block-long mass.

The northern portion of the building is comprised of a 3-storey base building, 9-storey middle volume, and a 34-storey tower component which extends to a maximum height of 46-storeys (approximately 152.0m inclusive of mechanical penthouse). To break up the massing and increase the visual distinction between the three building 'blocks', the design introduces a setback above the 3rd storey and a slight recess at the 13th storey. The slender tower is limited to a 750m² floor plate.

The southern portion of the building is also expressed as three block-like masses, with an 8-storey 'base', 8-storey 'middle' and 9-storey 'top' which extends to a maximum height of 25-storeys (approximately 88.3m inclusive of mechanical penthouse). The majority of the mass is articulated

through the larger 'base' and 'middle' blocks, broken up at the 8th storey. The middle 'block', comprising the 9th to the 16th storey, is expressed through a larger floor plate of approximately while 990m² the upper floors revert to a standard 750m² floor plate. The building gradually steps down towards the adjacent open space, with setbacks along the south elevation at the 8th and 3rd storeys to bring scale down to a conclusion next to the park edge.

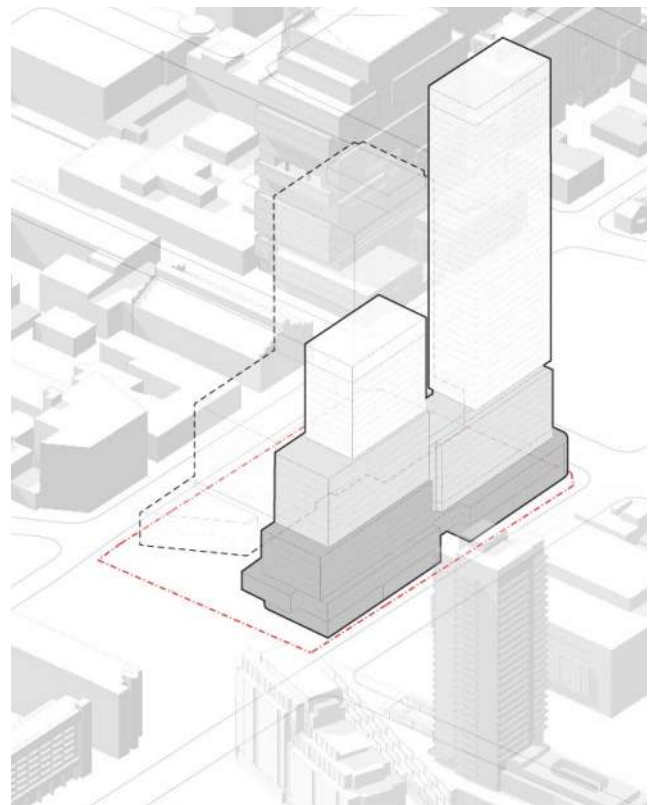


Figure 54: Front Site East Building - Massing and Articulation

West Building

The West Building is comprised of a 24-storey vertical L-shaped block on top of a low-rise base. The form of the low-rise base building is massed and carved to create an intimate relationship with the heritage buildings on the opposite side of Berkeley St. The height of the base building establishes a common streetwall height with surrounding properties, maintaining low-rise street edges and reinforcing the pedestrian-scale character of Berkeley St. The design introduces a V-shaped opening in the middle of the block, creating a pedestrian access point which produces a direct interface with Berkeley Theatre.

The southern edge of the base building features a distinctive diagonal cut, which is intended to mirror the existing building edge of Berkeley Castle as it extends from the Esplanade to Berkeley St. The L-shaped block form implements a stepping down of heights from Front St. East to the proposed new open space adjacent to Parliament Square Park. The maximum 24-storey height (approximately 105.2m inclusive of mechanical penthouse) located on Front steps down to a 10-storey mid-rise component, maintaining the characteristic 'commercial warehouse' typology with overall 'boxy' massing, straight building edges and larger sized floor plates.

The two-storey base building adjacent to the open space, which will house proposed public institutional uses, extrudes from the rest of the mass to create prominence at the street-level and establish a façade with the park.

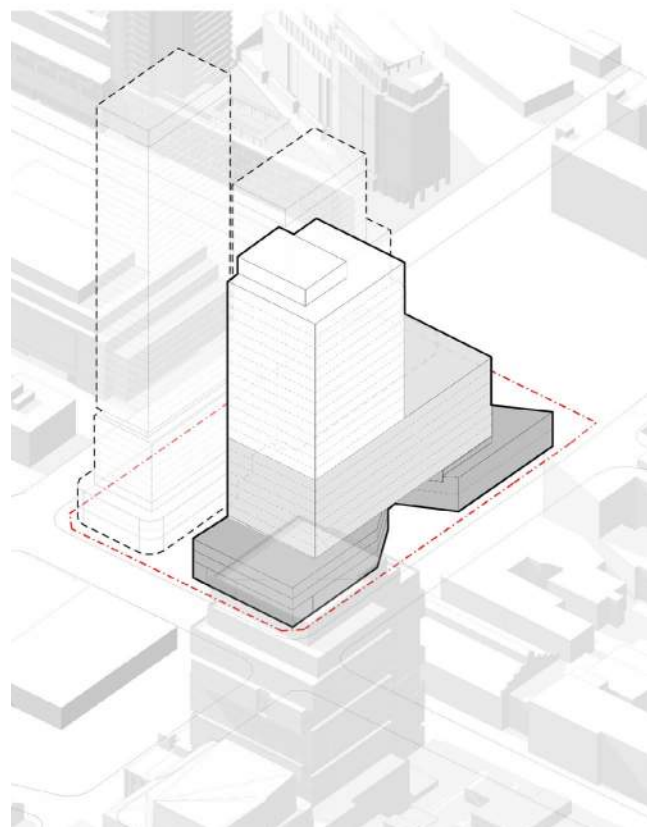


Figure 55: Front Site West Building - Massing and Articulation

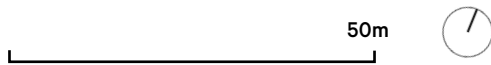
4.3.3 Pedestrian Experience & Circulation

The design approach for the proposed development prioritizes efficient pedestrian circulation around and through the TOC sites, supporting direct connections to the

planned transit station and key neighbourhood destinations. A vibrant, dynamic and human-scale streetscape is achieved through the activation of ground floor uses and enhanced public boulevards along all major streets.



Figure 56: Front Site - Ground Level Circulation



A primary north-south connection through the Site extends the mid-block connection across the two sites. Linking Front St. East to Parliament Square Park, it maintains a minimum clearway of 4.0 metres and a maximum clearway of 19.3 metres along the path to allow for direct, continuous and comfortable public access through the block. An east-west mid-block connection is established between Parliament St. and Berkeley St.; the western entrance provides a pedestrian-only link between the proposed development and several prominent entertainment and cultural institutions along Berkeley, while the eastern entrance doubles as a vehicular access point for parking and consolidated site servicing.

Finally, pedestrian pathways are established between the site and The Esplanade, connecting the TOC development to the Distillery District to the southeast and David Crombie Park to the southwest. This critical link joins the linear

parks along the Esplanade, extending from the downtown core, to the north-south mid-block concourse that leads to the transit station, acting as a directional pivot point.

The proposed concept locates active uses along all three primary frontages, including retail frontage along King St. East, Parliament St. and Front St. East, as well as a public library on the southwest corner of the site. The proposed concept delivers approximately 2,400 sq. m. of at-grade retail space, which will provide generous 6m floor-to-ceiling heights, introduce appropriate glazing on storefronts and ensure direct access to entrances from the public sidewalk. In addition, retail frontages are strategically extended to the interior mid-block connection, driving pedestrian traffic through the site and supporting active spill-out spaces along these pedestrian pathways.

In tandem with the adjacent park, the proposed public institutional uses have the potential to

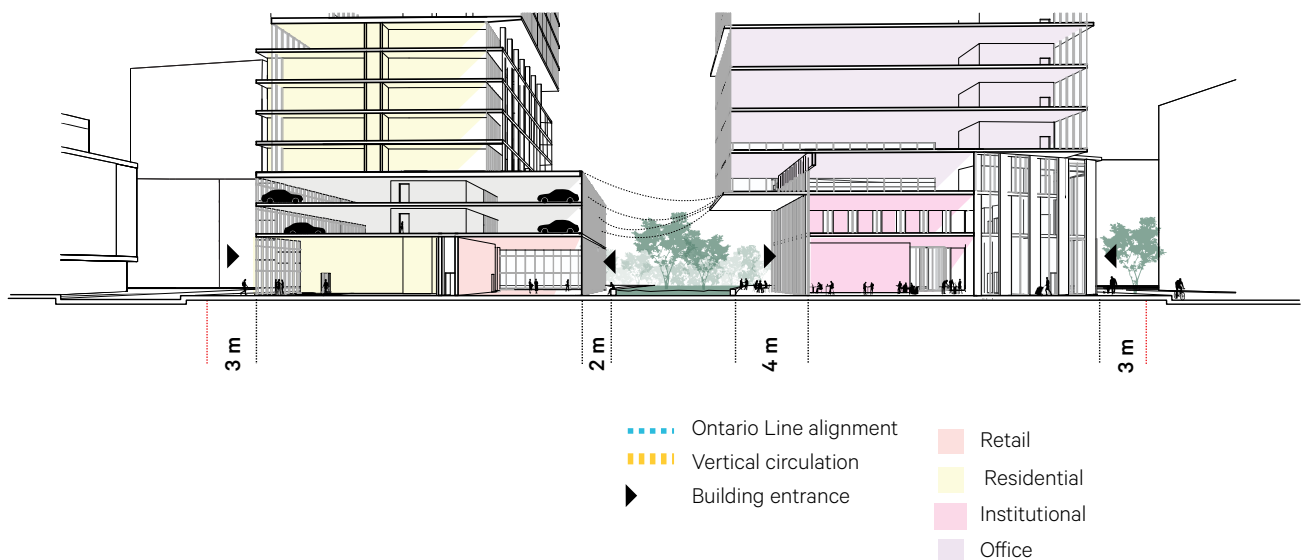


Figure 57: Front Site- Circulation Section (looking south towards park)

create a significant neighbourhood destination which catalyzes active community uses on the site. This space will be accessible through a main entrance off Berkeley St., with a potential secondary entrance to be located off of the park. Entrances to residential and office lobbies will be located off Front St. East, Parliament St. and the north-south mid-block connection in prominent and highly-visible locations. The institutional and retail uses are differentiated from the upper building components through changes in materiality/facade treatment to reflect the shifts in program.

Generous 3m front yard setbacks are provided along all public street frontages, resulting in minimum curb-to-building face dimensions of 5.5m on Front St. East, 5.8m on Parliament St. and 6.9m on Berkeley St. These dimensions accommodate a minimum pedestrian sidewalk width of 2.1m in line with City of Toronto standards and have sufficient capacity to accommodate the higher pedestrian volumes associated with proximity to the transit station.

EAST ELEVATION

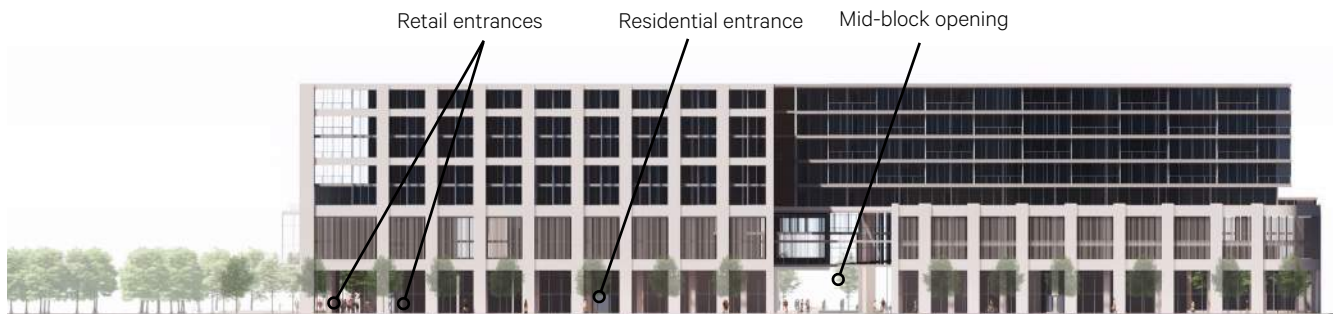


Figure 59: Front Site- Pedestrian Experience Elevations (Parliament St.)

WEST ELEVATION

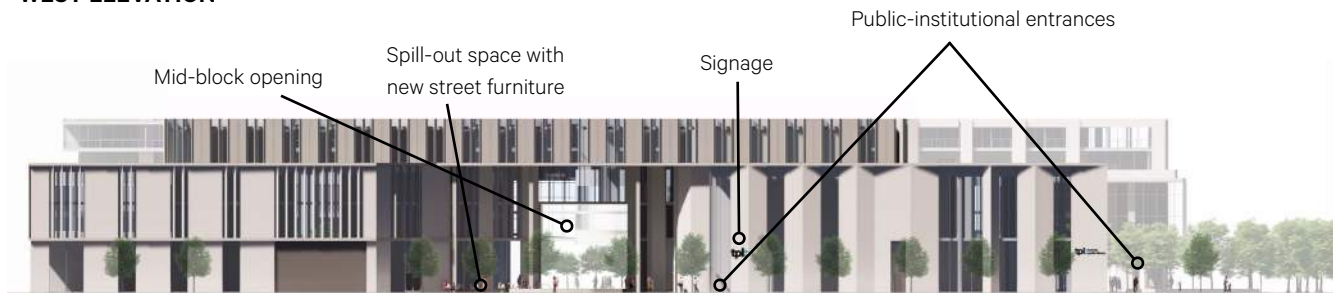


Figure 58: Front Site - Pedestrian Experience Elevations (Berkeley St.)

4.3.4 Landscape

The proposed landscape strategy for the Front Site extends the area’s existing green space network and introduces several new outdoor public spaces that celebrate the rich archaeological history of the First Parliament site. It draws from the findings and community engagement feedback of the First Parliament Project Master Plan.

The design locates several landmark landscape features at the southern edge of the site, helping to ‘draw in’ the greenery of Parliament Square Park into the interior of the site. The proposed TOC concept introduces a south-facing landform amphitheatre on the southwest corner of the site, which gradually slopes down via a series of

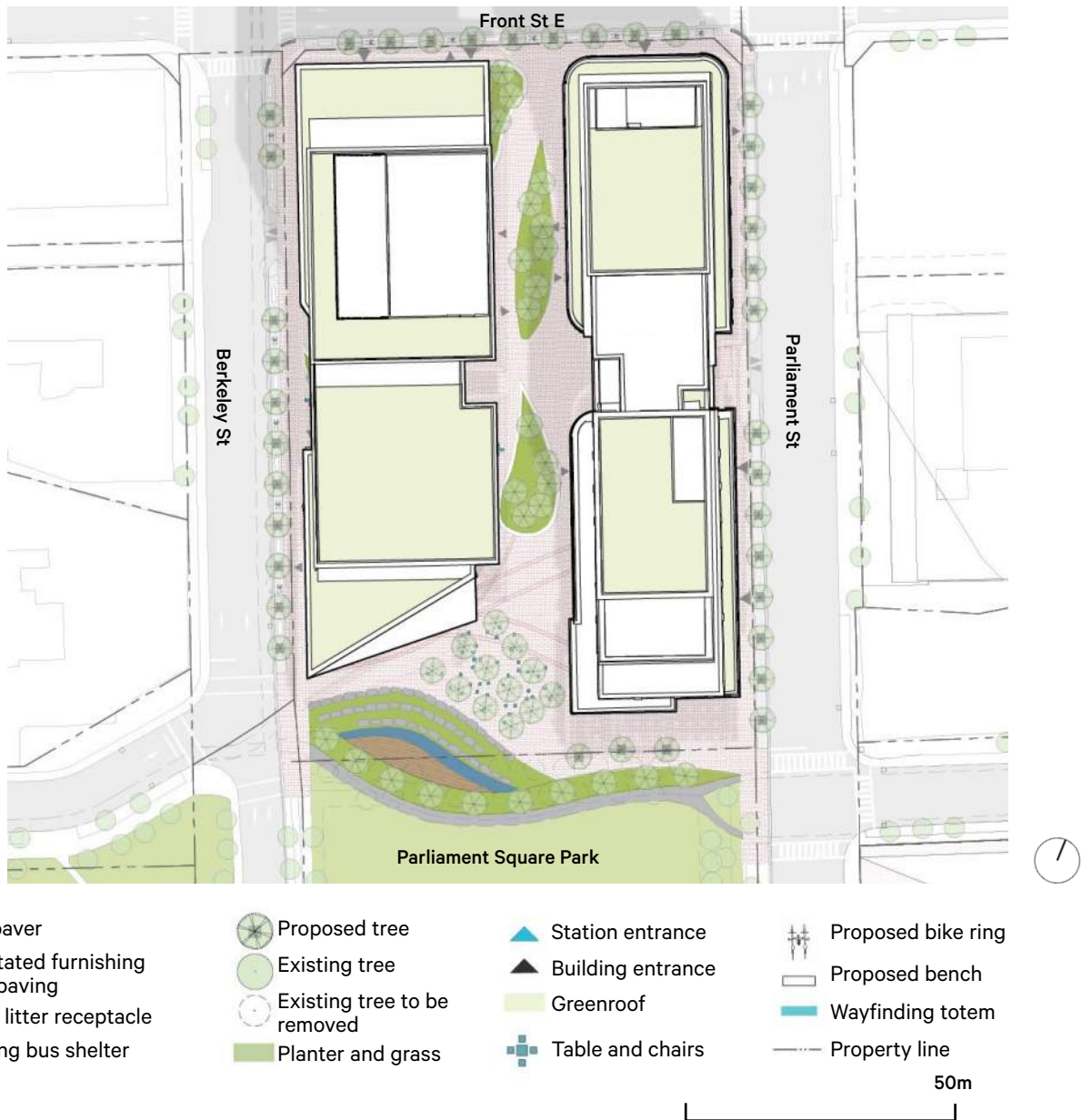


Figure 60: Front Site - Landscape Plan

terraced lawn spaces to a wood-deck platform with a vegetated backdrop connecting with the public park. The platform is envisioned as a stage area for outdoor performances and community events, offering an opportunity for cultural institutions along Berkeley St. to bring the performing arts to life outdoors. Between the amphitheater and platform is a proposed interpretive water feature invoking the historical shoreline. Furthermore, in line with City requirements, a dedicated bike path is introduced along the southern edge of the site adjacent to Parliament Square; the path facilitates a direct connection for cyclists between The Esplanade and Mill St. and supports the planned cycling network.

Moving northwards towards the centre of the site, the landscape design introduces a proposed First Parliament Plaza, which spans between the ground-floor public institutional uses and the landform amphitheater. The plaza is envisioned as a flexible space that can act as extension or spill-out space for the public institutional uses, and host multi-use programming. In addition, a central bosque feature is introduced to highlight the native landscape, acting as a transition from the park to the south to the more defined linear landscaping within the development. The trees are located with sufficient separation distances from one another to allow for comfortable pedestrian passage amongst them, inviting users to engage, inhabit and traverse the area. Within the block, approximately 45% of the site is provided as publicly-accessible space.

The many layers of history on the site are recognized through a number of heritage

interpretation elements. In addition to the shoreline water feature, the landscape strategy also calls out the footprint of the historical railway. The location and alignment of the old railway tracks is highlighted through the use of special paving, evoking the area's industrial past. The rest of the site's interior pathways also feature a distinctive red-brick paving pattern that is characteristic of the neighboring historic Distillery District.

The landscape strategy recognizes the 'Zone of Archaeological Potential' at the centre of the site, at the intersection of the east-west and north-south mid-block connections. Much of this area is left undeveloped; instead, the intent is to encourage users to stop for 'moments' of reflection along these passageways. The interpretation of the archaeological zone could take the form of features such as plaques, sculptures or statues, ghost structures, viewing apertures, or public art. Final designs for the site are encouraged to include acknowledgement and celebration of Indigenous pre- and post-colonial history.

Greening features, including planters with trees and seating edges, are located along the mid-block connections and near the proposed entrance to public institutional space along Berkeley St. where users are expected to congregate and linger. The elongated, curved shape of the planters are designed to mirror and reflect the shoreline feature at the southern edge of the site, as well as to draw users into and through the pedestrian paths. In addition to providing aesthetic benefits, the planters promote species biodiversity as well as stormwater retention and infiltration. Planters

incorporate tree species with broad canopies and greater foliage mass to maximize greenery within the site. A total of approximately 77 trees are able to be provided through the proposed development.

Pedestrian-friendly streetscape improvements, will be implemented along Berkeley St., Front St. East, and Parliament St., consistent with the role and status of Front and Parliament as 'Great Streets' identified in the Downtown Secondary Plan. New benches and bicycle racks are also introduced. As part of the sustainable principles of the landscape design, green roofs are proposed to mitigate urban heat island effects, increase urban biodiversity by providing habitat for wildlife and improve stormwater management by reducing

stormwater runoff. Over 3,600 sq. m. of green roof area has been proposed for the roof and other building levels, incorporating a palette of materials and native species that are low maintenance and drought-tolerant.

The landscape strategy for the Front Site represents a valuable opportunity to create a significant community-oriented space and is reflective of the site's great civic prominence. Pending discussions with municipal stakeholders, the landform amphitheater and adjacent green space have the potential to be operated either as a privately-owned publicly-accessible space (POPS) or to be provided as public parkland dedication to the City.



Figure 61: Illustrative Render - Amphitheatre and Outdoor Plaza on Front Site

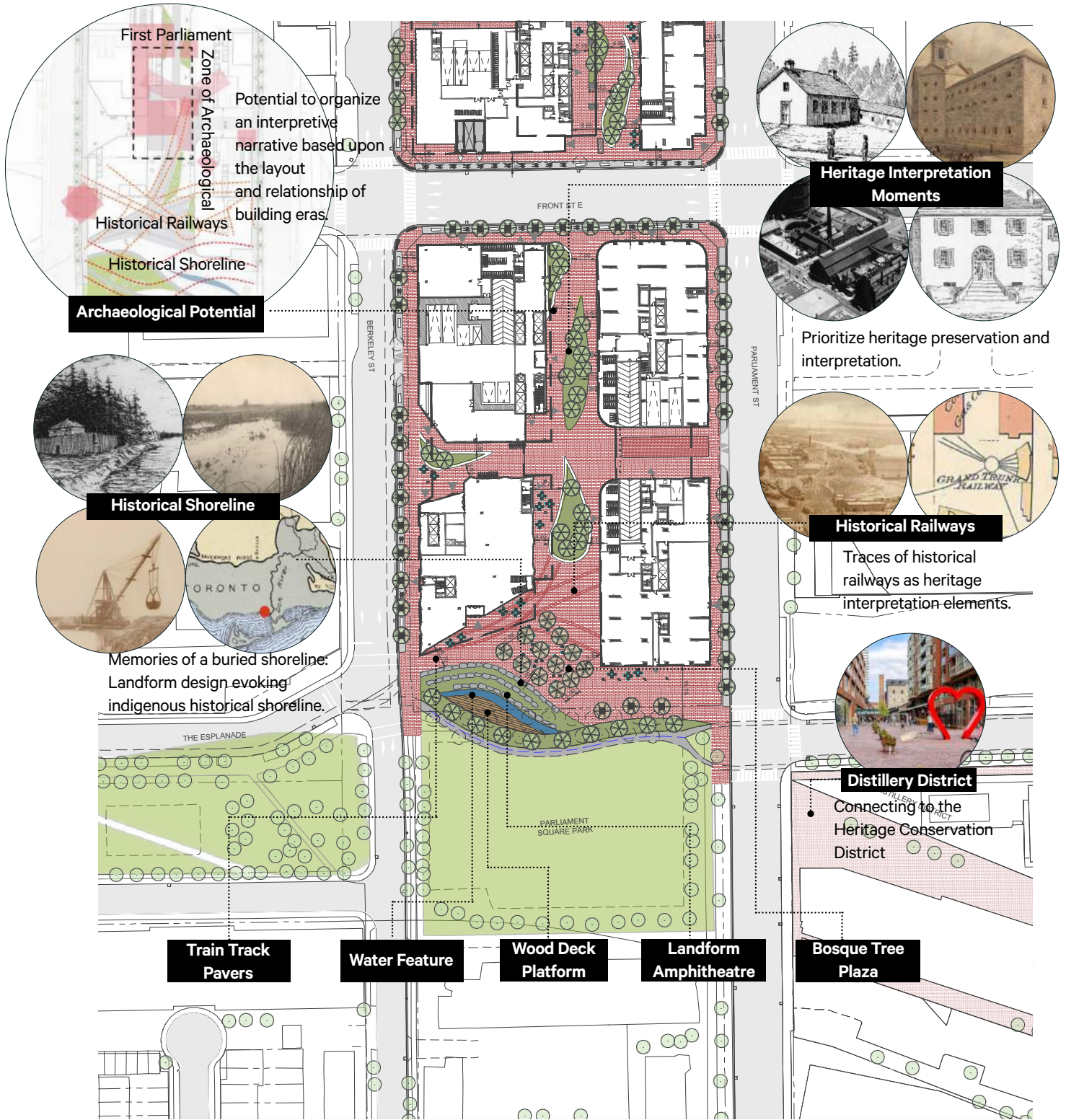


Figure 62: Front Site Landscape Design Strategy - Heritage Interpretation Elements



Parliament Square Plaza



Zone of Archaeological Potential



Berkeley Plaza



Train Track Pavement



Bosque Tree Feature



Natural Stone Amphitheatre



Water Feature and Wood Deck Platform



Dedicated Bike Path

Figure 63: Front Site - Landscape Precedents

5.0 Policy Review

- 5.1 Provincial Policy and Legislation
- 5.2 Municipal Policy
- 5.3 Municipal Study Consideration
- 5.4 Municipal Zoning
- 5.5 Other Policy / Regulation Considerations
- 5.6 Heritage Conservation Districts
- 5.7 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 Corktown 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 Province-wide with the Provincial Policy Statement and ending with site-specific by-laws and guidelines. As noted in Section 2.0, TOC developments are to have

regard for matters of Provincial interest, policy and legislation and respond to the intent of municipal plans, by-laws and guidelines.

This section introduces each of these documents, provides a summary of polices 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 respond to specific policy requirements.



Figure 64: Illustrative Render - Streetscape and Public Right-of-Way along King St. East

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 Corktown 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 developments have 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 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 mixed-use development (1.3.1.a).

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 PPS also includes policies that speak to the importance of cultural heritage and archaeology. Specifically, that significant built heritage resources and cultural heritage landscapes are to be conserved (2.6.1). In instances of proposed development on lands containing archaeological resources, development or site alteration shall not be permitted without the conservation of significant archaeological resources (2.6.2). When considering development of properties adjacent to protected heritage properties, the PPS stresses the importance of heritage evaluation, and the demonstration that identified heritage attributes will be protected and conserved.

Planning authorities are encouraged to engage with Indigenous communities and consider their interests in the promotion of archaeological and cultural management plans (2.6.3, 2.6.4, 2.6.5).

The proposed developments are consistent with the PPS and support relevant policy objectives related to growth management, land use, housing, and employment. They represent a form of intensification that is encouraged by the PPS, which will result in a mix of uses and higher densities of development at a higher order transit station within an urban area. The redevelopment of underutilized sites currently occupied by automobile-oriented commercial uses and large surface parking lots represents an efficient use of land, resources and existing infrastructure.

The proposed redevelopments will contribute to social well-being and economic prosperity by introducing new residential and employment uses in an established downtown neighbourhood with existing amenities and infrastructure. Direct integration with a future subway stop and proximity to existing surface transit connections will encourage the use of public transportation and help decrease reliance on the private automobile. Through the introduction of a series of mid-block pedestrian pathways and open space linking Parliament Square Park with the new transit station, the proposed developments establish new opportunities to support community connectivity and create dynamic opportunities for social interaction. Throughout, they respect the rich cultural and archaeological significance of the First Parliament Site.

5.1.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) as amended

The Growth Plan for the Greater Golden Horseshoe, 2019 (“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, protect for the environment, and help communities achieve a high quality of life. Building on the foundation of the PPS, the Growth Plan provides specific policy direction for the Greater Golden Horseshoe. Under Section 3(5) of the

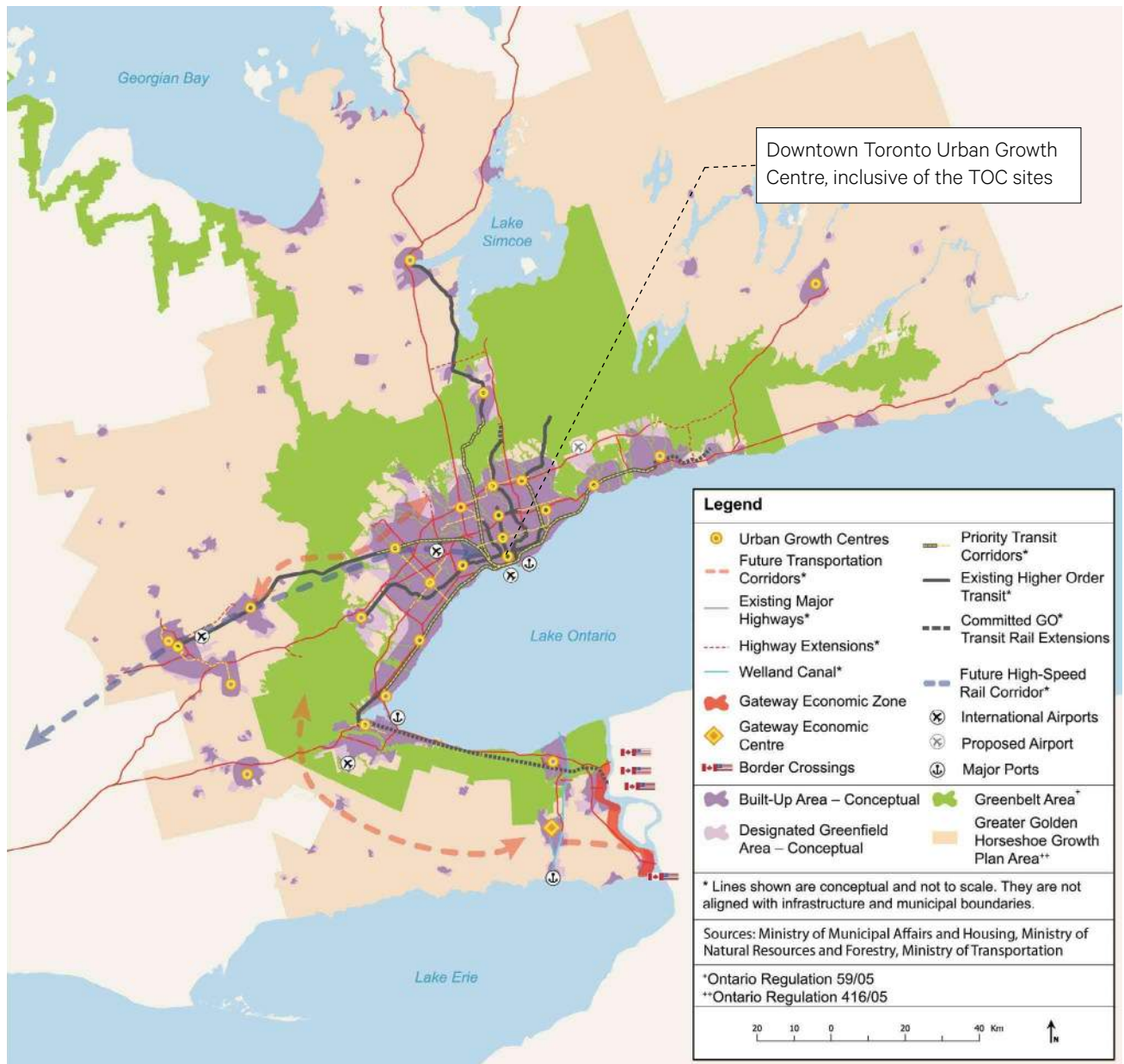


Figure 65: Growth Plan 2019 Schedule 2 - Concept

Planning Act, all decisions on planning matters are required to conform to the Growth Plan. The most recent update to the Growth Plan came into effect on May 16, 2019.

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 targeted for reinvestment by the Province and Municipalities, and which include Urban Growth Centres and Major Transit Station Areas. The Corktown sites are in both the Downtown & Central Waterfront Urban Growth Centre and an 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.”

- 2019 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 (brought into effect on August 28, 2020). 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); and
- Contribute to a vibrant public realm (2.2.2.4.e)

The Growth Plan 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 built up areas with a particular focus on identified Strategic Growth Areas, including Urban Growth Areas and Major Transit Station areas (2.2.1.2.c). Urban Growth Centres in the City of Toronto, such as the Downtown and Central Waterfront area, are planned to accommodate the most significant population and employment growth of any other Strategic Growth Area in the Greater Golden Horseshoe. A minimum gross density target of 400 combined residents and jobs per hectare is required to be achieved for Downtown Toronto by 2031 or earlier (2.2.3.2.a). Estimates from the City suggest that the density of Downtown Toronto was 388 people and jobs per hectare as of 2019 and was anticipated to exceed the minimum density target by 2021 based on current trends. Despite the fact that these trends will be impacted by the COVID-19 pandemic, the City continues to anticipate that this target will be exceeded well before 2031.

With the introduction of higher-order transit, the TOC sites will fall directly within a new Major Transit Station Area (“MTSA”). The Growth Plan is supportive of further growth and intensification within all MTSAs to achieve transit-supportive densities. As an MTSA on a subway, the lands around the station will be subject to 200 people and jobs per hectare (2.2.4.3.a). However, Strategic Growth Areas are not intended to accommodate a uniform level of intensification; policy 2.2.2.3(b) requires intensification areas to be planned to achieve an appropriate type and scale of development and implement transitions to adjacent areas.

Policy 2.2.4.9 provides direction that MTSAs 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 multimodal transit connectivity in MTSAs, with a particular focus on the provision of infrastructure for active transportation, such as comfortable and safe sidewalks, bicycle lanes, and secure bicycle parking (2.2.2.4.8.b).

Section 2.2.6 of the Growth Plan includes direction regarding housing and complete communities. 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). To foster complete communities, policy 2.2.6.3 stipulates that multi-unit residential development incorporate a mix of unit sizes so as 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 Growth Plan also 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 proposed developments conform to the Growth Plan in that it promotes transit-supportive density within an Urban Growth Area and Major Transit Station Area and presents new opportunities to support the housing needs of a rapidly growing area.

The introduction of approximately 1,580 residential units, around 69,000 sq. m. of office space, new public institutional space, new pedestrian-oriented pathways 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.

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 developments support the objectives of the Transportation Plan. The proposed developments support greater transit-supportive densities at a planned transit station and potential future Mobility Hub. The introduction of more people and jobs in the area will support increased ridership volumes.

The proposed developments include a mix of uses that provide living, employment and recreational opportunities as well as shops and services. Furthermore, the proposed developments will include connections with existing surface transit and other active transportation options, including existing bus and streetcar stops and a planned cycle track along Berkeley 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 and/or station areas with elevated development potential.

5.2 Municipal Policy

Located within King-Parliament at the juncture of a number of historic neighbourhoods once targeted for reinvestment, this area of the City is subject to a number of municipal planning, heritage, and community-led efforts concerned with the successful evolution of the area.

Accordingly, the TOC developments have been designed to respond to the intent of municipal policy documents and guidelines wherever possible.

5.2.1 City of Toronto Official Plan (2019)

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 Ontario Municipal Board (OMB) in 2009, the current iteration of the Official Plan reflects a consolidation of amendments and policies in effect as of February 2019. 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 Downtown and Central Waterfront and its land use designation is *Regeneration Area*. Further details regarding applicable policies as they pertain to these designations are provided in subsequent subsections. It is also subject to the Downtown Secondary Plan and King-Parliament Secondary Plan. It is adjacent to the St. Lawrence Heritage Conservation District and the proposed Distillery District Heritage Conservation District.

The Official Plan is undergoing a Municipal Comprehensive review, which will see growth forecasts updated to be consistent with the new Growth Plan and will introduce a new suite of land use re-designations and policies to support these forecasts, including Employment Area conversions. More information on the MCR follows the discussion of the Official Plan policies (Section 5.3).

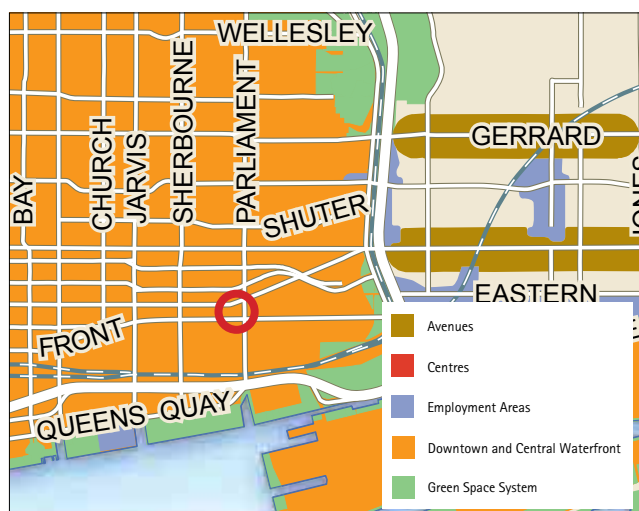


Figure 66: Official Plan Map 2 - Urban Structure

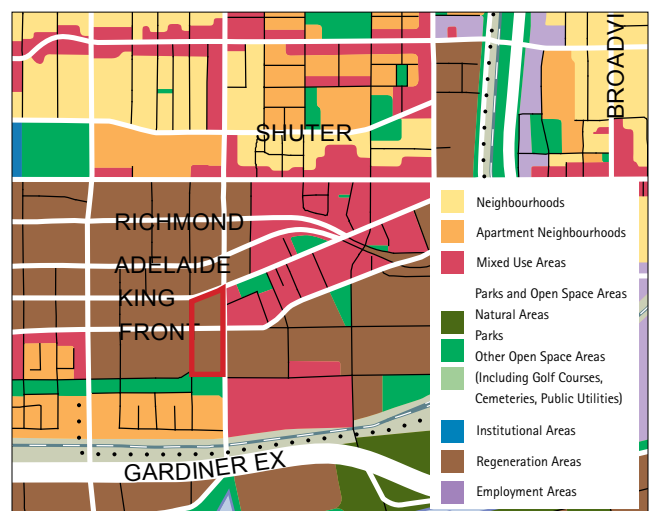


Figure 67: Official Plan Map 18 - Land Use

The following is a summary of relevant sections of the Official Plan and how the proposed development responds to each section's intent.

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.

As a mixed-use, transit-oriented project, the proposed developments support the achievement of stated objectives in Section 2.1.1, including: 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).

Structuring Growth in the City: Integrating Land Use and Transportation

Establishing a crucial link between land use and transportation planning, the Official Plan directs the growth of people and jobs to areas that are supported by public transit and infrastructure (2.2.1). These areas are depicted on Map 2 of the Official Plan, which includes the *Downtown and Central Waterfront, Centres, Avenues and Employment Areas*. Growth in these areas is intended 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 developments are located in the Downtown and Central Waterfront at the confluence of several existing and planned transit routes. By combining mixed use intensification with a new, higher order transit station, the proposed developments will increase the availability of housing and employment opportunities into a dense, walkable, and transit supportive area in the city's Downtown, thereby supporting a greater uptake of transit use and active transportation.

King St. is identified as a Transit Priority Segment (Map 5) and Front St., King St., and Parliament St. are identified as having a planned right-of-way of 20m (Map 3). The segment

of King St. East between Parliament St. and Berkeley St. has a historic right-of-way width of approximately 17 metres. The planning report from staff dated October 29, 2008 regarding the rezoning of 330 King St. East, which is now a mixed use building opposite the King Site, noted a road widening in this segment was not feasible due to the presence of heritage buildings and therefore no conveyance was desired by the City. Accordingly, the proposed development does not account for a road conveyance in this location.

Downtown: The Heart of Toronto

The Official Plan characterizes the Downtown as the driving engine and 'heart' of the City, and recognizes the significance of the Downtown in the overall growth, well-being and prosperity of Toronto. It notes that the Downtown is "Toronto's image to the world and to itself", representing the "oldest, densest, and most complex part of the urban landscape, with a rich variety of building forms and activities".

The Downtown policies implement the Growth Plan's policy intent and target for the corresponding Urban Growth Centre. Development in the downtown is expected to achieve a minimum combined gross density target of 400 jobs and residents per hectare (2.2.1.1.a) and contribute to the role of the Downtown as the premier employment centre in the GTA (2.2.1.1.b). To ensure that the City's downtown remains vibrant and lively new development will contribute to a full range of housing types and tenures. By ensuring a variety of housing options people can both live and work in the highly connected

communities in the Downtown, reducing demand for in-bound commuting and relieving pressure on the overall transportation network (2.2.1.1.c).

Policy 2.2.1.4 states that this full breadth of housing options will be encouraged through residential intensification in *Mixed Use Areas* in the Downtown (2.2.1.4.a), among other measures. Continued investment into the Downtown public realm, including improvement of linkages between streets, parks, accessible open spaces, is also encouraged (2.2.1.2.a).

The proposed developments will complement the existing urban fabric of the King-Parliament area. The proposed developments are aligned with these policies as they concentrate high-density mixed-use employment and residential growth within a compact, transit connected centre.

By creating opportunities to bring housing and transit options near the employment opportunities of the downtown core, the proposed developments will help cut down on the need for lengthy commutes between work and home, and allow people to live and work within the local area. They incorporate a significant proportion of family-sized units to help meet the housing needs of a diverse population. Furthermore, the proposed developments feature a high quality public realm contributing to the Downtown's open space network.

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).

The proposed development support 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 on the King Site will be directly integrated with the new Corktown Station of the Ontario Line and is located in proximity to multiple streetcar lines and bus routes (including the 504 King), dedicated cycling routes and within a walkable street and block network. Several surface parking lots will be replaced by a compact, urban built form that supports pedestrian connectivity and multi-modal mobility. Furthermore, the proposed developments will provide reduced vehicular parking while accommodating a range of cycling facilities so as to contribute to reducing dependency on the car 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 are intended to 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 the following sub-sections, 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. Although not included in the February 2019 consolidation of the City of Toronto Official Plan, these policies were approved by the Province on September 11, 2020 and are therefore in full force and effect.

The overarching objective of these updates is to strengthen and clarify existing policies on public realm. The Official 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 developments have been designed with consideration of the Plan’s public realm objectives and policies. They feature enhanced landscape and streetscape improvements that will encourage a range of public-facing uses and activities, contributing to a welcoming and vibrant public realm which supports a variety of users throughout the day. The King Site will house a prominent public and civic landmark in the form of new transit station; strong emphasis has been placed on locating and designing the station entrances to promote their 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 and so is in full force and effect. 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, and buildings that are located on corners and the ends of street corridors should give prominence to these spaces by ensuring appropriate frontages (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 within the proposed developments are massed to define the street edge, parks and open spaces with good proportion. Taller buildings are generally located and sculpted to ensure a slender form that maintains adequate access to sunlight and sky views. Entrances are located in prominent and highly-visible locations accessible from the public right-of-way; additionally, the entrance to public-institutional uses fronts onto publicly-accessible open space. Vehicle parking and servicing areas are consolidated off of Berkeley St. and Parliament St. in an effort to reduce vehicular access points and minimize potential conflicts with the pedestrians. Additionally, the proposed developments focus on providing functional, comfortable and enjoyable indoor and outdoor amenity spaces through the provision of green roofs and balconies.

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, with tall buildings representing those buildings with heights greater than this width and mid-rise buildings being those with heights no greater than the width of 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 developments have been designed in consideration of the intent of the tall building standards, particularly in terms of maintaining and reinforcing street proportion and pedestrian scale and protecting and ensuring privacy, sunlight and skyviews through the use of setbacks. The massing of the proposed developments incorporate clearly defined base, middle and top components that provide for a more varied and less visually overbearing appearance.

The massing also reflects a height transition that responds to the existing built form context, in this instance locating the greatest building heights on top of the transit station and

integrating a gradual reduction in height to a more intimate scale approaching the more mid-rise Esplanade and Parliament Square Park.

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 (under Part IV of the Ontario Heritage Act) properties as well as Heritage Conservation Districts (under Part V of the Ontario Heritage Act) (3.1.5.1 & 2). The proposed development is bordered by the St. Lawrence Conservation District (approved), the Distillery District Conservation District (under development) and located adjacent to several listed and designated heritage properties.

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 retained (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 Assessment is the identified mechanism by which the City will assess new development proposals (3.1.5.5, 3.1.5.22-26 & 3.1.5.32). 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 (3.1.5.26).

Policies 3.1.5.34-42 provide policy and criteria for managing archaeological resources. Of relevance to the proposed development, this section identifies preservation in situ as the preferred conservation strategy for an archeological site, while allowing that, where mitigation measures and/or alternative development strategies would not feasibly allow for in situ conservation, excavation may be permitted (3.1.5.36). 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).

A heritage study assessing the potential impact of the proposed developments on properties on the Heritage Register will be finalized through future phases of the work and submitted under separate cover. Through the preliminary zoning stage, the proposed development has been designed with broad consideration of the Official

Plan's heritage policies and of the surrounding heritage context in the King-Parliament area. The proposed massing refers to the established historic street wall and maintains the low-rise street edge that is characteristic of the district. On the Front Site, archaeological resources are proposed to be conserved in-situ and buildings sited so that disturbance to areas of archeological potential is minimized. The historical and cultural narratives of the site, which include many layers of history reflecting the site's role as the site of Indigenous territory, Canada's First and Second Parliament Buildings, the Home District Gaol and Consumer's Gas Company, is expected to be interpreted for the public through various built, landscape and public art elements.

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, including: 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 developments support these objectives by delivering approximately 1,580 new residential units, helping bolster the housing stock in a rapidly-growing area of the City.

The proposed developments are also expected to increase the supply of affordable housing, contributing to the full range of housing options in this area of the city. Under emerging policy direction on inclusionary zoning, the proposed developments at Corktown Station would be subject to a minimum of 5 to 10% (dependent on tenure) of the total new residential gross floor area to be secured as affordable ownership housing or affordable rental housing, due to their location within a strong market area. Although the proposed regulations are not in force and may be subject to change, the proposed TOC developments would be expected to provide affordable housing in line with the targeted minimums as outlined by the policy. More details on the City's emerging Inclusionary Zoning framework are found in Section 5.4.

Parks and Open Space

Toronto's green space system, including parks and open spaces, the natural heritage system, and a variety of privately managed but 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 (3.2.3.5). Additionally, residential developments are required to dedicate 5% of lands for parks while all other developments are required to dedicate 2% for this purpose.

The Official Plan allows for an alternative parkland dedication rate of 0.4 hectares per 300 units for residential developments and the residential portion of mixed-use developments subject to certain criteria and conditions. Where site conditions are not ideal for on-site parkland dedication and if the City deems it appropriate, cash-in-lieu or off-site replacement may be acceptable subject again to the satisfaction of certain criteria and conditions (3.2.3.5-9).

Located directly adjacent to Parliament Square Park to the south, the proposed development on the Front Site is massed to create a low-rise façade with the park that facilitates an intimate, human-scale pedestrian experience. It features extensive landscaping on the south edge to extend the greenery of the park into the development site. As the proposed development is located to the north of the park, there are no resultant negative shadow impacts.

Pending discussions with municipal stakeholders, there is potential for the landscaped open space on the Front Site to be provided as parkland dedication to the City. The remaining required parkland dedication will be provided as cash-in-lieu.

Toronto's Economic Health

Section 3.1.5 of the Official Plan provides policies regarding the City's economy. This section has been amended by OPA 231, the amendment implementing employment and economic healthy policy revisions borne during the previous (2011) Municipal Comprehensive Review. Some policies introduced through OPA 231 remain under appeal at LPAT and are therefore not in full force and effect however the majority of policies apply to any property save for those who filed an appeal to the amendment. New development is evaluated against the entirety of OPA 231's policies – both those in force and under appeal.

The new Economic Health policies place a strong emphasis on promoting transit-oriented employment growth (3.5.1.2a, 3.5.1.3.c, 3.5.1.6, 3.5.16). 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.

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, 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 TOC sites are located in a downtown Regeneration Area and the proposed developments will be directly integrated with a new higher-order transit station, making it a highly suitable location for new office growth. The inclusion of both residential and employment uses within the proposed developments will: help support the 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 significant addition of approximately 69,000 sq. m. of office space supports the continued growth of King-Parliament as an employment hub and has the ability to attract major commercial tenants that will empower Toronto's status as a regional employment hub.

CHAPTER 4: LAND USE DESIGNATIONS

The proposed development is in a designated *Regeneration Area*. *Regeneration Areas* are generally post-industrial districts which transitioned out of productive urban use and were subsequently identified by the City as areas for targeted re-development and re-vitalization.

Regeneration Areas are key to the City's growth strategy and are seen as focus areas for economic investment and adaptive re-use of historic buildings. *Regeneration Areas* will "provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form" (4.7.1).

Regeneration Areas are unique from one another, each with a specific built form context, mix of uses, and set of market opportunities. For this reason, the Official Plan stipulates that they will need "tailor-made" strategies; *Regeneration Areas* will be guided through their own detailed Secondary Plans which will establish a context-sensitive development framework (4.7.2).

Among the *Regeneration Area* policies, the Official Plan states that *Regeneration Areas* will:

- revitalize areas of the City that are largely vacant or underused (4.7.1.a);

- create new jobs and homes that use existing roads, transit, sewers, social services and other infrastructure and create and sustain well-paid, stable, safe and fulfilling employment opportunities for all Torontonians (4.7.1.b);
- restore, re-use and retain existing buildings that are economically adaptable for re-use, particularly heritage buildings and structures, through the use of incentives (4.7.1.c);
- achieve streetscape improvements and the extension of the open space network (4.7.1.d); and
- promote the environmental clean-up and re-use of contaminated lands (4.7.1.e).

The proposed developments advance the objectives of the Official Plan regarding Regeneration Areas, and is further guided by the King-Parliament Secondary Plan. They achieve the aforementioned policy objectives by: re-purposing several underused properties occupied by surface parking lots; providing residential and office uses that will support a diverse mix of housing and employment opportunities; locating intensification within a mature urban neighborhood with existing public infrastructure; introducing new extensions of the public and open space network; and implementing streetscape improvements which will create a safe and comfortable pedestrian environment.

5.2.2 Downtown Secondary Plan (2019)

In 2016, the City of Toronto initiated TOCore, a large-scale planning study to prepare and implement a new vision for Toronto's Downtown over a 25 year horizon. Together with the Central Waterfront Secondary Plan, the Downtown Plan provides the district specific guidance for growth and change within the region's most populous and economically significant Urban Growth Centre. Along with a series of five infrastructure-related strategies, the Downtown Secondary Plan was developed as the guiding document to ensure the continued success of Toronto's cultural, civic, retail and economic heart and link anticipated growth to the provision of required infrastructure investments.

The Downtown Plan was adopted by City Council in May 2018, and was forwarded to the Minister of Municipal Affairs and Housing for approval. It was approved, with Minister's modifications, on June 5, 2019. The intent of the Downtown Plan is to support and direct the growth of the Downtown area in a manner that makes efficient use of infrastructure, creates complete communities, improves resilience to climate change, and supports the continued prosperity and livability of the Downtown.

Goals

The goals of the Downtown Plan are summarized as:

- Supporting complete communities, through the provision of community service facilities and parkland, public spaces for social

interaction, a walkable built environment, and a range of housing options to ensure the health and well-being of residents, workers and visitors;

- Supporting connectivity, through the integration of land use planning and transportation planning, to ensure access to jobs and a high quality public realm and open space network;
- Supporting prosperity, through reinforcing the role of the downtown as the economic driver of the city, region, and Province;
- Supporting resilience, through increased uptake of green infrastructure and efforts to reduce greenhouse gas emissions; and
- Supporting responsibility, through strong partnerships between the public, private and non-profits sectors to implement comprehensive planning and coordinated development of sites

The proposed developments support the achievement of the aforementioned goals. As mixed-use, transit-oriented developments on previously underutilized sites, the proposed developments provide a concentration of new residential units, significant office space, and an enhanced public realm featuring new publicly-accessible open space. Integrated with transit station infrastructure and located at the nexus of several existing surface transit routes, the proposed developments will connect thousands of Torontonians to new opportunities to live, work and play.

Directing Growth and Land Use & Economy

The Downtown Secondary Plan requires that development will support and contribute to the achievement of complete communities (5.1), with the growth specifically encouraged on lands designated as Mixed Use Areas 1, 2 and 3, as well as Regeneration Areas and Institutional Areas (4.1). The Downtown Plan emphasizes the relationship between land use and transportation planning, and requires that all lands within a 500 to 800 metre radius of rapid transit stations are to be planned as transit-supportive and contain a diverse mix of uses of sufficient intensity in order to support existing and planned transit service levels (6.35). The greatest density of development within the Downtown is directed to Mixed Use Areas in close proximity to existing or planned transit stations (4.1).

However, not all sites are intended to accommodate the maximum scale of development in each of the Mixed Use Areas

(6.22). Development within Mixed Use Areas will be of varying scales and intensities, based on the existing and planned context (6.19). Building heights, massing and scale of development are intended to be compatible between each of the four Mixed Use Areas, stepping down from the tallest buildings located in Mixed Use Areas 1 through Mixed Use Areas 2 and Mixed Use Areas 3 to low-scale buildings in Mixed Use Areas 4 (6.20).

The site is located within the Mixed Use 2 Area. The Downtown Plan states that development within Mixed Use 2 Areas are planned to accommodate a range of building forms and types that respond to their site context, including mid-rise and some tall buildings (6.25). The scale and massing of buildings should respect and reinforce the existing and planned context, and development is encouraged to provide for a diverse mix of uses, including retail, service, office, institutional and residential uses (6.26, 6.27). The height and massing throughout all Mixed Use Area designations should facilitate a transition in scale relative to the distinct characteristics of a given site's surroundings and context.

Additionally, development integrated into the transit station is specifically encouraged, in order to optimize investments in transit infrastructure (6.36). Development will be supported through collaboration between public and private sectors and the provision of alternative development standards where applicable (6.35).

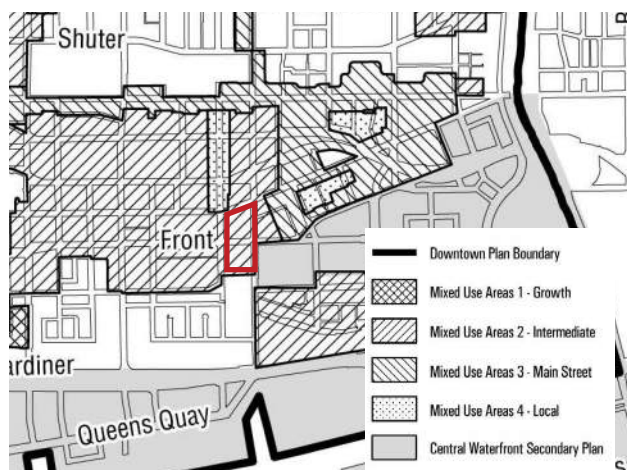


Figure 68: Downtown Secondary Plan - Mixed Use Areas

The proposed developments support intensification on two sites within a Mixed Use Area in close proximity to transit. Though the Downtown Plan generally calls for the tallest buildings to be located in Mixed Use Areas (6.20), it states that building heights, massing and scales consistent with Mixed Use Areas 1 may also be also permitted within Mixed Use Areas 2 where such development is in proximity to an existing or planned rapid transit station (6.21).

The proposed developments consist of primarily tall building forms which are appropriate for their land use designation. They will contain a mix of uses, including retail, office, residential and institutional uses which will support the continued prosperity of downtown Toronto.

The proposed development on the King Site is structurally integrated with the planned Corktown transit station. Proposed developments on both sites will optimize investments in transit infrastructure, and will be supported through the TOC program, representing a collaboration between the public and private sector.

Public Realm

The Downtown Secondary Plan emphasizes improvements to the public realm particularly along identified Great Streets, which have “citywide and civic importance with a diverse character that conveys Toronto’s public image to the world”. These streets are intended to be treated as destinations in and of themselves and

are important in supporting public life, urban mobility and economic activity, especially where two Great Streets intersect (7.20).

Many of these are also identified as Priority Retail Streets, which play a fundamental role in ensuring the retail vitality of the Downtown. They are encouraged to provide generous at-grade floor-to-ceiling heights and increased setbacks to protect for active spill-over zones (6.38), which prioritize pedestrian, cycling and active transportation connections to the surrounding areas.

The design of the public realm is encouraged to create functional, interesting and engaging spaces (7.3.1) which encourage public life and social interaction through the inclusion of elements including seating, landscaping, active uses at grade, way-finding, public art and programming (7.3.5). Development adjacent to a park will be required to provide an appropriate interface and be oriented to maximize public access and views to the park (7.4.4).

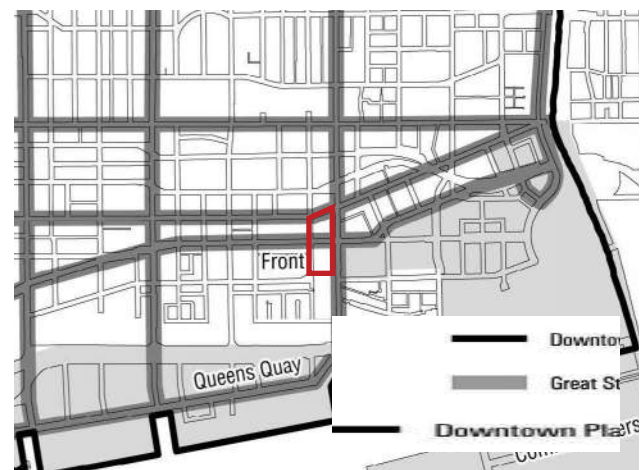


Figure 69: Downtown Secondary Plan - Great Streets

King, Parliament and Front Streets are all identified as Great Streets, and the proposed development reinforces the prominent nature of these corridors by creating a unified streetscape, accommodating enhanced setbacks for wider pedestrian clearways, and supporting generous landscape and street furniture zones. Similarly, they are all identified as Priority Retail Streets. The proposed development responds to these policies by limiting ground-floor frontage to primarily retail uses (6.37) along King, Parliament and Front St. to ensure the continued vitality of these commercial main streets.

Additionally, the proposed developments feature an enhanced landscaping strategy that draws the greenery of Parliament Square Park into the sites. The landscape strategy includes the introduction of new trees, benches, decorative planters, and special paving that will create an attractive, welcoming public space that is well-integrated with the existing public realm. On the southern portions of the Front Site, a landscaped amphitheater and public plaza are introduced, providing a highly-engaging, highly-programmable space for social gathering and community events.

Mobility

The policies of the Downtown Plan support a well-connected, integrated transportation system dedicated to improving mobility and accessibility for all, with additional priority given to sustainable travel modes such as walking, cycling and transit. Streets will be designed to assure a safe, comfortable, and walkable public

realm. Pedestrian and public realm improvements which improve connectivity and circulation by providing generous pedestrian clearways and new or improved linkages such as mid-block connections, walkways, paths and access points are encouraged (8.4.2).

Development is encouraged to support the existing and planned surface and rapid transit network. The Downtown Plan requires that connections between stations be designed to be seamless and user-friendly, with developments in proximity to these stations required to provide direct access to the station (8.20, 8.21).

The proposed developments prioritize circulation around and through the site, providing safe and accessible access to the site and station for residents, visitors, and passengers alike. The landscape design incorporates streetscape improvements including weather proofing, street furniture, and urban trees, that promote a walkable and comfortable pedestrian experience. Entrances to Corktown Station are accessed off of King St. East and Berkeley St., and are strategically located to maximize visibility and accessibility from the street. The proposed developments also introduce a series of new mid-block pedestrian connections.

In line with City requirements, a new bike path is proposed along the southern edge of the Front Site, connecting The Esplanade and Mill Street. Along Berkeley St., an enhanced boulevard protects for a future bike lane as identified through the City's 2019-2021 Cycling Network Plan.

Built Form

Section 9.0 of the Downtown Plan outlines built form policies for the Downtown, stating that development in this area will be shaped, scaled and designed to maintain and enhance liveability while providing opportunities for contextually appropriate new development. Liveability in this context is defined as a positive physical outcome of the built environment, supported by the principles of comfort, vibrancy, diversity, safety and beauty. To that end, the policies in this section are intended to ensure that development fits within the existing and planned context, provides appropriate transitions to adjacent and surrounding buildings and spaces, respects the scale and proportion of adjacent streets and contributes positively to its surroundings.

Generally, new development throughout the Downtown will

- Enhance the liveability of the building's surroundings and its interior spaces (9.1.1);
- Contribute to liveability by minimizing uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky-view; expanding and improving the public realm; ensuring privacy; providing high-quality amenity spaces; and conserving heritage (9.1.2);
- Demonstrate design excellence of the building and surrounding public realm(9.1.3);
- Demonstrate a high standard of heritage conservation (9.1.4); and
- Include high-quality, durable materials and sustainable and resilient building practices (9.15).

New buildings are to be located and massed to frame the public realm with good street proportion; provide comfortable micro-climate conditions by limiting shadowing and adverse wind impacts; and transition appropriately to neighbouring properties and the public realm in order to protect access to sunlight, sky views and privacy (9.13-9.21).

Creating transitions between varying areas, buildings and scales is an important principle of the Official Plan and, this principle is reflected and reinforced through the Downtown Plan. Policy 9.22 states that “development may be required to incorporate built form transitions where necessary to create a more livable environment in the public realm while defining and distinguishing areas of different character, intensity and planned contexts.”

Transitions will generally be required to achieve built form compatibility when a new development is of a greater scale and intensity to the adjacent planned context, where the planned context does not anticipate tall buildings, where an adjacent property is identified on the City's Heritage register and/or if the development is adjacent to a park or open space (9.24). Policies 9.25 and 9.26 provide specific criteria for achieving compatibility for varying adjacencies in the existing and/or planned

context through the incorporation of transitions, typically realized through the combination of a variety of design methods and geometric relationships (9.23).

It is important to note that the Downtown Plan clarifies that “although existing and approved buildings form part of the existing and planned context, the siting, massing, height and design of a building on one site will not necessarily be a precedent for development on an adjacent or nearby site” (9.11). Additionally, while tall buildings are generally permitted in all areas of the Downtown, depending on site constraints, they are prohibited within Neighbourhoods (9.12).

The proposed development responds to the varied existing and planned built context by incorporating a variety of building types and forms, including base buildings which match the historic streetwall heights and reference the area’s historic industrial and commercial typologies.

It implements appropriate transitions to adjacent and surrounding buildings and spaces, including a gradual height transition from the taller buildings to the north along King St. East and Front St. East, to the more intimate mid-rise scale of The Esplanade and St. Lawrence neighbourhood to the south. The proposed development introduces a series of setbacks and stepbacks above the street wall along all major frontages to create a more comfortable

pedestrian experience, in line with the Tall Building Guidelines, establish a human scale and maximize access to sunlight and sky view. Tower portions of tall buildings implement adequate separation distances.

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

Community Services and Facilities

The Downtown Plan encourages new development to contribute to the delivery of community service facilities, either by accommodating these facilities on-site, contributing to a new, expanded or retrofitted facility off-site within the vicinity of the development; or through a direct contribution to a specific facility (10.2). These are directed to be located in highly-visible locations with strong active transportation connections for convenient access (10.4.1) and where appropriate co-located within mixed-use buildings (10.4.2).

The proposed developments propose approximately 2,300 sq. m. of potential public institutional space within the base building of the west building on the Front Site. The need for publicly-accessible institutional space has been identified as a key need within the Corktown neighbourhood through previous municipal planning processes, most notably the First Parliament Project Master Plan.

Housing

Safe, stable, and affordable housing plays a critical role in creating complete communities by enabling a high quality of life, contributing to resident health and well-being, and strengthening social networks. The Downtown Plan also recognizes the critical nature of providing adequate housing for the area's diverse population. To meet the needs of a growing number of families and larger households, the Downtown Plan establishes direction for a balanced mix of unit types and sizes, requiring new developments with over 80 units to contain a minimum of 15% 2-bedroom units, 10% 3-bedroom units, and an additional 15% of either 2- or 3-bedroom units or units that could be easily converted to larger-units at a later date (11.1).

The proposed development responds to these challenges by including a range and mix of housing options, with up to 40% of the approximately 1,580 new housing units geared to families (2- and 3-bedroom units). The proposed developments are also expected to increase the supply of affordable housing in line with emerging inclusionary zoning policy, therefore contributing to the full range of housing options in this area of the city.

Culture

An important priority of the Downtown Plan is the promotion and expansion of the culture sector in the Downtown area. Across the Downtown,

development is encouraged to retain and expand space for culture sector businesses, support the clustering and/ co-location of cultural and community spaces, and explore the adaptive re-use of Heritage properties as culture spaces (12.1-12.3).

The proposed development could contribute to the promotion and expansion of the culture sector in an identified priority area, either through the dedication of floor space to cultural and community spaces on-site or through a cash-in-lieu contribution.

Energy and Resilience

The Downtown Plan lays out a framework for increasing resiliency and reducing GHG emissions. Within the Plan area, developments are encouraged to target near-zero emissions and explore measures to increase overall energy efficiency (13.4). Residential developments are further encouraged to provide back-up power to improve resilience to area-wide power outages. (13.2). Incorporating biodiversity principles into development is also encouraged (13.3)

The proposed developments will meet the minimum Green Development Standards applicable at the time of development. The landscape strategy for the proposed development introduces street trees, planters, and green roofs, which will support biodiversity and stormwater retention and infiltration.

5.2.3 King-Parliament Secondary Plan (in-force) (1996)

The King-Parliament Secondary Plan provides more detailed direction with respect to development in the district. The plan was initially developed as the guiding document for growth and re-investment in King-Parliament in 1996, in response to broader municipal revitalization efforts that were initiated to spur development in a declining post-industrial area of the city.

The City of Toronto is currently undergoing a planned update of the King-Parliament Secondary Plan, building off updated policy directions from the recently-approved Downtown Plan. At present, the 1996 Secondary Plan remains in-force.

The in-force King-Parliament Secondary Plan area includes lands generally bounded by Jarvis Street, Queen Street East, Bayview Avenue, the Union Station Rail corridor, The Esplanade and Front

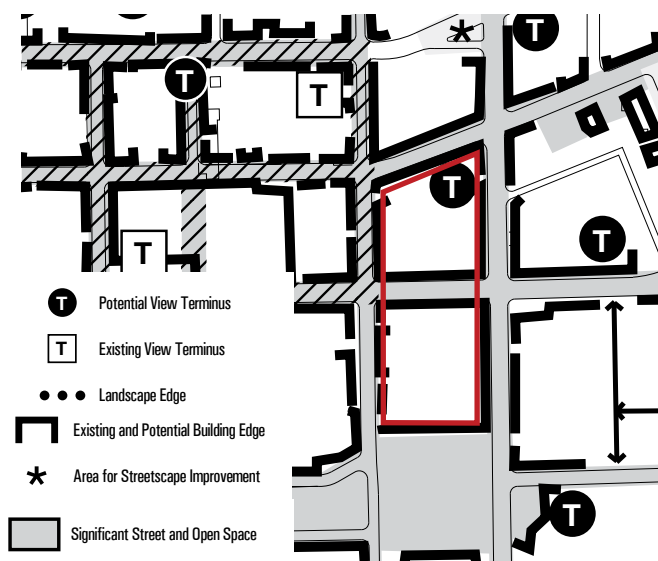


Figure 70: King-Parliament Secondary Plan - Urban Structure

Street East. The Secondary Plan highlights the significance of the distinct built form, heritage and public realm characteristics of the district.

The major objectives of the King-Parliament Secondary Plan include:

- Attracting new investment to the area (2.1);
- Targeting the growth of commercial, institutional, industrial, light industrial, entertainment, recreational, residential and live/work activities, all of which are mutually compatible and complement the existing built form character and scale of the area (2.2);
- Promoting the area's role as a major employment area by encouraging the retention and expansion of commercial and light industrial activities (2.3);
- Creating a good quality working and living environment (2.5);
- Retaining and enhancing the area's physical character, including the structure of its public streets and open spaces (2.6);
- Ensuring that new development contributes to the achievement of inviting, attractive, pleasant and safe streets and open spaces which meet high standards of urban design (2.7).

The Secondary Plan designates the site as 'Regeneration Area 'A' (Jarvis-Parliament) in Map 15-1. Regeneration Area 'A' is described as an area targeted for significant growth", having a mix of compatible land uses including commercial,

industrial, institutional, residential, live/work and entertainment uses within new and existing buildings. New buildings are expected to define street edges, achieve a compatible relationship with the built form context, animate and face into parks and open spaces, and provide high-quality open space and streetscape improvements (3.2).

Parliament Street, Berkeley Street and King Street East are identified as ‘Significant Streets’ within the Secondary Plan, with policy direction for the maintenance and enhancement of their quality, role and character (3.1.3). Policy 5.1 encourages streetscape improvements that promote a healthy and vibrant pedestrian environment in the public rights-of-way and adjacent privately-owned lands. There is a Potential View Terminus identified on the southwest corner of King Street East and Parliament Street.

To minimize automobile use in the Downtown, the Secondary Plan encourages the use of public transportation and the establishment of minimum and maximum parking standards (5.2); they also encourage the removal of existing surface parking in favour of below grade parking (5.3). The timely provision of community services and facilities is required to serve new residential populations in the King-Parliament area, which is recognized as a diverse, mixed use area (7.1, 7.2).

The proposed development supports the stated objectives and policies of the King-Parliament Secondary Plan. In line with the aims of the ‘Regeneration Area’ district, the proposed developments introduce a complementary and mutually-compatible mix of residential,

commercial and institutional uses in the form of a transformative, transit-oriented project. They will act as the catalyst for attracting significant new investment into the area and support the creation of a high-quality working and living environment.

Building massing is strategically configured to define street edges and achieve a compatible relationship with the surrounding context. Furthermore, the proposed developments features a site design strategy that to maximizes access to station and building entrances and increases porosity throughout the block. The replacement of several existing surface parking lots with new transit-oriented developments will help support a more walkable, vibrant and active pedestrian environment.

5.2.4 King-Parliament Secondary Plan (draft) (2020)

The in-force King-Parliament Secondary Plan (1996) is currently under review and in the process of being revised. The revised Plan will reflect updated policy directions from the new Downtown Secondary Plan, as well as significant changes to the development and built form context since the adoption of the original Plan over 20 years ago. The review was initiated in fall 2018, with the draft Proposed Secondary Plan presented to Council in October 2019 and the final Secondary Plan and Zoning By-law expected to reach completion sometime in 2021. The proposed update builds on the in-force Secondary Plan to provide more specific and prescriptive policies that better reflect current conditions in the area.

Although the draft Secondary Plan is not yet council adopted or in force, it is instructive to consider the shift in focus that the new Plan represents. The area-wide priorities highlighted include a focus on the provision of commercial uses, maintenance of the area's heritage character, and enhancement of the public realm and open space network. For example, Policy 2.2 aims to support and enhance existing employment in the area by requiring all new development to provide the greater of the replacement of all existing non-residential GFA, or a minimum of 25% of the total GFA as non-residential uses.

The TOC sites are located within the Jarvis-Parliament Policy Area, as identified in Map 15-2. Policy 8.1 describes the Jarvis-Parliament Policy Area as an "area of context-specific growth", with development encouraged to support a balance of residential, commercial and institutional uses within a responsive form. Policies 8.2 to 8.5 direct for new development to incorporate setbacks at grade and setbacks above the base building. Though the draft plan does not provide numeric requirements for these parameters, it describes their general intent to provide for "a pedestrian-scale streetwall", "comfortable microclimactic conditions", and "wider sidewalks with improved streetscaping". It requires setbacks to be unencumbered by building cantilevers and balconies to "reinforce their public character, provide sky views, and accommodate the canopy of mature street trees" in the right-of-way" (8.3).

The draft Secondary Plan emphasizes a priority on future extensions to the pedestrian network

to increase the overall connectivity of the public realm, with the intent to provide improved access to "existing and planned rapid transit stations, cultural facilities, places of employment and other major community destinations" (5.2). It introduces a series of new mid-block connections that are intended to provide continuous, legible, and direct public access through blocks (5.4). Map 15-5 shows existing and potential mid-block connections, including a proposed connection between King St. East and Front St. East. The draft Plan requires new exterior mid-block connections to be designed and landscaped to accommodate pedestrian clearways that are at least 4.0 metres wide to allow for comfortable two-way pedestrian passage (5.6.1), and to be unencumbered by overhead building cantilevers and balconies to provide open sky view from the public realm (5.6.2). Finally, the draft Secondary Plan includes policies regarding the future development of the First Parliament Site. The site is envisioned to act as a public community resource (5.26), identify opportunities for heritage interpretation (5.27.1), and support opportunities for new parks and open spaces which reflect the historic importance of the site and area (5.27.4).

The proposed development represents a mix of uses within a compact built form that considers and responds to the surrounding context in height, scale, and mass. In accordance with draft Secondary Plan policy, the proposed development meets and exceeds the 1:1 replacement of non-residential GFA; across the proposed developments, approximately 37% of total GFA is made up of non-residential uses.

The proposed developments incorporate a 2.3m setback along King St. East and a 3.0m setback along all other street frontages, resulting in generous curb to building face widths between 5.3m and 6.9m that allow for wide sidewalk zones. The King Site’s west building includes a cantilever along Berkeley St.; however, potential negative impact on sky view and vertical clearance for the street tree canopy is mitigated by the 10.5m triple-height first floor. The proposed developments also incorporate setbacks to varying degrees above all base buildings, supporting the establishment of pedestrian-scale streetwalls.

Additionally, the proposed developments include a central mid-block spine linking King St. East to Front St. East and Parliament Square Park.

Their design complies with the policies of the Secondary Plan by maintaining a minimum 4.0m clearway across the mid-block connection to allow for ample landscaping treatment and comfortable two-way travel. The mid-block connections feature some overhead building cantilevers but the substantial width of the central connection, measured a maximum of 17.0m on the King Site and 19.3m on the Front Site, ensures that the intent of providing sky view from the public realm is met.

Furthermore, the proposed design and programming on the Front Site considers policies regarding the First Parliament Site. The landscape and public realm strategy introduces opportunities for heritage interpretation and a number of flexible outdoor public spaces.

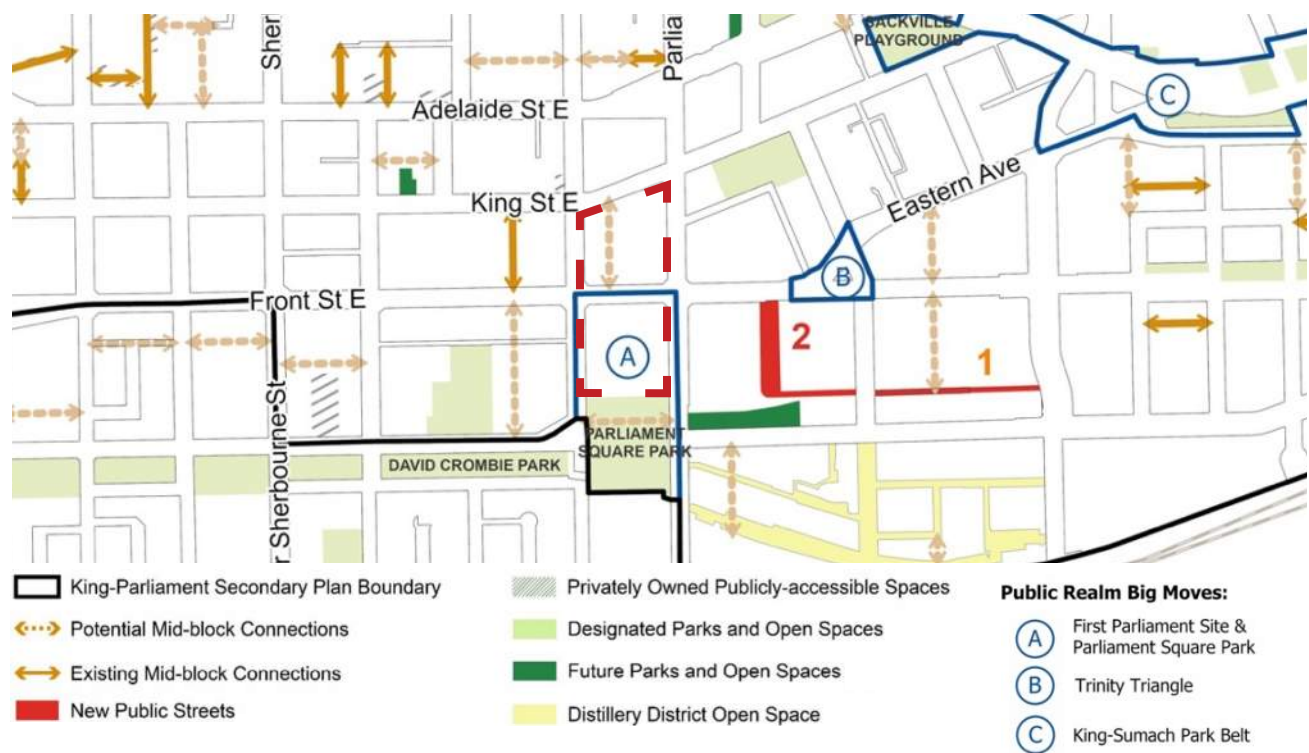


Figure 71: Draft King-Parliament Secondary Plan - Public Realm

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 (section not yet numbered – 3.1.X). 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.

The proposed development is structurally integrated with the new Corktown station and therefore is designed to reinforce and promote the civic importance of this building through the provision of high-quality design, 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. 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 development has been developed in consideration of policy regarding the design of tall buildings. The proposed development responds 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 development 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 generally require:

- A minimum 10% of total residential gross floor area (GFA) of a development to be provided as affordable housing if a condominium development is proposed in a strong market areas; or,
- A minimum 5% of total residential gross floor area of a development to be provided as affordable rental housing if a purpose-built rental development is proposed in a strong market area.

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 within a strong market area, the proposed development at Corktown Station would be subject to a minimum of 5-10% of the total new residential gross floor area to be secured as affordable ownership housing or affordable rental housing. Although the proposed regulations are not yet in force and may be subject to change, the proposed TOC developments would be expected to target the minimum targets as established through municipal policy.

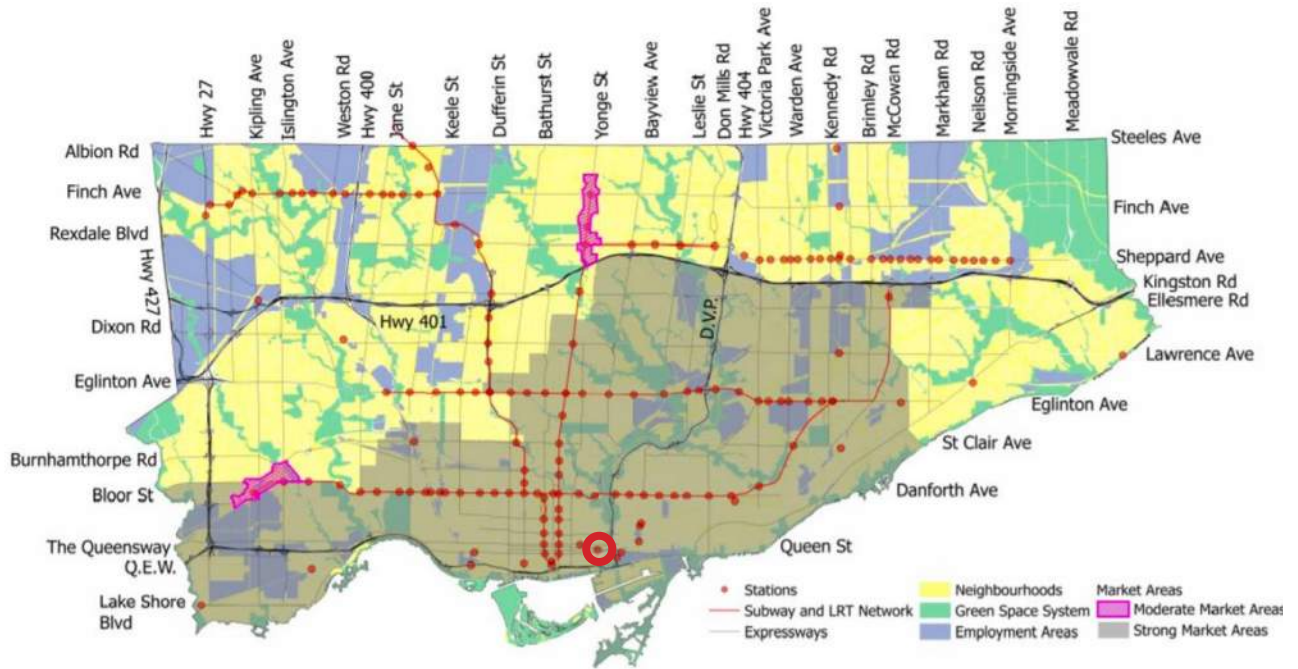


Figure 72: Draft Inclusionary Zoning OPA Map 37 - Strong and Moderate Market Areas



5.4.2 First Parliament Master Plan

The First Parliament site is of National, Provincial and Municipal historic and archaeological significance. Since 2018, the City of Toronto has been leading the development of a Heritage Interpretation Strategy and site Master Plan. A Heritage Interpretation Strategy for the site has been developed and completed as of early 2020; the strategy sets out a framework that celebrates the site's historic status and identifies five sub-themes that will guide future interpretive design efforts. The process of developing the First Parliament Master Plan is on-going and expected to reach completion in 2021.

Work undertaken for the Master Plan has included the development of a comprehensive vision for the site, identification of guiding principles, and analysis into both the historical significance and existing conditions of the site. The emerging direction for the project is to advance a mix

for community uses, including the Council-approved development of a new district library branch. The Master Plan has also indicated a preference for avoiding and impacts or alterations to portions of the center of the site, which have been identified as the 'Zone of Archaeological Potential'. Additionally, community feedback has included a desire to recognize the rich history of the site through heritage interpretation, including acknowledgement of the natural shoreline and historic uses on the site.

To date, the approach to the First Parliament Project has been rooted in extensive public engagement and consultation with local community stakeholders. The proposed developments recognize the vast body of engagement work that has been completed, and incorporates a number of priorities identified through the Master Plan consultation process into the proposed design.



Figure 73: Historical Photos of First Parliament Site

5.5 Municipal Zoning

The following provides a summary of the as-of-right use, height and density permissions of the in-force zoning by-laws applicable to the TOC sites.

The King Site is designated Commercial Residential Employment (CRE) under the City-wide Zoning By-law 569- 2013. The Front Site is split between three designations, including Commercial Residential Employment (CRE) and Residential (R) under City-wide Zoning By-law 569-2013 and Reinvestment Area (RA) under former City-wide Zoning By-law 438-86.

On the King Site, the CRE zone permits a wide range of residential and non-residential uses, including apartment and mixed-use buildings

as well as transportation uses and various types of manufacturing, office, retail, and service shops. There is a maximum permitted height of 23.0 metres plus an additional 5.0 metre height allowance for wrapped mechanical elements. No maximum density is specified. This zoning is within Policy Area 1 with regards to the provision of parking.

On the Front Site, the three separate zoning designations carry various use permissions. Similarly to the CRE zoning category, the RA zoning designation under Zoning By-law 438-86 permits a range of residential and non-residential uses, including community services and facilities, retail and service shops, light industrial uses and an array of residential building types. The R

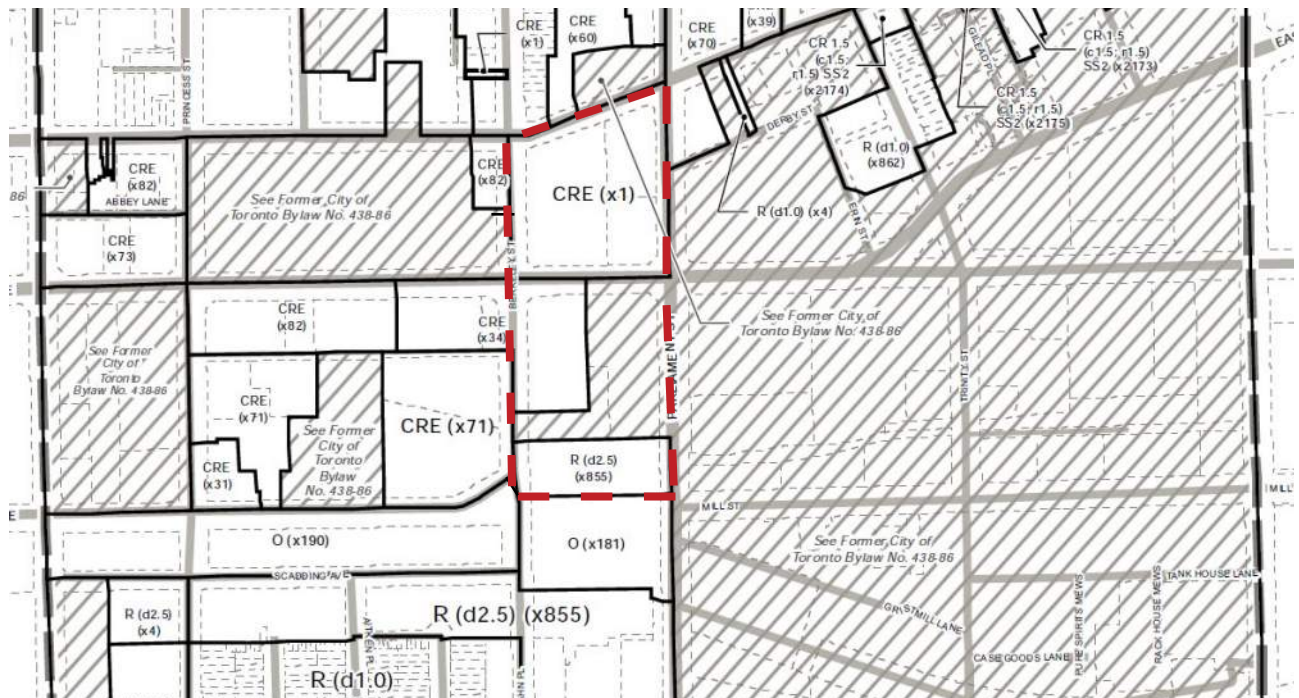


Figure 74: Zoning Map (Zoning By-law 569-2013)



Site	Designation	Max. Height	Max. Density
King Site	ZBL 569-2013 Commercial Residential Zone (CRE(x1))	23m	N/A
Front Site	ZBL 569-2013 Commercial Residential Zone (CRE(x34))	26m	0.5 FSI (for non-residential uses)
	ZBL 569-2013 Residential R (d.2.5) (x855)	26m	2.5 FSI
	ZBL 438-86 Reinvestment Area (RA)	26m	N/A

zoning category generally only permits residential uses, within a range of building types. The permitted height on the Front Site is 26.0 metres. The maximum density is 2.5 FSI for lands within the R zone, while the CRE lands have a site-specific provision limiting non-residential uses to 0.5 FSI. Both zones under Zoning By-law 569- 2013 fall within Policy Area 1 with regards to the provision of parking.

The exceptions (x1) and (x34) pertain to prevailing sections of the former City of Toronto By-law 438-86 that still apply for the TOC sites. The TOC sites are subject to restrictive exceptions under Sections 12(2) 260 and 12(2) 270 of By-law 438-86. Section 2(2) 260 requires buildings to conform to a 44 degree angular plane from a height of 16.0 metres above the lot line for properties fronting onto Parliament St. and the south side of King St. East and a 44 degree angular plane from a height of 20.0 metres above the lot line for properties fronting onto the south side of Front St. East. Section 12(2) 270 outlines specific limitations on the amount of non-residential gross floor area to

what existed on a lot prior to July 20, 1993 plus an additional 1,800 meters but exempts retail and service in the King-Parliament area provided that certain built form requirements are met.

Additional performance criteria for the CRE zone include a minimum building setback of 3.0 metres for the portion of the building that exceeds a height of 20.0m and a minimum building setback of 3.0m for the portion of the building that exceeds a height of 16.0m for a lot that fronts King St. East.

The proposed TOC developments conform to the use permissions of the CRE and RA zones but does not conform with the use permissions of the R zone. The proposed TOC developments do not conform to the maximum height and density standards or standards related to angular planes. Additionally, the proposed developments do not conform to required parking provisions. Therefore, these and other standards will be addressed through site specific zoning by-law regulation, to which the proposed developments will comply.

5.6 Heritage Conservation Districts

5.6.1 St. Lawrence Heritage Conservation District Plan

The St. Lawrence Heritage Conservation District (HCD) Plan was adopted by City Council in December 2015 through By-law 1328-2015, which also designated the area as a heritage conservation district under Part V of the Ontario Heritage Act. The objective of the St. Lawrence HCD Plan is to guide the conservation of both individual heritage assets and broader neighbourhood heritage character, while permitting development that contributes to contextually appropriate growth and change. The HCD Plan was appealed to the Local Planning Appeal Tribunal (LPAT) with hearings held throughout late 2019. The final decision from the Tribunal was issued on July 27, 2020.

The TOC sites originally fell within the boundaries of the St. Lawrence HCD Plan, however the recent LPAT decision altered the boundary of the HCD. The decision now delineates the easternmost boundary of the HCD as Berkeley Street between Adelaide Street and The Esplanade. The resulting boundary now excludes both TOC sites from the HCD. However, they remain adjacent and per the heritage policies of the Official Plan should therefore consider policies and guidelines contained within the HCD Plan.

The overall objective of the HCD Plan is to protect and conserve the cultural heritage value and interest of the District as manifested by its heritage attributes in order to preserve these qualities for the benefit of current and future generations. Of the specific stated objectives of

the HCD, the following have been particularly influential in the planning and design thinking of the proposed development:

- Conserve and enhance the social and community significance of the District in terms of its role as a neighbourhood with a distinct local identity premised on its distinct physical character and in terms of its broader role as an identifiable City landmark containing important cultural, institutional and social venues;
- Manage change within the District such that new construction, infill development, additions and alterations to built form, landscapes and streetscapes are compatible with their context and further, complement the cultural heritage value and interest of the District;
- Reinforce the strong and articulated streetwalls that characterize the main arteries of the District;
- Recognize King Street East as the historic artery of the neighbourhood and city;
- Promote excellence in streetscape, lighting, landscape, signage, and civic design to enhance the public realm;
- Encourage and promote a continued sense of community and uses related to public gathering and civic activity through the establishment of complete streets, pedestrian amenities and pedestrian connections

- Enhance the legibility of the historic urban fabric including the original 10 blocks, the original government reserve lands and the First Parliament Buildings site through means which will encourage signage and streetscape treatments;
- Ensure that known and potential archaeological resources are protected until such time as appropriate investigation is undertaken.

The proposed developments have been designed in consideration of the goals and objectives of the HCD Plan. The proposed massing refers to the established streetwall height and composition of nearby properties. The pedestrian-scaled environment is improved with the expansion of the public realm and introduction of streetscape improvements, including tree planting, bench seating, and landscape features. The proposed development on the Front Site incorporates public-institutional uses and introduces several outdoor gathering spaces, including the First Parliament Plaza and new landform amphitheater, to promote civic activity and engagement.

A heritage study has been prepared to evaluate impact of the proposed developments on properties on the Heritage Register, and will be submitted under separate cover.

5.6.2 Distillery District Heritage Conservation District Plan (In Progress)

The Distillery District Heritage Conservation District Plan is currently under development. In February 2016, the City initiated a study of the potential for this area to be designated as an HCD under Part V of the Ontario Heritage Act. The study area was defined as the area bounded by the centre line of Cherry Street to the east, the north side of Mill Street to the north, the north side of the rail corridor to the south and the centre line of Parliament Street to the west. The Front Site is adjacent to these boundaries.

The study included a character analysis of the study area that identified dominant building typologies, public realm characteristics, and significant views and vistas, summarized in a final statement of heritage value. The study found that the study area had cultural heritage values that are significant to merit designation as a Heritage Conservation District and recommended that an HCD Plan be initiated. In December 2016, Toronto Preservation Board adopted a motion to prepare a Distillery District HCD Plan.

The proposed developments have been designed in their massing to respond and enhance adjacencies, and to respect historical scale.

A heritage study has been prepared to evaluate impact of the proposed development on properties on the Heritage Register, and will be submitted under separate cover.

5.7 Design Guidelines

5.7.1 King-Parliament Urban Design Guidelines (2004)

The King-Parliament Urban Design Guidelines provide a framework for reinforcing the physical character and identity of the district. The design guidelines complement the King-Parliament Secondary Plan by offering more specific direction regarding the spatial relationships and physical qualities that make King-Parliament a distinct area within the urban fabric of downtown Toronto. The most recent version of the Urban Design Guidelines were revised in 2004; it is expected that updated guidelines will be introduced in conjunction with the current ongoing King-Parliament Secondary Plan review.

The King-Parliament Urban Design Guidelines identify two Areas of Special Identity within the district, including the Old Town of York (the 10 Original City Blocks) and the Corktown Mixed Use Area. The King Site is located within the Corktown area. As per the guidelines, development should respect the historical and urban design significance of their respective Areas of Special Identity and is encouraged to introduce a majority of soft rather than hard landscape materials. The King-Parliament Urban Design Guidelines identify King Street, Berkeley Street, Parliament Street, and Parliament Square Park as significant streets and open spaces. The guidelines also designate a potential new view terminus the southwest corner of Parliament Street and King Street East.

The proposed developments add to the varied mix of built forms that exist in the area and reinforces the established scale and continuity of existing street wall heights along its frontages. They support enhanced streetscapes commensurate with the prominence of the featured public streets. The location of a tower on the northwest corner of the King Site represents a landmark building which can further support informal wayfinding and establish a sense of enclosure, structure and definition within the urban fabric.

5.7.2 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 developments have been designed to meet the intent and objectives of the Tall Building Guidelines. The massing of the buildings promotes a harmonious fit with the existing built form, providing appropriate transitions to varying contexts. The proposed heights draw on the existing and planned context of recently-approved heights within nearby neighbourhoods including Jarvis-Parliament, the West Don Lands, and the Distillery District. The design approach is sympathetic to historic structures and integrates and conserves existing heritage resources.

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

5.7.3 Growing Up Urban Design Guidelines (2020)

The Growing Up Design Guidelines were 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 target the delivery of up to 40% large units (2- and 3-bedroom). The target unit size of these units is informed by standards outlined in the Growing Up Guidelines.

5.7.4 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 Summary**
- 6.2 Neighbourhood Enhancements**
- 6.3 List of Supporting Materials**

6.1 Planning Rationale Summary

Proposed TOC developments at Corktown Station represent a diverse composition of uses within a compact built form that will support transit-supportive densities and drive the neighbourhood's continued growth as a vibrant and liveable 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 are a summary of the proposed development's key benefits:



Figure 76: Illustrative Render - Front Site from Berkeley St. and The Esplanade

Mixed-use intensification in a contextually-appropriate, transit-supportive built form

The proposed developments deliver mixed-use intensification directly adjacent to the new Corktown subway station, as supported by the policies of the Provincial Growth Plan, Regional Transportation Plan, Provincial Policy Statement, City of Toronto Official Plan and Downtown Secondary Plan. Comprised of a mix of residential, transit, retail, office and institutional uses, the proposed development will provide transit-supportive housing and employment opportunities introducing over 2,700 people and 3,700 jobs at the heart of a future Major Transit Station Area.

This concentration of people and jobs will be accommodated through a compact built form which respects the existing and emerging built context and strives to mitigate adverse impacts on neighbouring sensitive uses and the public realm. Appropriate setbacks, stepbacks and separation distances are implemented through strategic siting and massing of buildings, with a downwards height transition from the transit station towards Parliament Square Park. The proposed development has been designed in consideration of the Tall Building Guidelines and the Mixed Use 2 policies of the Downtown Plan.

Expansion of housing options and employment opportunities in a rapidly-growing neighbourhood

Collectively, the proposed developments is anticipated to deliver approximately 1,580

residential units, including family-sized and affordable units which reflect policies of the Downtown Secondary Plan, Growing Up Guidelines, and emerging direction of the Inclusionary Zoning policy study. These will be complemented by high-quality, communal indoor and outdoor amenity spaces which will act as an extension of personal living space, contributing to the well-being of residents and overall liveability of the area.

The proposed developments will deliver approximately 69,000 sq. m of Class A office space in a prime, transit-accessible location, with the potential to attract large anchor tenants to support Toronto's status as a regional economic hub. The location of ground-related commercial retail uses along major frontages will reinforce the identification of King St., Parliament St. and Front St. as Priority Retail Streets and Great Streets within the Downtown, contributing to vibrant main streets which spur local economic development.

Enhanced connectivity for greater walkability and accessibility

The proposed developments introduce a network of generous pedestrian mid-block connections which will enhance connectivity to, through, and between the sites and surrounding neighbourhoods.

A primary north-south connection runs the length of both development blocks, establishing a central landscaped spine linking the transit station to the north to Parliament Square Park to the south. A series of secondary east-west connections facilitate mid-block openings onto Parliament St.

and Berkeley St. Connections are also established through direct pedestrian paths to the southeast and southwest which connect the proposed developments to key destinations including David Crombie Park to the west and the historic Distillery District to the east. These connections will support greater walkability and accessibility through a more porous urban fabric, with active ground-floor uses strategically located along their interiors to draw users into the sites.

An improved public realm through pedestrian-friendly, transit-oriented design

The proposed developments will be transit-oriented by design, facilitating direct, convenient, and accessible connections between the new Ontario Line and existing surface transit routes along King St. E. and Parliament St. Active frontages and pedestrian-scaled streetwalls will contribute to identity of this area as a walkable and well-connected mixed-use area.

The proposed development features wide public boulevards along major public streets, incorporating new landscaping and street furniture for pedestrian comfort, and protecting for a future planned bicycle lane along Berkeley St. Generous setbacks will be provided to accommodate the higher pedestrian volumes associated with the transit station and allow retail spill-out areas for increased animation and visual interest. In line with City requirements, a new bike path is

proposed along the southern edge of the Front Site, connecting The Esplanade and Mill St. and supporting the downtown's existing and planned cycling network. The proposed developments support the uptake of active transportation through the provision of over 2,000 bicycle parking spots with dedicated spaces reserved for transit users.

Community-oriented public space, enhanced landscaping and heritage interpretation on the historic First Parliament Site

The proposed development will support community uses and programming on the First Parliament Site, providing approximately 2,300 sq. m. of new public institutional space. Identified as a priority within the First Parliament Project Master Plan, it will be a key piece of community infrastructure serving Corktown and its surrounding neighbourhoods.

Additionally, enhanced landscape features will be introduced to support the public-facing uses on the Front Site, shown as indicative opportunities for a landform amphitheater and wood-deck platform that will animate the area by providing opportunities for outdoor performances and other public events. The design also includes a water feature and natural stone seating aimed at evoking the former historic shoreline. These are expected to be complemented by other heritage interpretation features (i.e. public art, display exhibit, plaques) to celebrate the site's rich cultural and archaeological significance and create a distinct sense of place.

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 at Corktown strive to achieve this objective by making positive contributions and investments in service of neighbouring communities. Through the rezoning process, the proposed developments incorporate the following features intended to improve the neighbourhoods in which they reside:

- Delivery of approximately 2,300 sq. m. of public institutional space, identified as a key priority of the First Parliament Master Plan;
- Introduction of several new outdoor public spaces which provide active programming opportunities, including the First Parliament Plaza and landform amphitheatre;
- Streetscape improvements along Berkeley St., Front St. East, King St. East, and Parliament St., including new street trees and furniture;
- In-situ preservation of the artifacts within the First Parliament Site's 'Zone of Archaeological Potential', with opportunities for further heritage interpretation through design;

- Affordable housing as per emerging Inclusionary Zoning Policy; and
- Larger-sized units (2- and 3-bedroom) responding to the intent of the Downtown Secondary Plan and Growing Up Guidelines.

6.2.1 Community Benefits Charge

As the TOC Program advances to further stages of development, proposed developments at Corktown are anticipated to secure additional neighbourhood enhancements through a fulsome/comprehensive Community Benefits package. The exact processes around implementation of Community Benefits Packages 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).

It is important to note that over the past two years, the Government of Ontario 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 community benefits charge ("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 still yet to be decided, community benefits are considered a key component of TOC developments and a critical part of creating sustainable, inclusive and affordable transit-

oriented communities. The provision of these benefits should be rooted in a clear understanding of local needs and priorities.

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.



Figure 77: Illustrative Render - Landform Amphitheatre and Shoreline Feature

6.3 List of Supporting Materials

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

- Architecture: Computer-Generated Building Mass Model, Floor Plans, Roof Plan, Site and Building Sections, Site and Building Elevations, Perspective Drawings, Underground Garage Plan, Sun/Shadow Study
- Landscape: Draft Concept Site and Landscape Plan
- Transportation: Transportation Impact Study (includes parking, loading, traffic operations)
- Civil: Draft Servicing Report (may include preliminary information on site grading and public utilities), Draft Stormwater Management Report

Additional plans or studies will be provided as part of the Transit Project or as part of a future Site Plan Approval (SPA) process.