

KING-BATHURST

Open House #1

September 29, 2021

Infrastructure
ONTARIO



Land Acknowledgement

- We will begin this session by acknowledging that I am connecting from Toronto, which is the sacred gathering place for many Indigenous Peoples of Turtle Island.
- Today we are participating in this meeting from many different locations and we would like to take this moment to show respect to the long history and the many contributions of First Nations and the Métis in Ontario. For those who are participating that are not in Toronto, we encourage you to reflect on and acknowledge the Indigenous territory and unique history where you are located.
- Long before today, the land I am on has been home to many different Indigenous groups since time immemorial and forms part of the Dish with One Spoon Wampum between the Haudenosaunee (Hoe-den-oh-'show-nee) and the Anishinaabeg (Ah-nish-nah-beg), a treaty between the Indigenous people before settlers arrived here.
- This territory is covered by the Upper Canada Treaties and Toronto is specifically recognized as the traditional territory of the Mississaugas of the Credit First Nation.
- We recognize and deeply appreciate Indigenous peoples' historic connection to these lands and Ontario values its relationship with Indigenous peoples and communities.

Why Are We Here Tonight?

- Present our Transit-Oriented Communities (“TOC”) program, timeline & objectives.
- Present the development concept for King-Bathurst.
- Gather input on the development concept.
- Use tonight’s discussion to inform our next Virtual Open House.

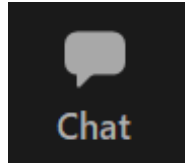
Agenda

- Introduction & Webinar Controls
- Opening Remarks
- Presentation
- Questions & Answers

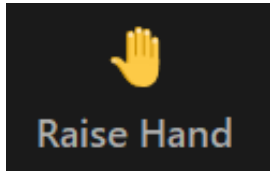
Rules of Engagement

- When asking a question either verbally or written, we ask that you be respectful of both panelists and fellow participants.
- Be considerate of other participants' time.
- It is important that we be respectful and tolerant of each other.

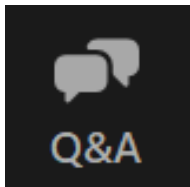
Zoom Webinar Controls — Main Controls



The Chat button has been deactivated. Use the Raise Hand or Q&A button instead to ask a question or make a comment.



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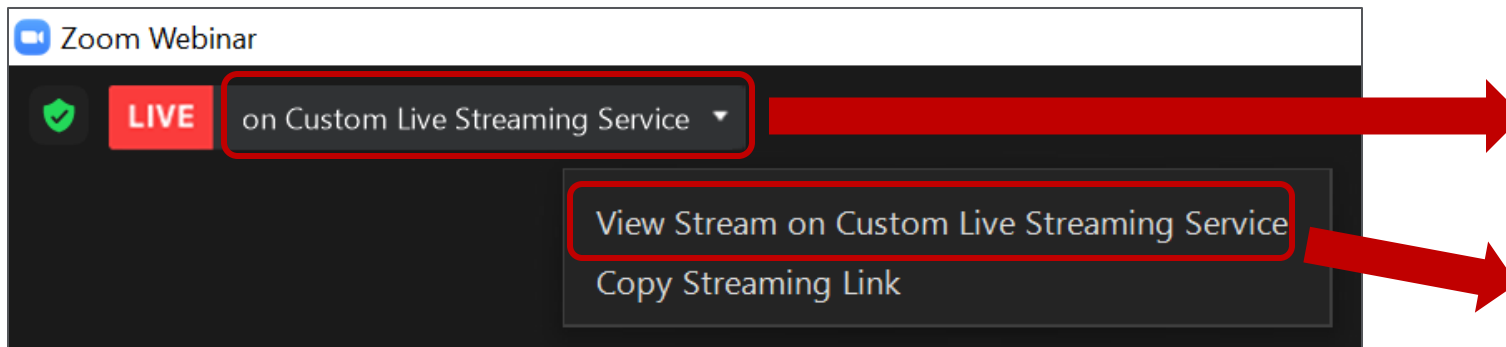
When using the phone:

***6 Unmute/Mute**

***9 Raise/Lower Hand**

Zoom Webinar Controls — Live Captions

Live automated captioning from Otter is available for participants joining through the Zoom app on their computer.



Step 1: In the upper left-hand corner of your Zoom window, click “**on Custom Live Streaming Service**”.

Step 2: In the dropdown menu that appears, click “**View Stream on Custom Live Streaming Service**”

Step 3: Your default web browser will open to the live transcript on Otter.

Step 4: Click the “X” in the **upper right-hand corner** of the smaller overlay window to reveal the live transcript of the Open House.

Step 5: You are now viewing the live captions. The transcript will scroll for you automatically and label who is speaking.

1 Opening Remarks

Opening Remarks



Associate Minister of Transportation

Minister Stan Cho

2 TOC Program, Timeline & Objectives

What is the Transit-Oriented Communities Program?

- The Province announced the TOC initiative in July 2020.
- The focus of the TOC program is to create vibrant communities at transit stations along priority transit lines (including the Ontario Line).
- King-Bathurst was identified by the Province as one of the first TOCs.
- The King-Bathurst TOC will create a mixed-use transit-oriented community, with new commercial and residential buildings oriented around the transit station.

The Provincial Objectives for the TOC Program

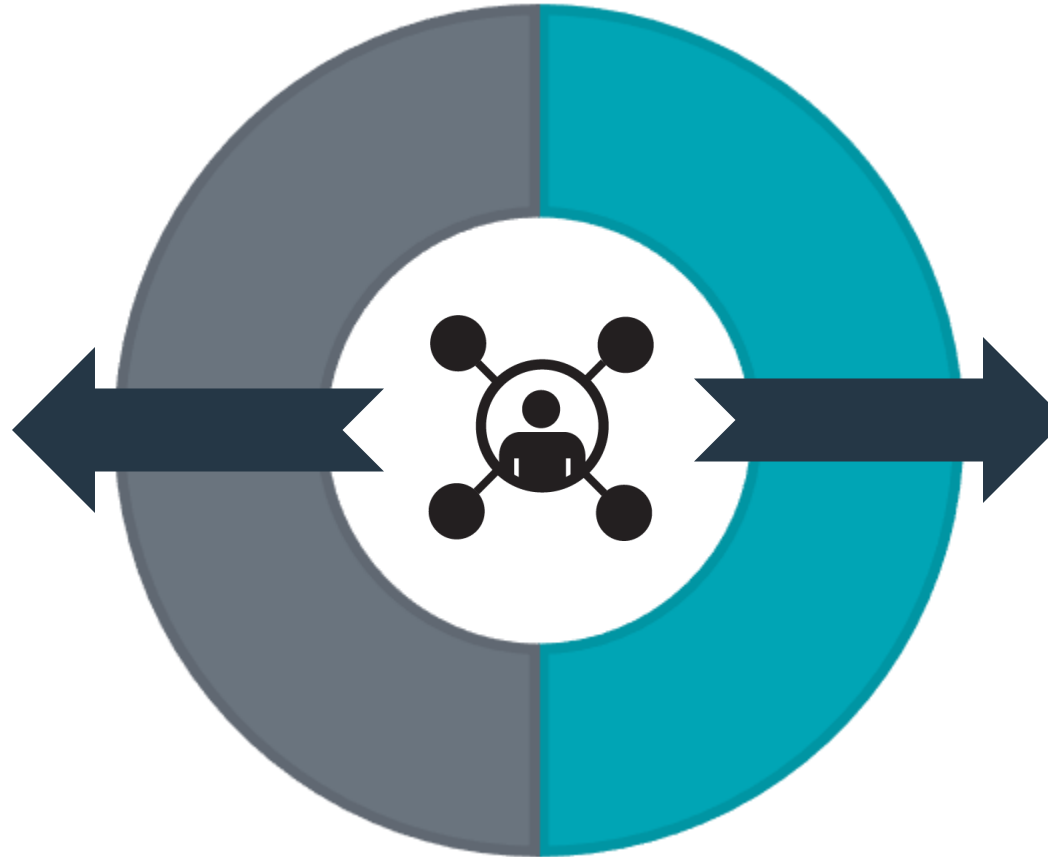


- Increasing **transit ridership** and reducing traffic congestion.
- Increasing **housing supply** (including affordable housing) and jobs.
- **Catalyzing complete communities** based on good planning principles.
- **Offsetting the cost of station construction** which would save taxpayers' money.
- **Stimulating the economy** through major projects for years after COVID-19.

Engagement To-Date with Various Stakeholders

City of Toronto

IO has shared a suite of planning materials in May related to King-Bathurst development and has been meeting regularly with City staff including Transit Expansion Office, Transportation Services, and City Planning to gather feedback.

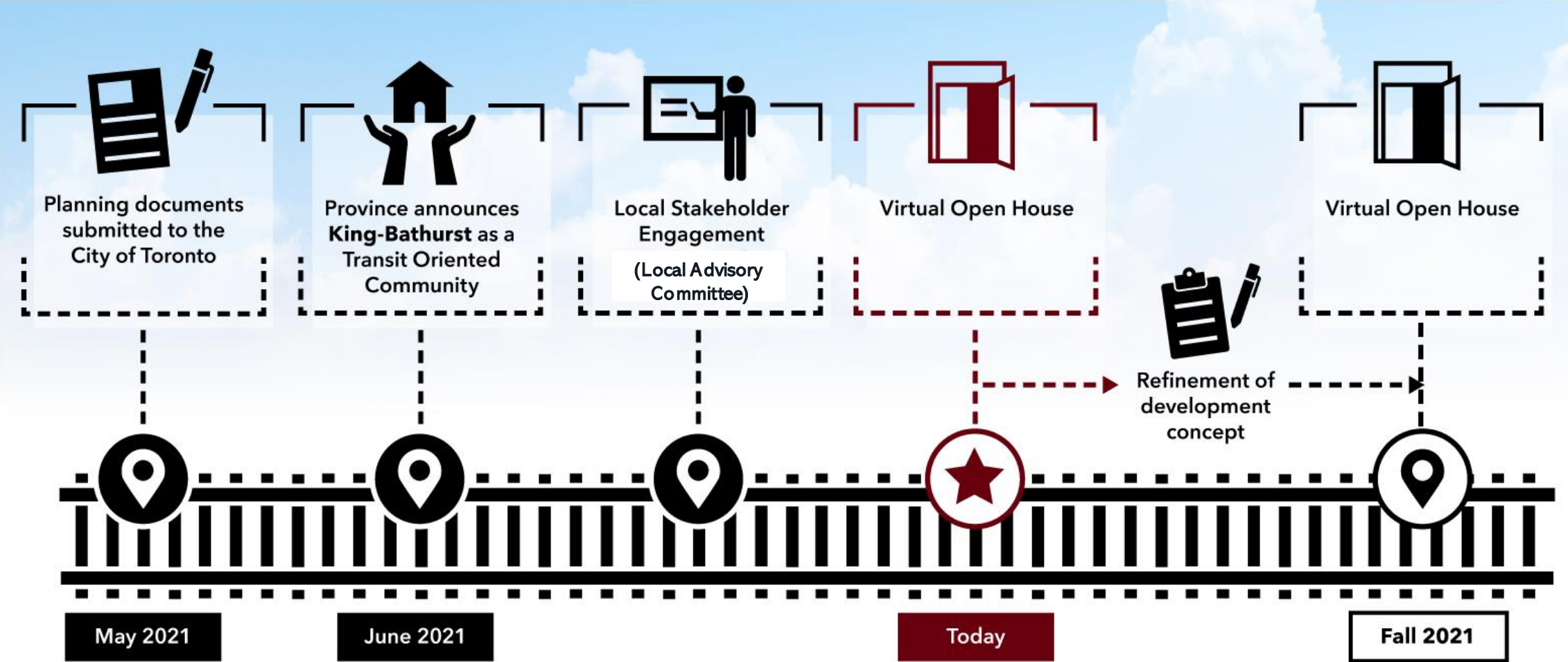


Local Advisory Committee

IO has started engaging with 6 community organization/stakeholder representatives to receive early feedback on the priorities for the community.

We also want to hear from you! Please visit EngageIO.ca/en/King-Bathurst

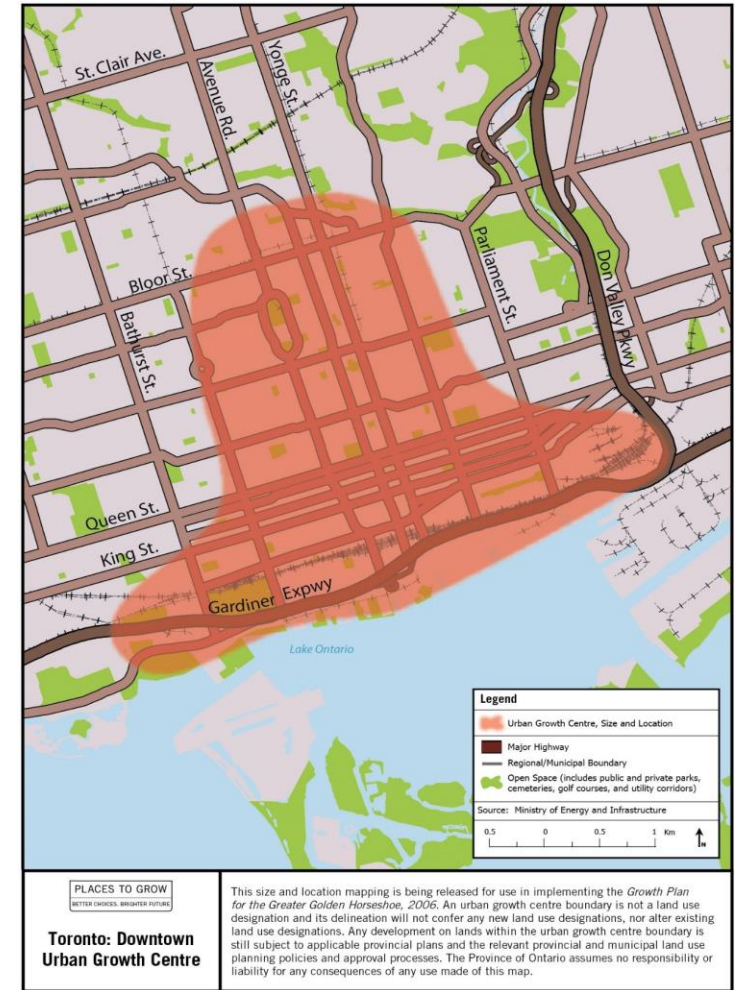
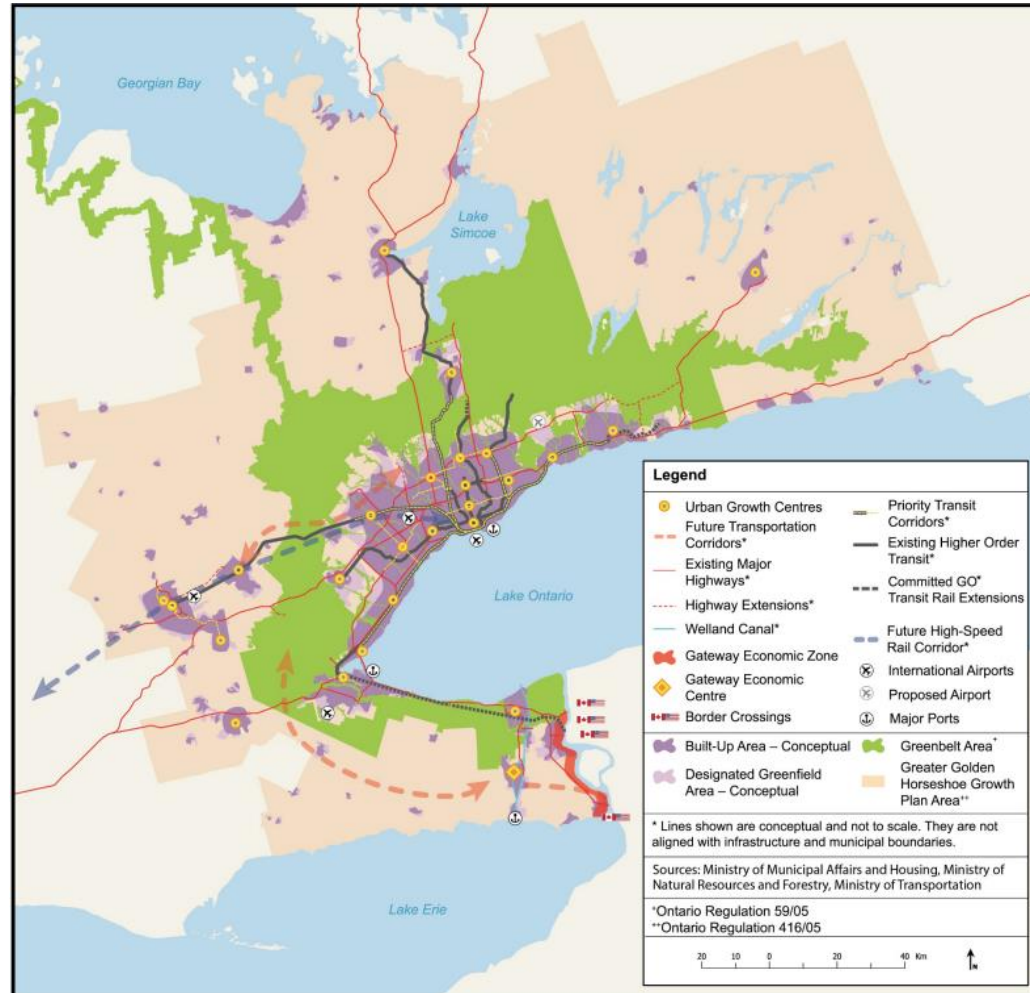
What is the Timeline for King-Bathurst?



3 TOC Concept — Site Context

Provincial Planning Context




Growth Plan for the Greater Golden Horseshoe (2019)

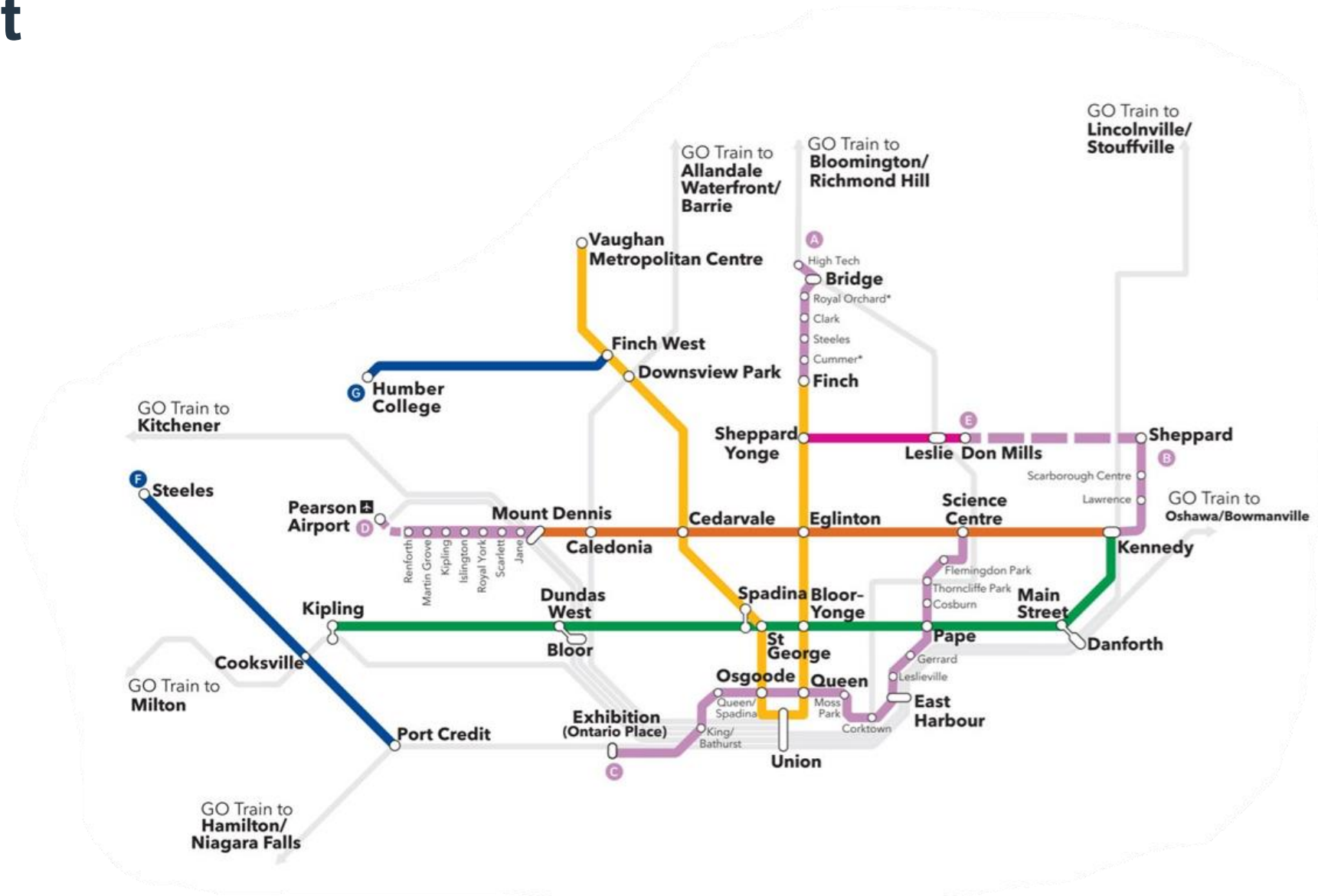


Regional Context

Subways Program

Legend

-  Yonge-University Line
-  Bloor-Danforth Line
-  Sheppard Line
-  Eglinton Line
-  GO Lines
-  Yonge North Subway Extension
-  Scarborough Subway Extension
-  Ontario Line
-  Eglinton Crosstown West Extension (includes potential connection to Pearson Airport)
-  Sheppard East Extension
-  Hurontario LRT
-  Finch West LRT
-  potential station



City Context

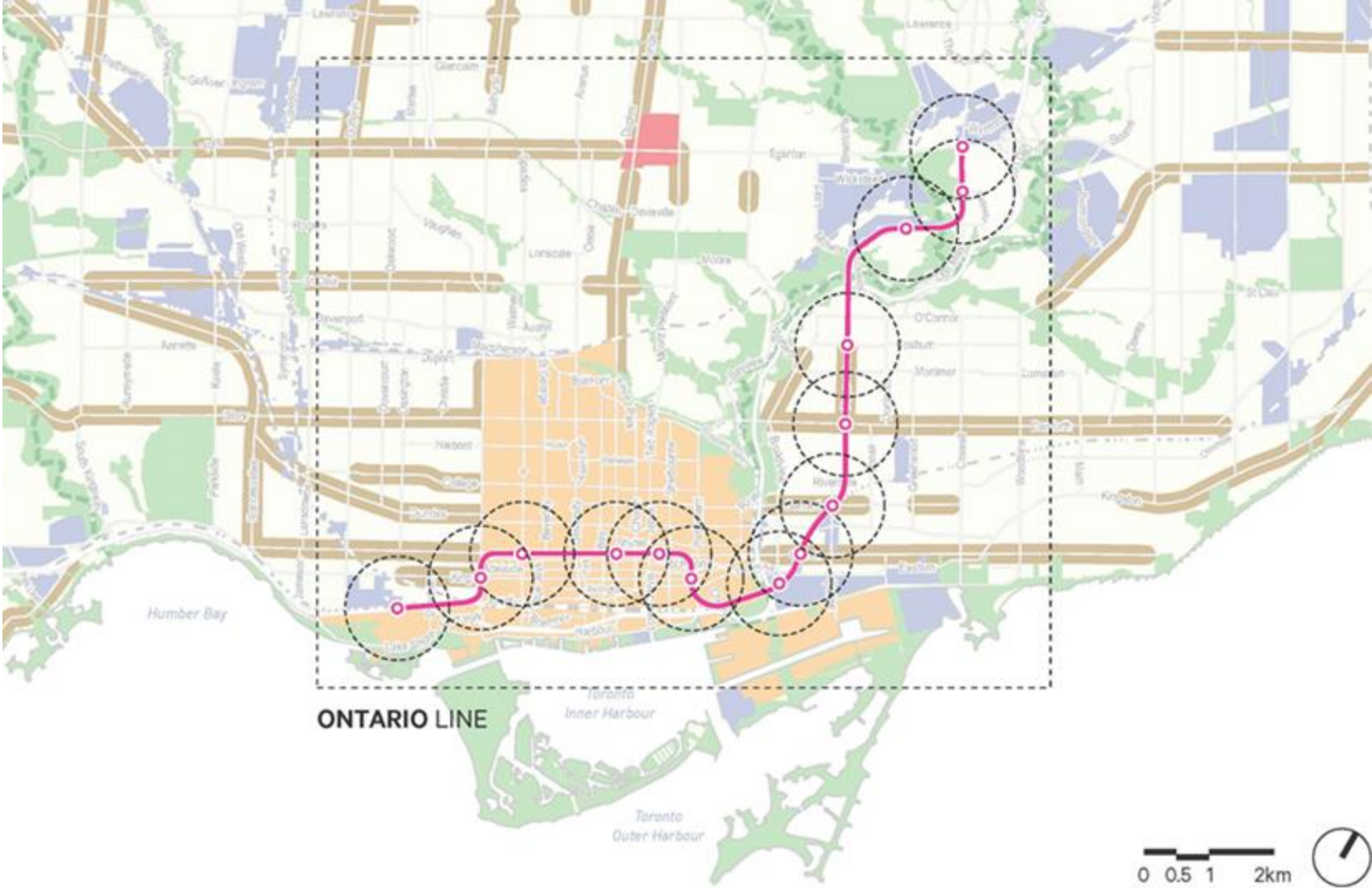
Ontario Line (Alignment)



City Context

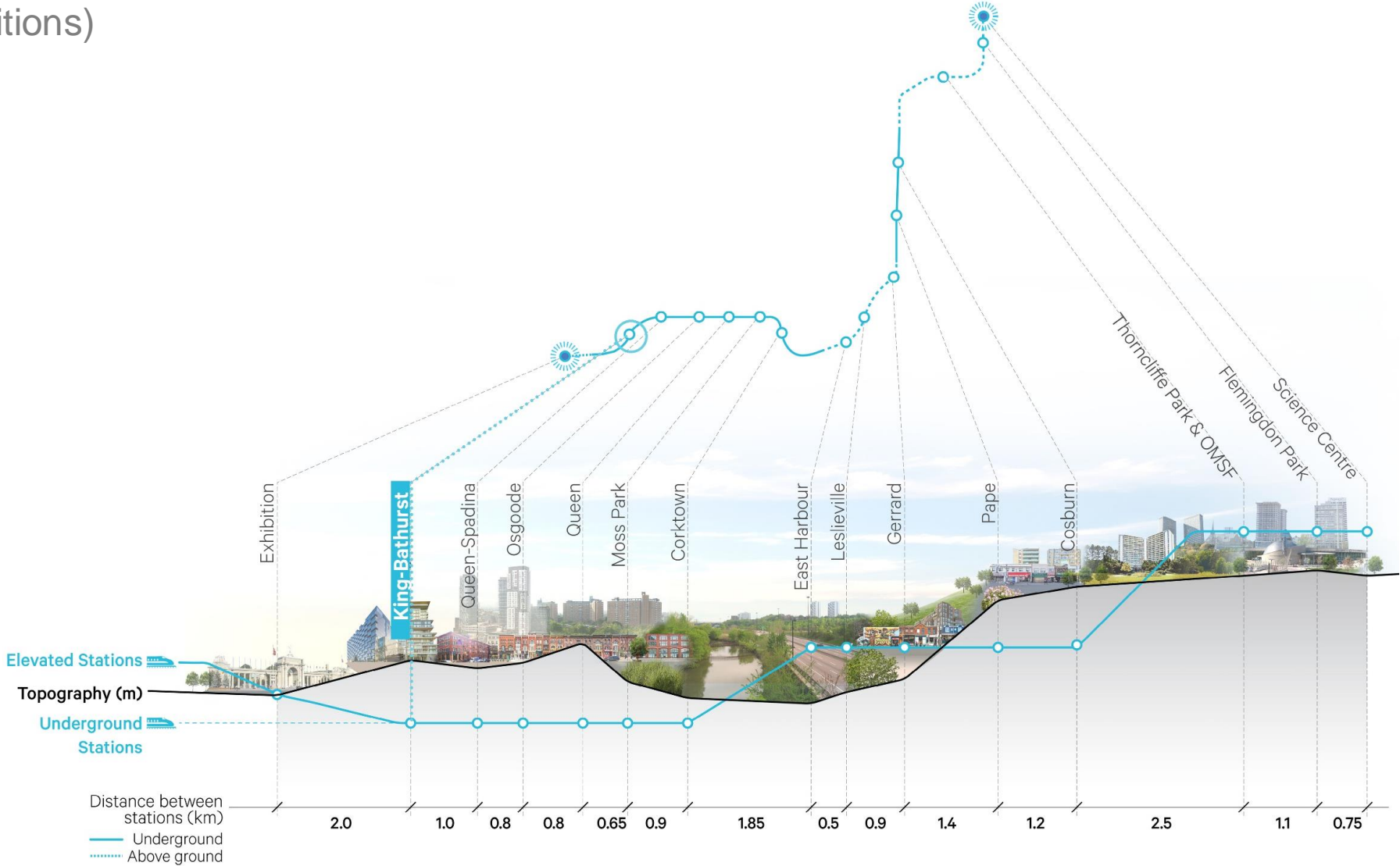
Ontario Line
(Urban Structure)

- Avenues
- Centres
- Employment Areas
- Downtown and Central Waterfront
- Green Space System
- Greenbelt Protected Countryside
- Greenbelt River Valley Connections

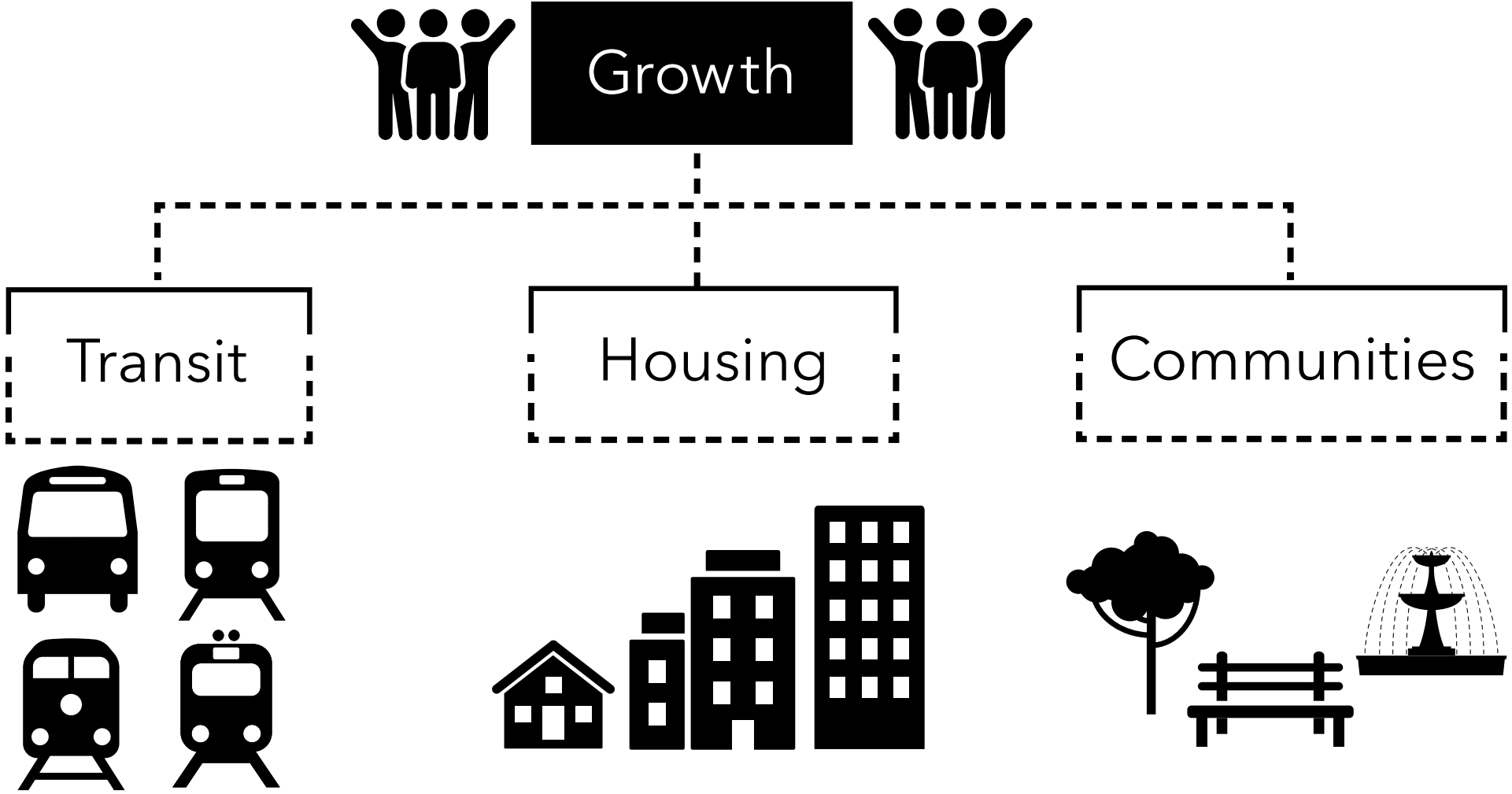


City Context

Ontario Line (Spatial Conditions)



Transit-Oriented Communities (TOC)



TOC Planning Principles

- 1 Encourage transit supportive **densities**
- 2 Promote transit **integration**
- 3 Foster a great **public realm**
- 4 Establish **appropriate fit** with station area
- 5 Protect natural, built and cultural **heritage**
- 6 Provide an appropriate **mix of uses**
- 7 Increase **housing options** and **jobs** in **proximity to transit**
- 8 Enhance **community amenities** and **infrastructure**

Surrounding Context



Aerial view of TOC sites and surrounding neighbourhood, looking southeast

Image Source: Google Earth

Local Context: Station Neighbourhood

The sites are located within the King-Spadina area, a vibrant, dynamic and mixed-use neighbourhood in the Downtown core which encompasses many of the Toronto's premier cultural, entertainment and civic districts.



St. Andrew's Market and Playground



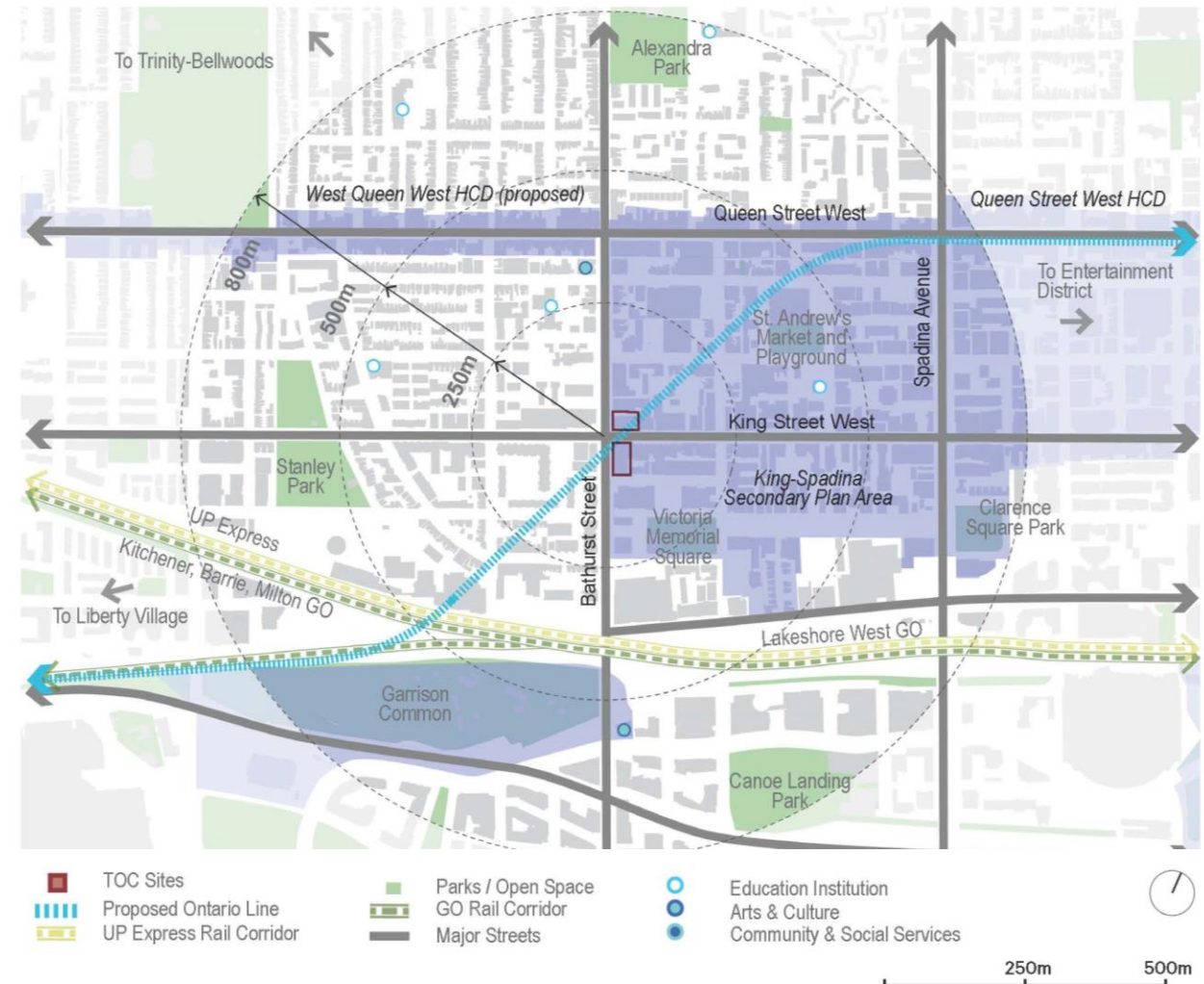
Victoria Memorial Square Park



Duncan Street, looking south



King Street West, looking east



Station Neighbourhood

Local Context: Active Development Applications

There is a significant level of growth and development occurring within the King-Spadina area, featuring primarily mixed-use condominium development.



64-68 Bathurst Street



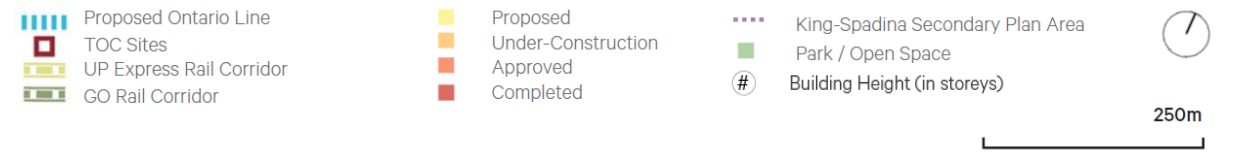
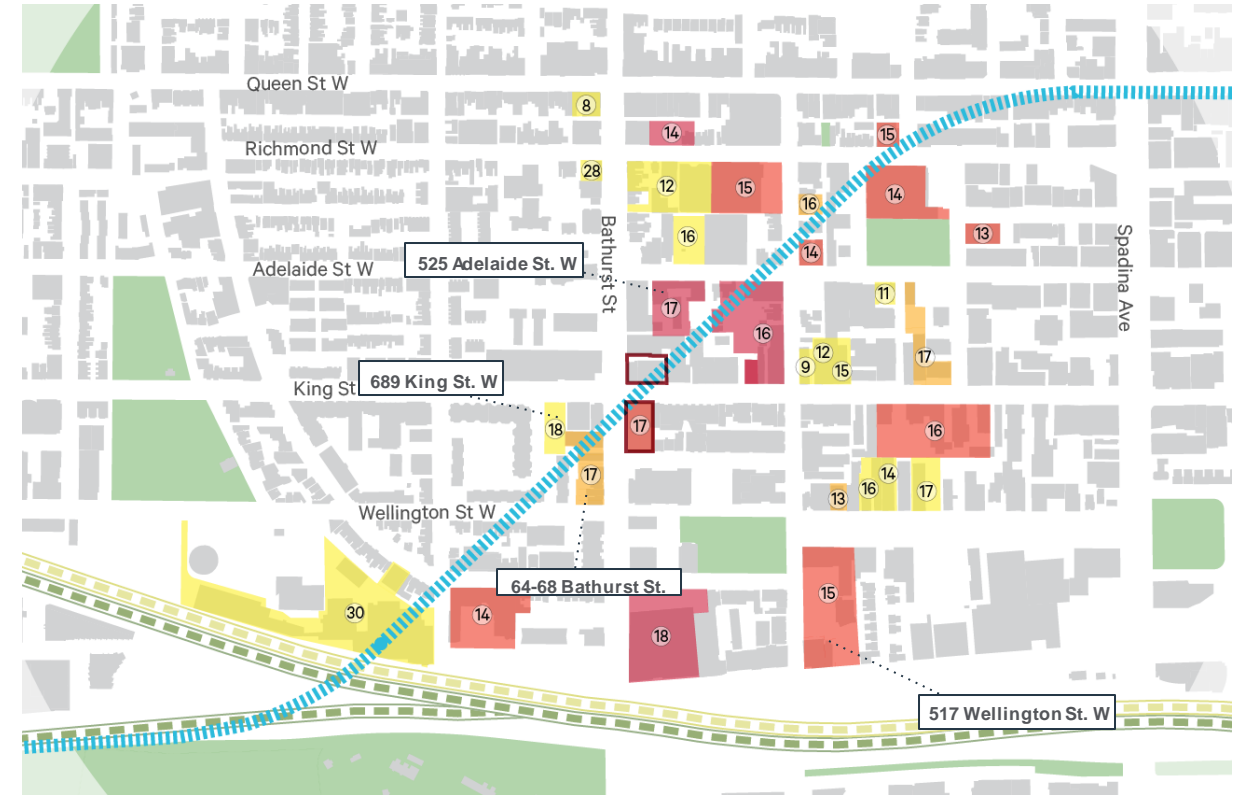
517 Wellington Street West



525 Adelaide St. W



689 King Street West



Development Context

Local Context: Integrated Transportation Network

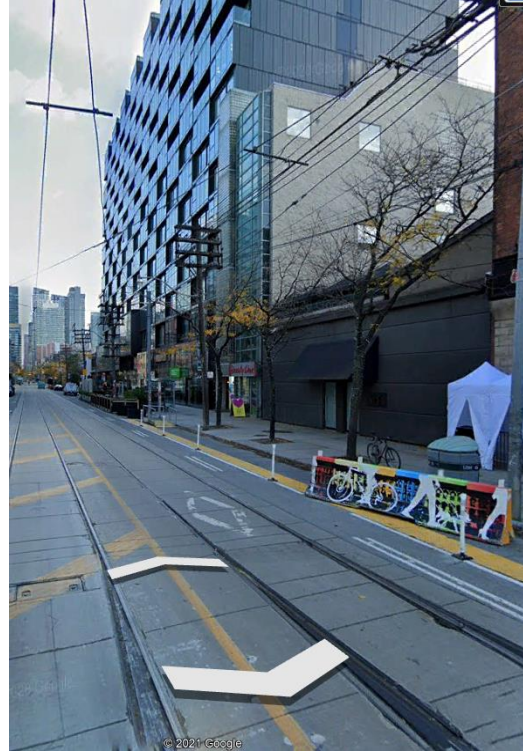
The two TOC sites benefit from excellent access to an existing surface transit and active transportation network, including proximity to both the 511 Bathurst and 504 King streetcars.



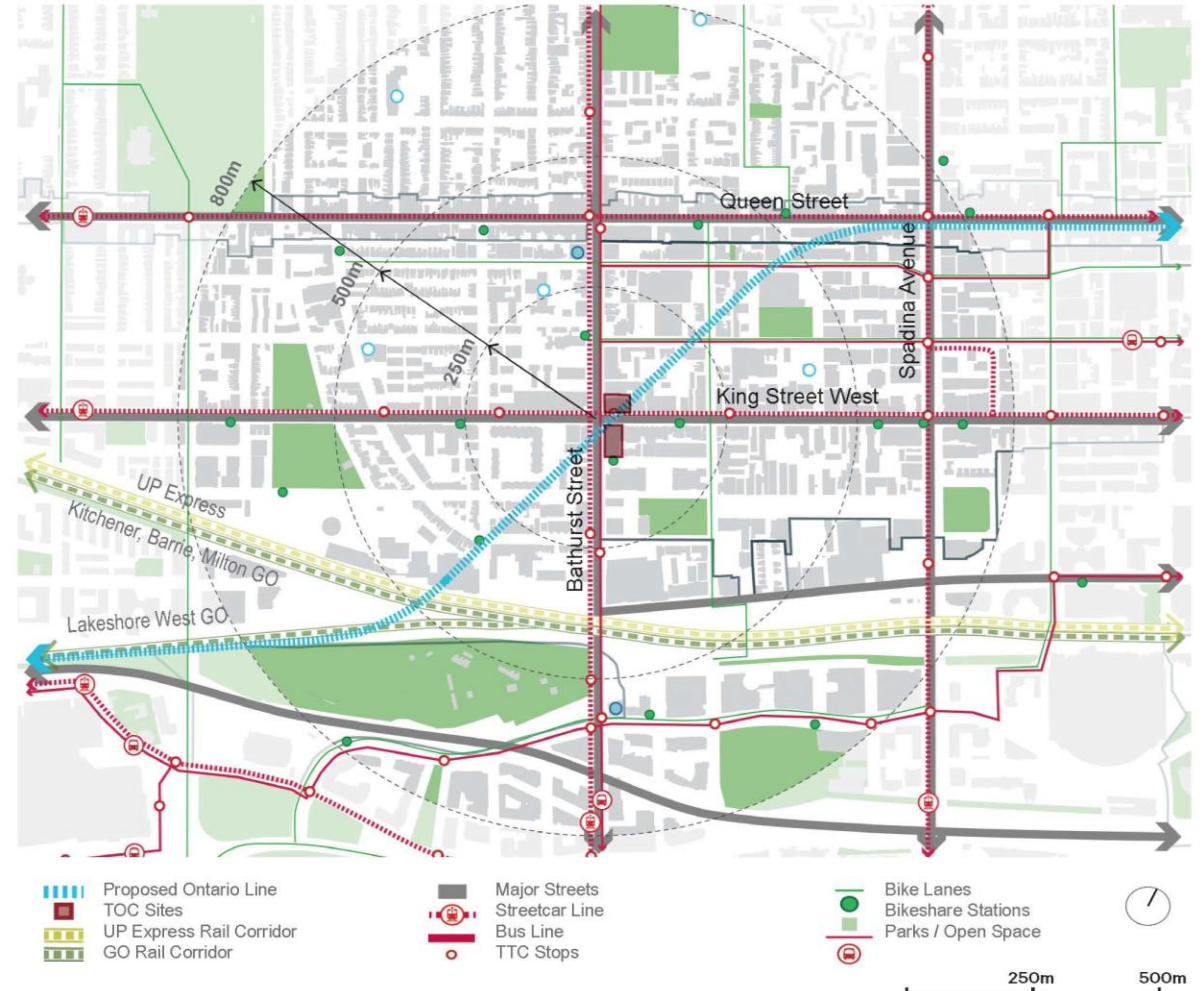
504 TTC Streetcar along King Street



Bike Share docks



King streetcar tracks with protected pedestrian waiting area



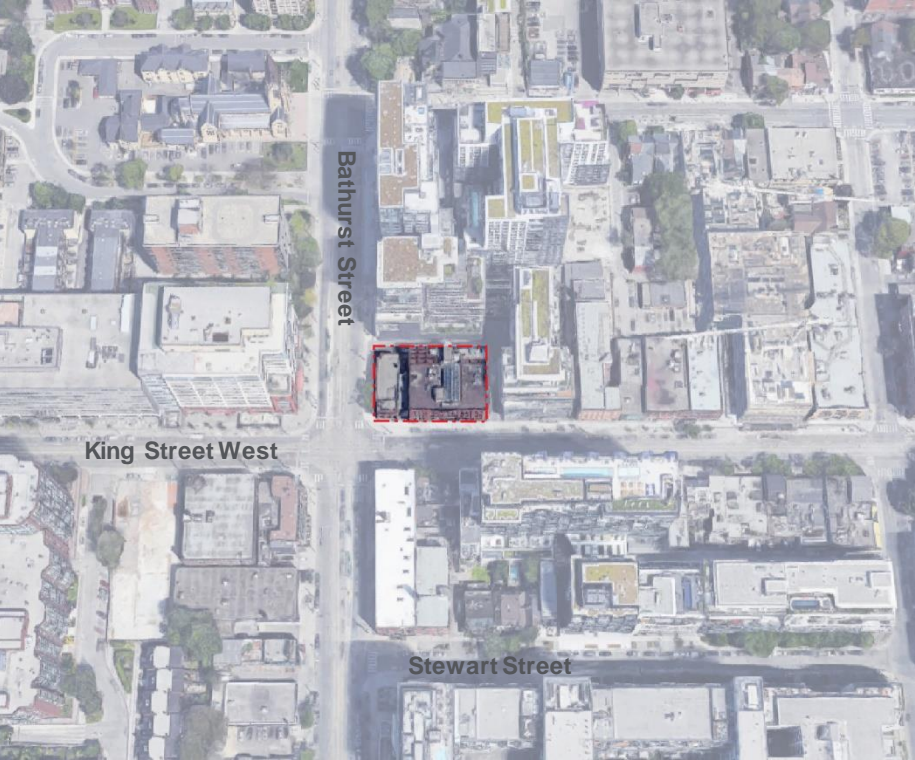
Transportation Context

Site Context

North Site

662–668 King Street West, 91 Bathurst Street

Site Area: 1,643 sq.m.
Current Use: Commercial



South Site

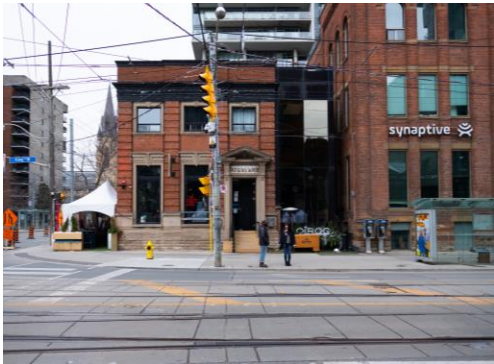
69–73 Bathurst Street, 647–665 King Street West, 58–60 Stewart Street

Site Area: 1,957 sq.m.
Current Use: Commercial / Residential



Heritage Context

The King-Spadina area has a rich heritage context, and contains a high concentration of adaptive re-use properties serving office and culture sector employment uses. Both TOC properties are listed on the City’s Heritage Register and are identified as contributing properties within the King-Spadina Heritage Conservation District (“HCD”) Plan (under appeal).



662 King Street West (Listed)



668 King Street West (Listed)



60 Stewart Street (Listed)



663 to 665 King Street West and 69 to 73 Bathurst Street (Designated)



King-Spadina Heritage Conservation District – Contributing Properties

Planning Policy Context

TOC plans respond to a range of provincial, municipal and local policy objectives.

Provincial



City of Toronto

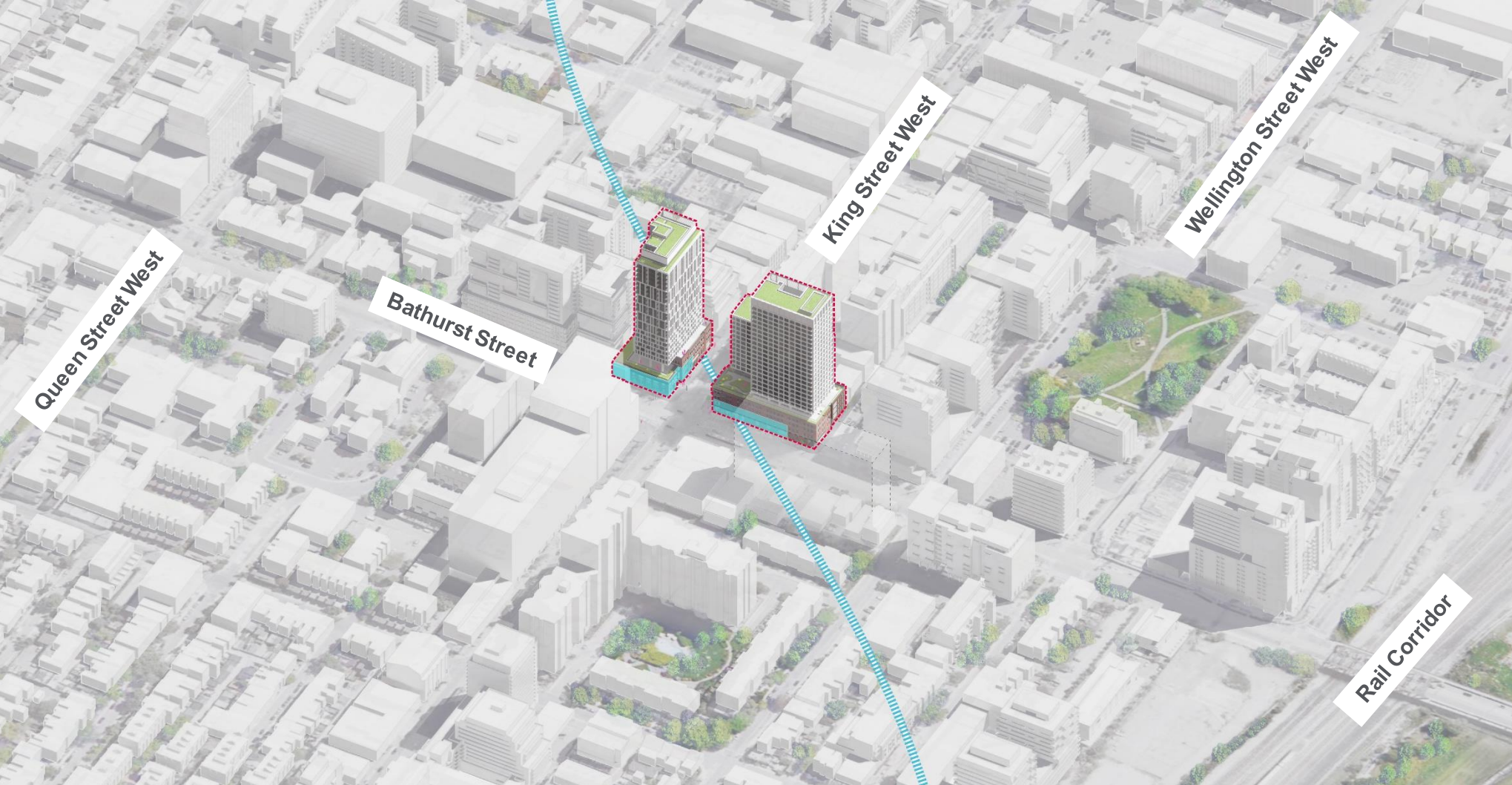


Local Area



4 TOC Design Concept

King-Bathurst TOC Concept



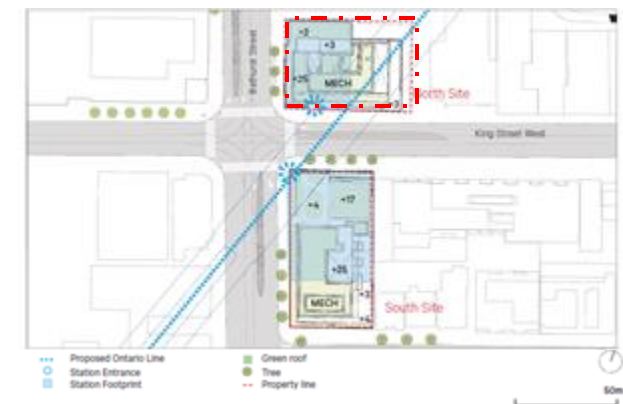
OL Alignment



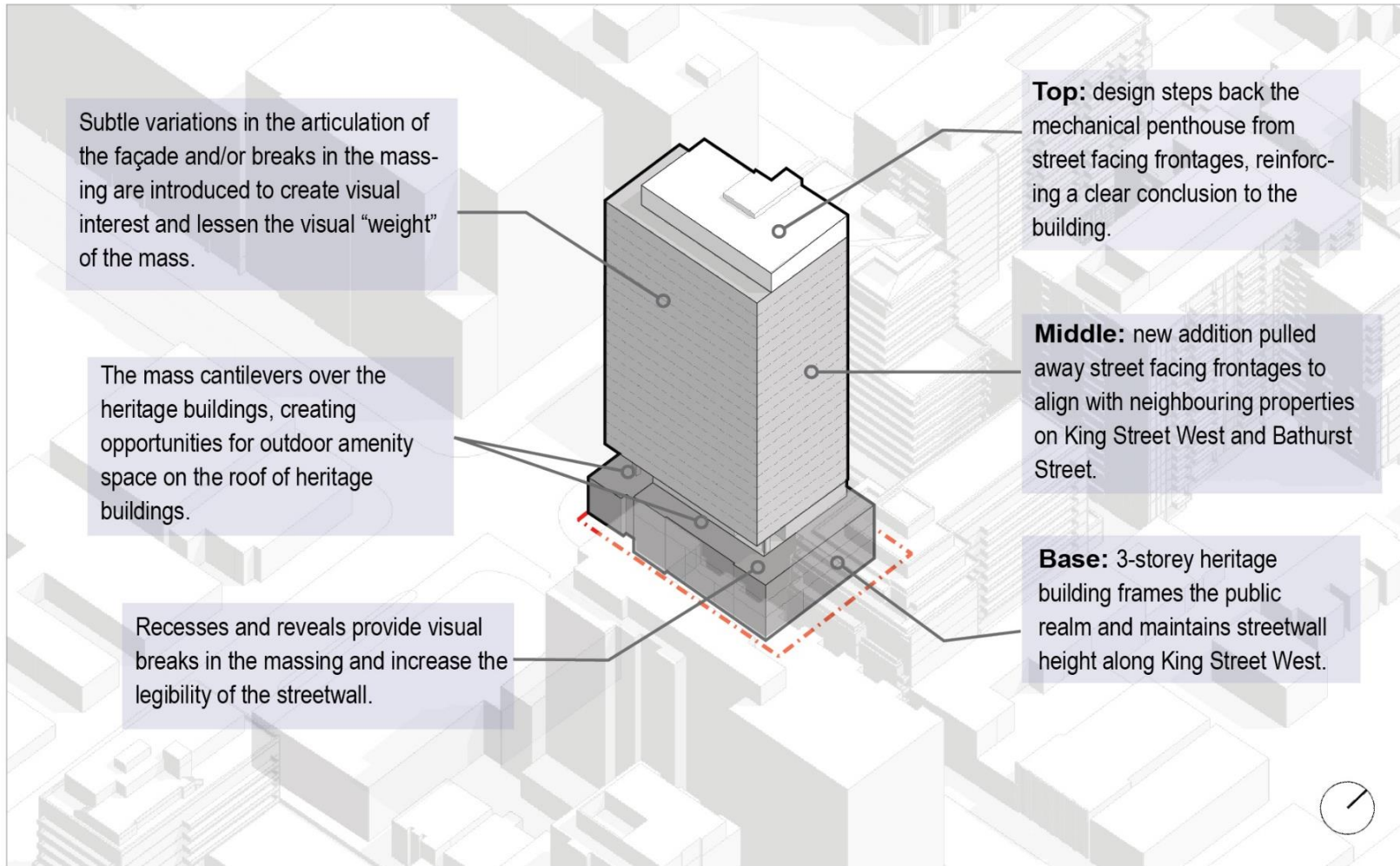
King-Bathurst: North Site



Illustrative rendering, northeast corner of King Street West and Bathurst Street



North Site: Built Form



NORTH SITE

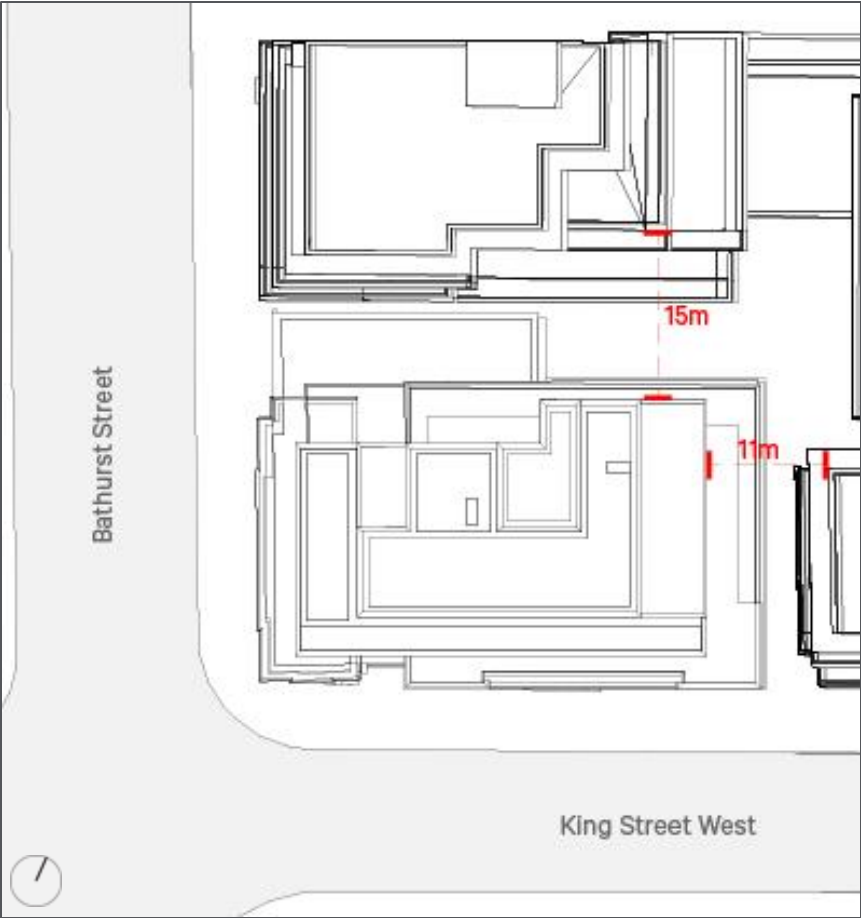
Maximum Height (incl. mechanical)	25 ST (88.9m)
Density (FSI)*	10.3
Total GFA (sq. m.)	16130
Residential GFA	14815
Non-Residential GFA	1315
Residential Units	187
Larger Sized Units	82
Vehicular Parking	0
Bicycle Parking	244



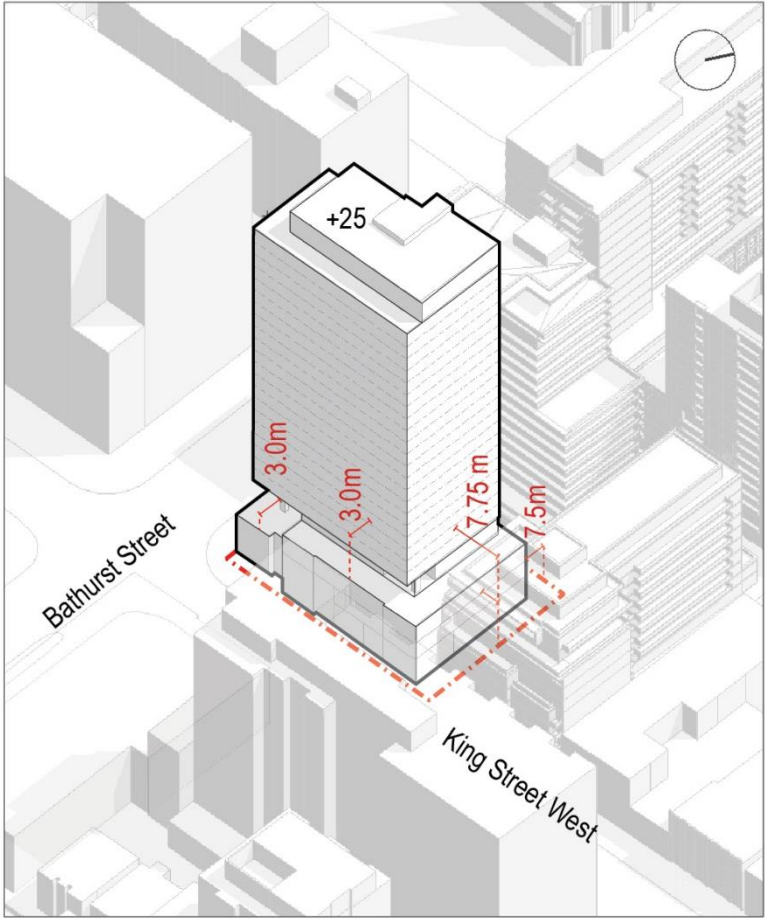
Stats based on indicative concept

*inclusive of transit station (provided through separate process)

North Site: Tower Stepbacks & Separation



Tower Separation Distances



Stepbacks



North Site: Mix of Uses

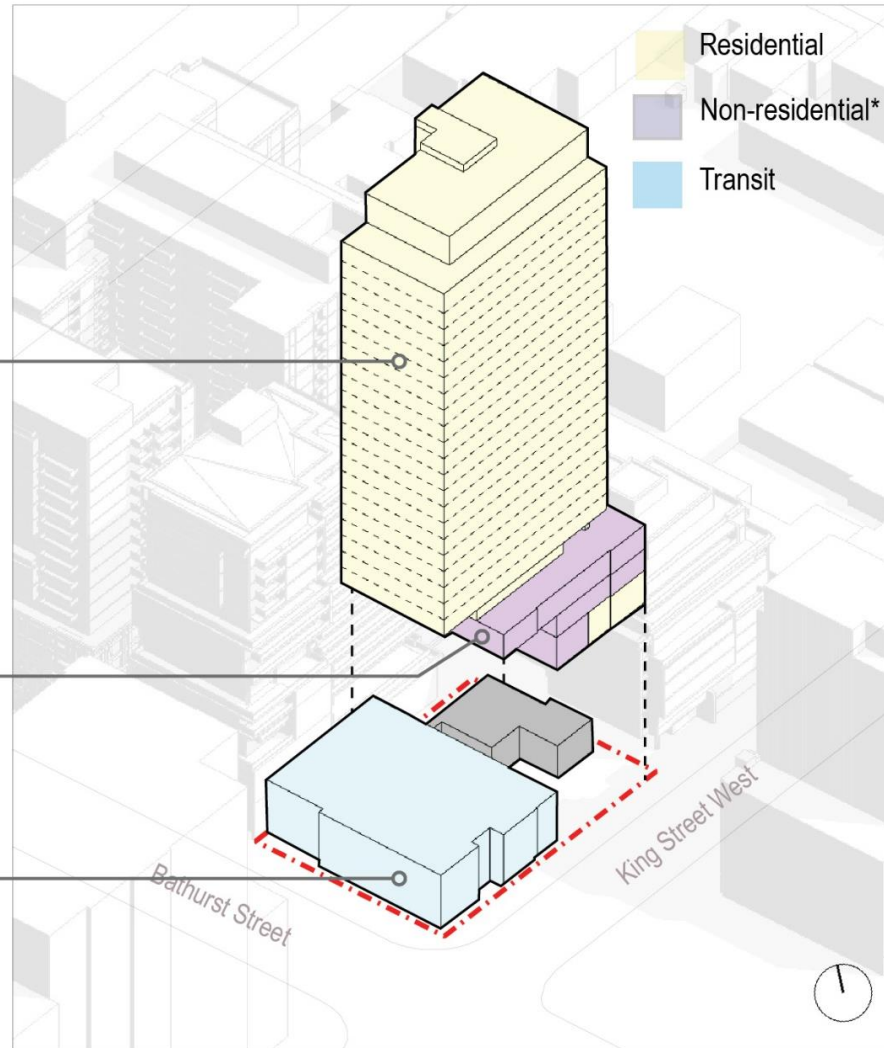
The TOC is comprised of transit, residential and office uses. A prominent transit concourse is located at-grade, with small-scale commercial office uses at levels 2-3 and residential units above level 4.

Total Residential GFA:
14,815 sq.m.

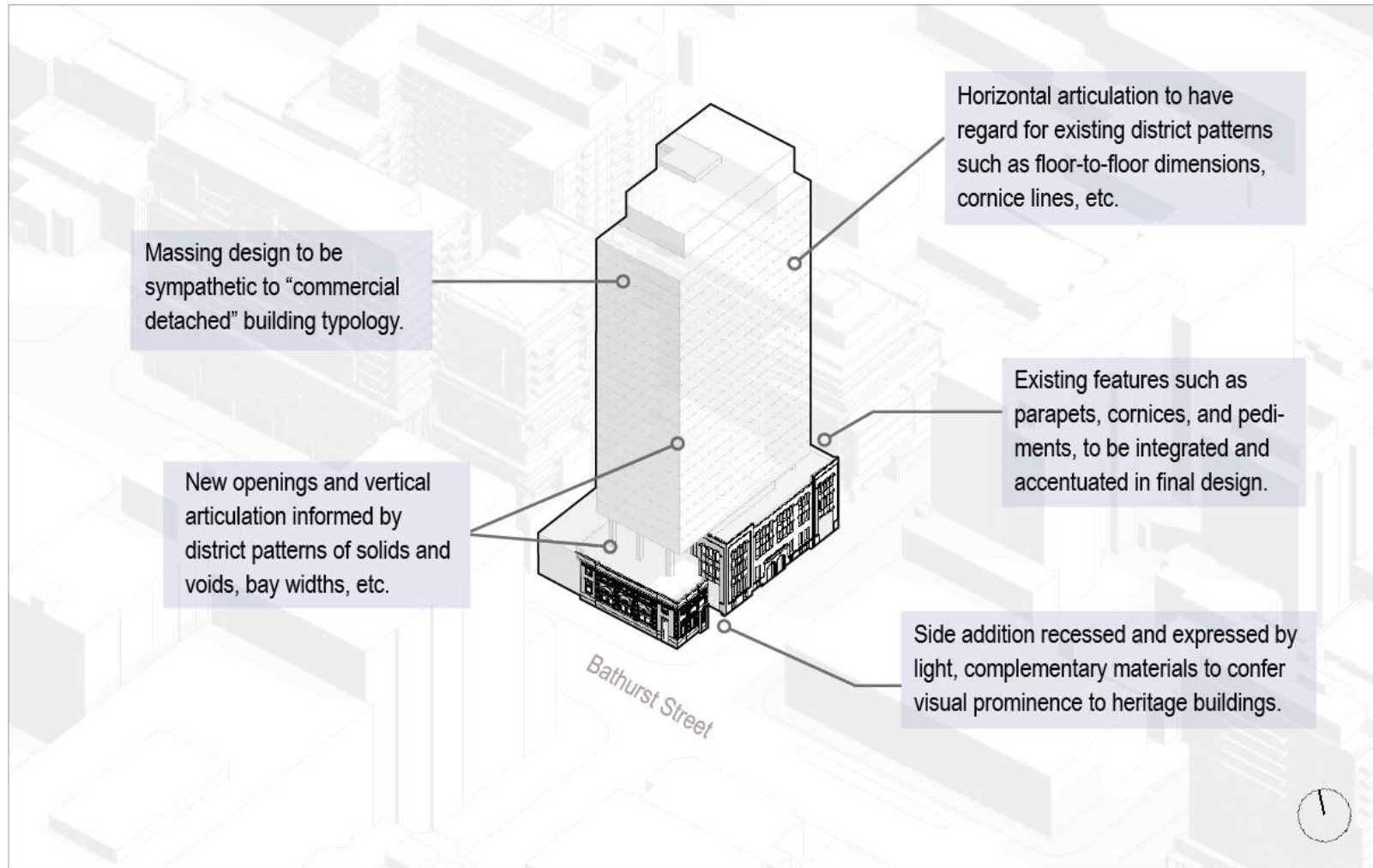
Total Non-residential* GFA:
1,315 sq.m.
*may change to residential GFA

Total Above-Grade Station GFA:
(excluded from proposed developments)
824 sq.m.

Mix of uses based on indicative concept
Concept proposes zero parking



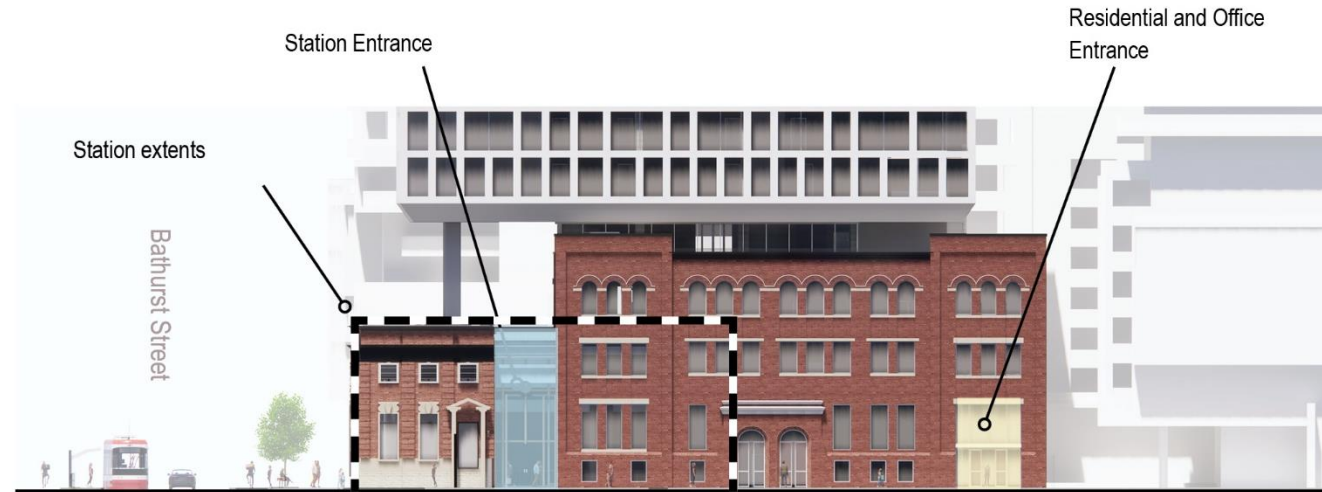
North Site: Key Heritage Considerations



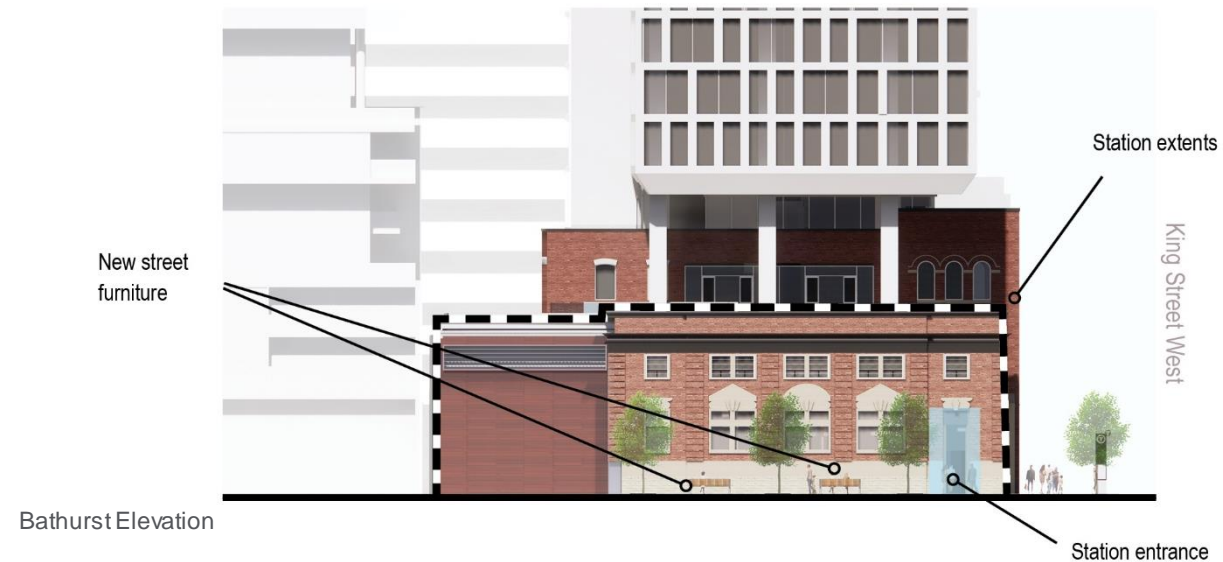
North Site: Public Realm — Streetscape

Entrances to the transit station will be located along both King Street West and Bathurst Street, while the residential and office uses will be accessed from King Street West.

The heritage buildings frame the public realm along both frontages.

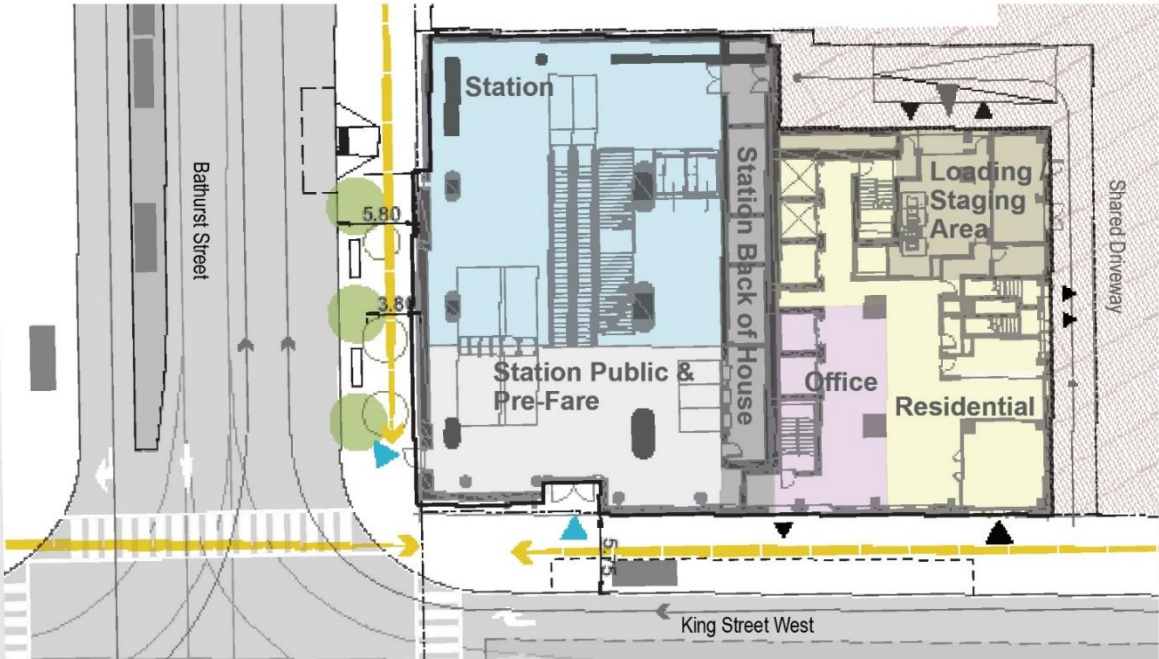


King Street West Elevation



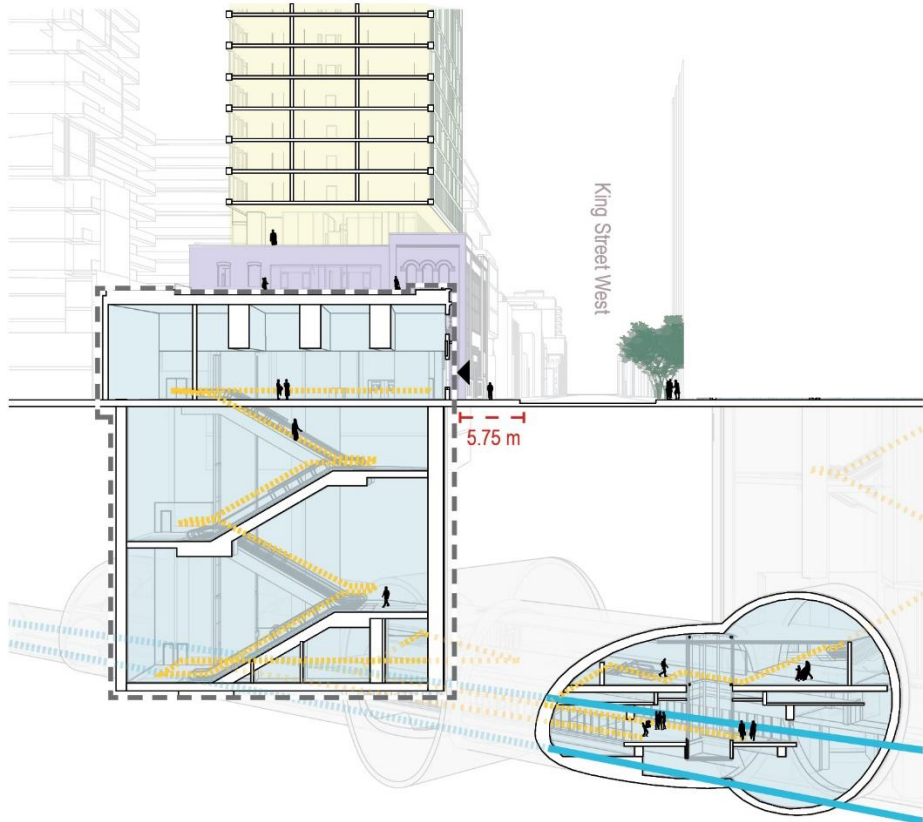
Bathurst Elevation

North Site: Pedestrian Experience & Subway Integration



- Existing bus shelter
- Proposed bench
- Proposed bike ring
- Station entrance
- Building entrance
- Loading entrance / exit
- Pedestrian circulation
- Vehicular circulation
- Property line
- Proposed tree
- Existing tree

Ground Level Circulation



- Proposed Ontario Line
- Station Circulation
- Retail
- Residential
- Transit

Vertical Circulation Section

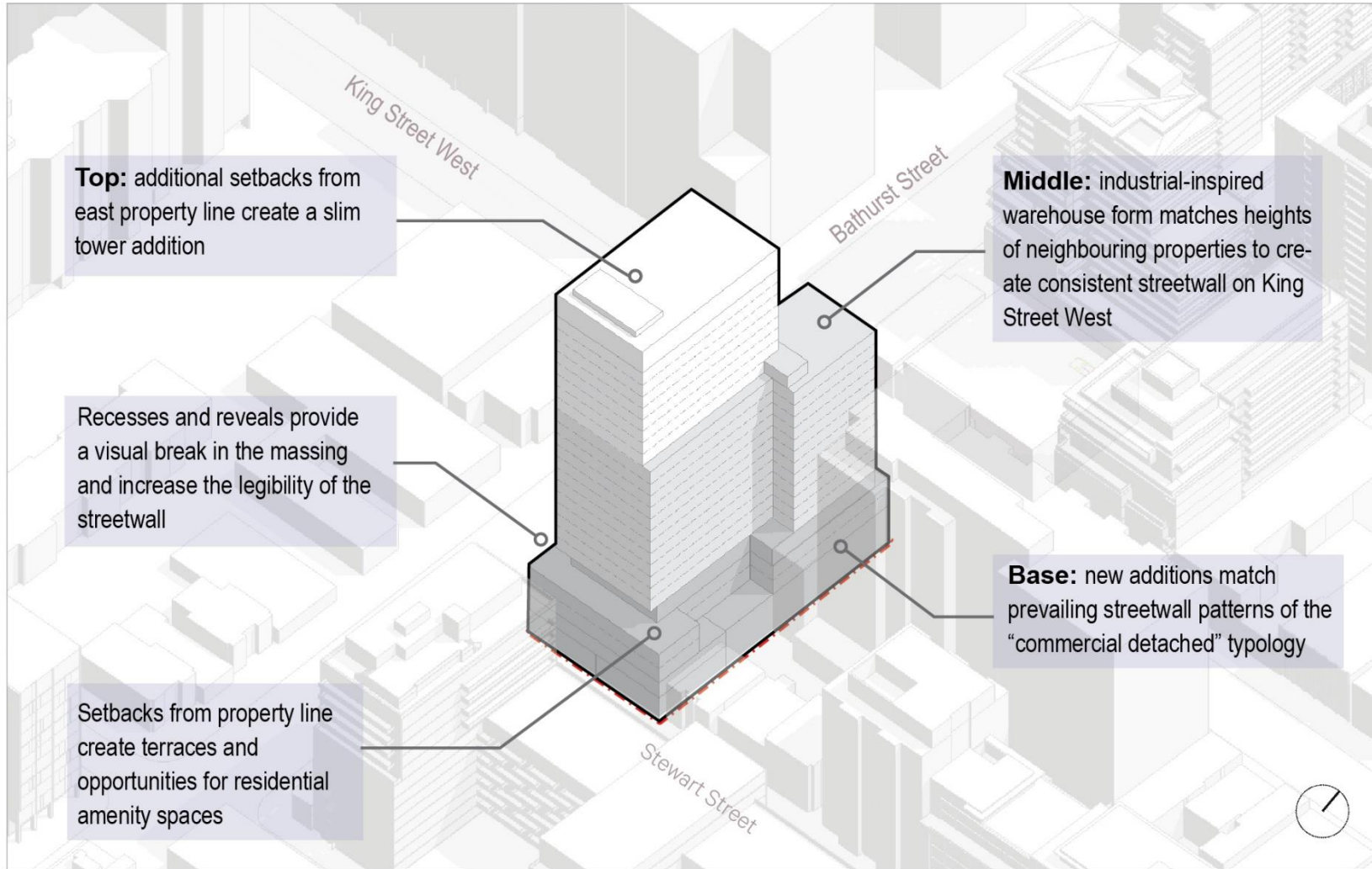
King-Bathurst: South Site



Illustrative rendering, southeast corner of King Street West and Bathurst Street



South Site: Built Form



Stats based on indicative concept

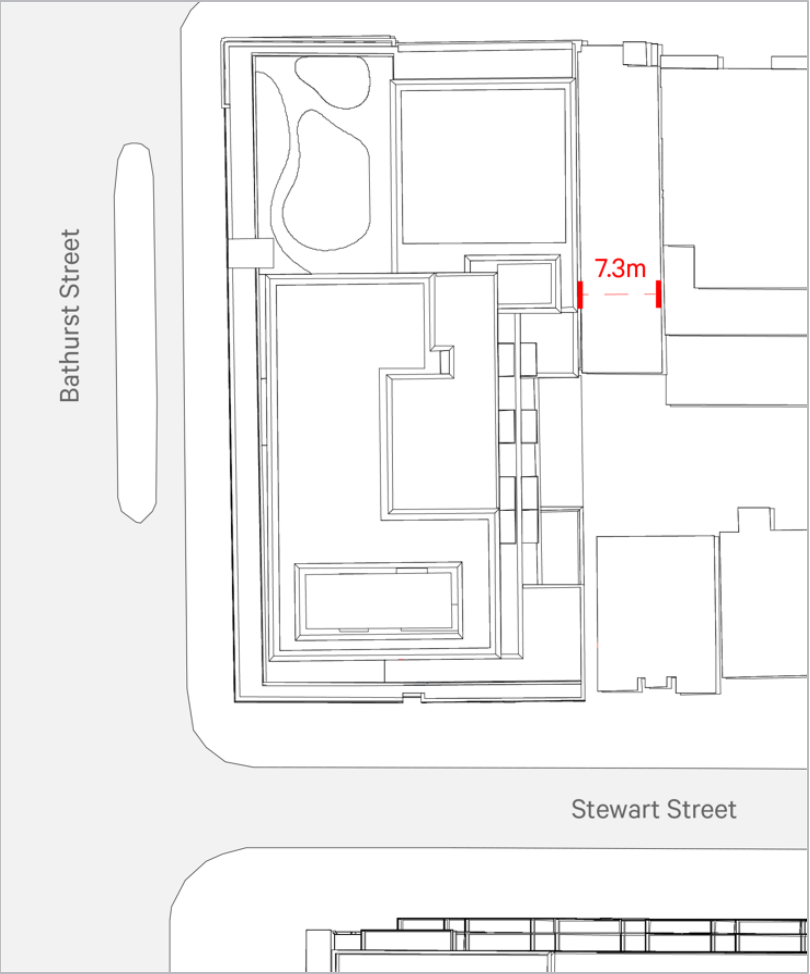
*inclusive of transit station (provided through separate process)

SOUTH SITE

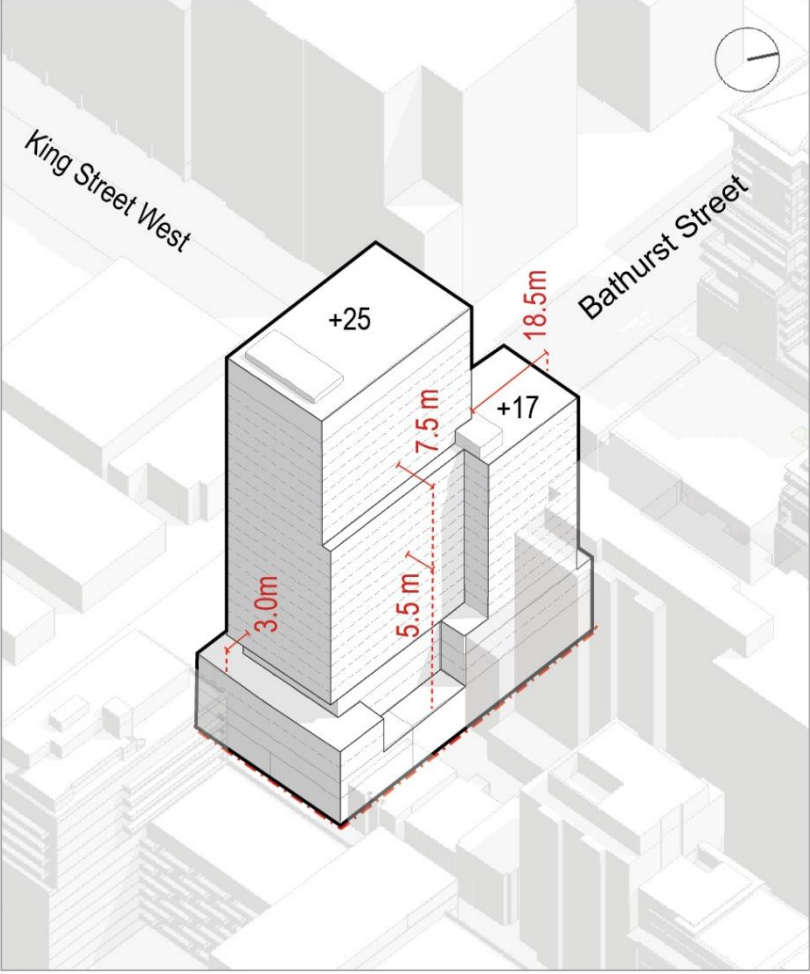
Maximum Height (incl. mechanical)	25 ST (88.9m)
Density (FSI)*	12.5
Total GFA (sq. m.)	23024
Residential GFA	23024
Non-Residential GFA	0
Residential Units	235
Larger Sized Units	111
Vehicular Parking	0
Bicycle Parking	256



South Site: Tower Stepbacks & Separation



Tower Separation Distances



Stepbacks



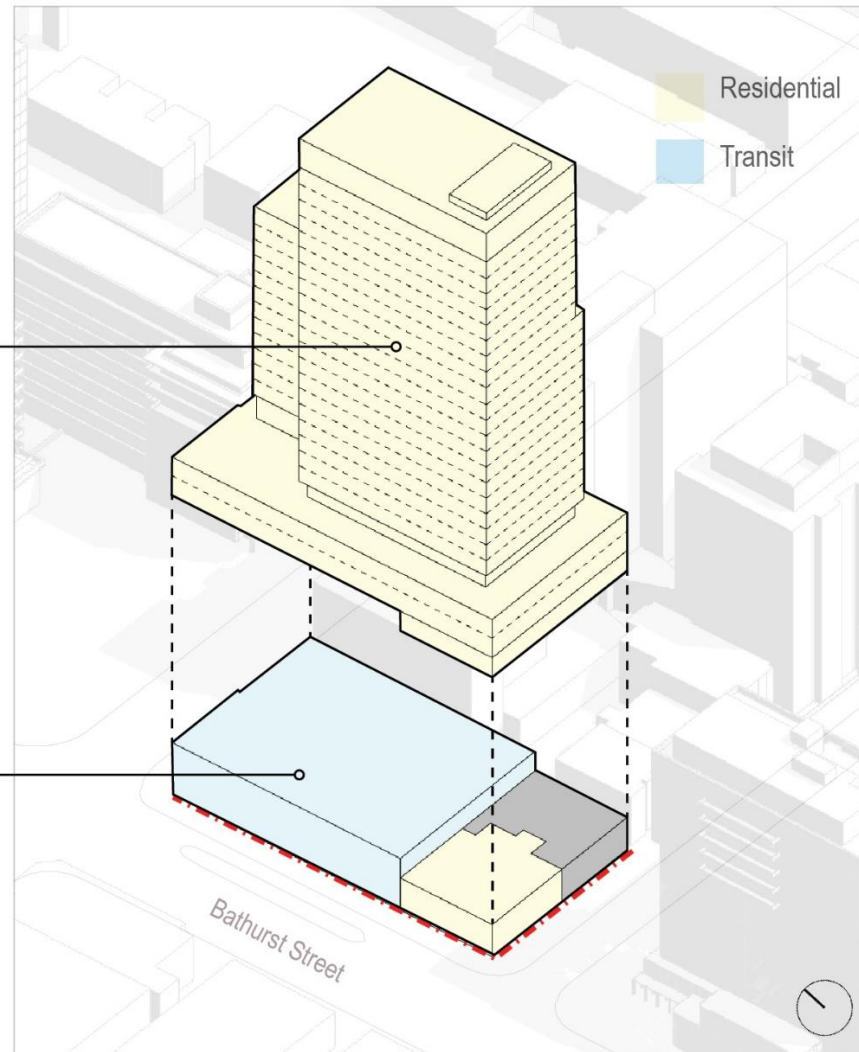
South Site: Mix of Uses

The TOC is comprised of primarily residential uses, with the exception of the at-grade transit concourse.

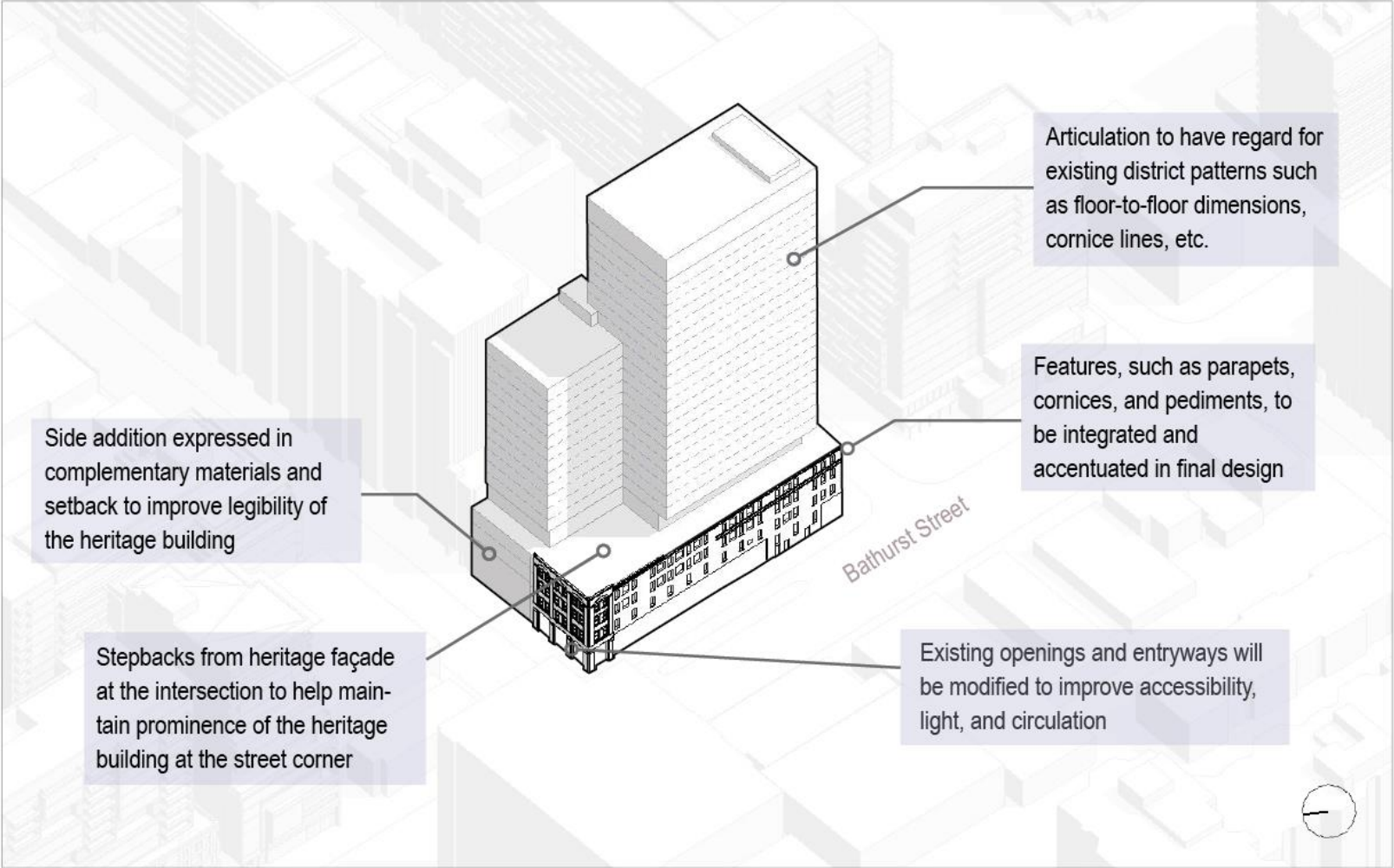
**Total Residential
GFA: 23,024 sq.m.**

**Total Above-Grade Station GFA
(excluded from proposed development)
1,366 sq.m.**

Mix of uses based on indicative concept
Concept proposes zero parking



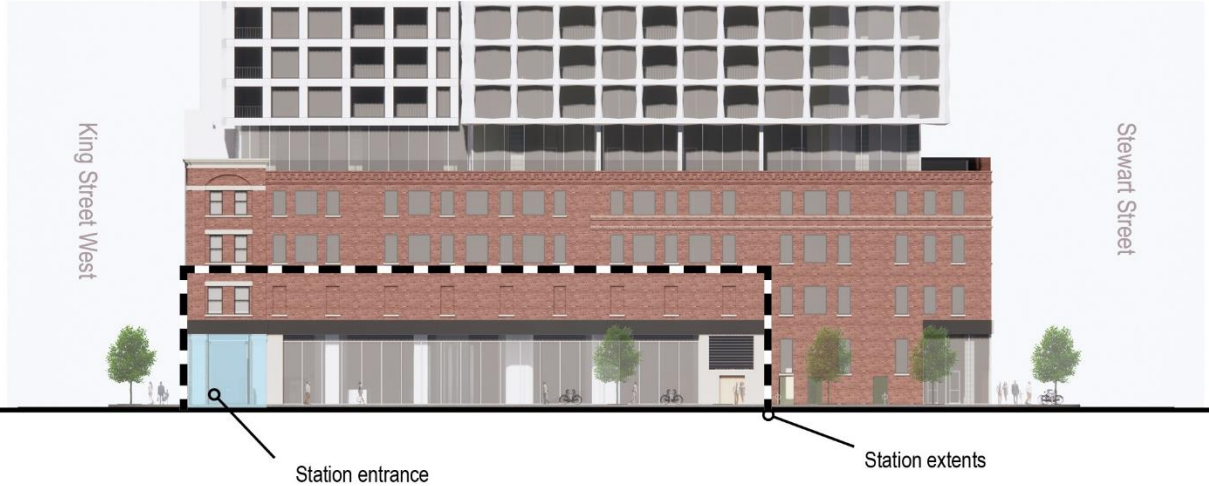
South Site: Key Heritage Considerations



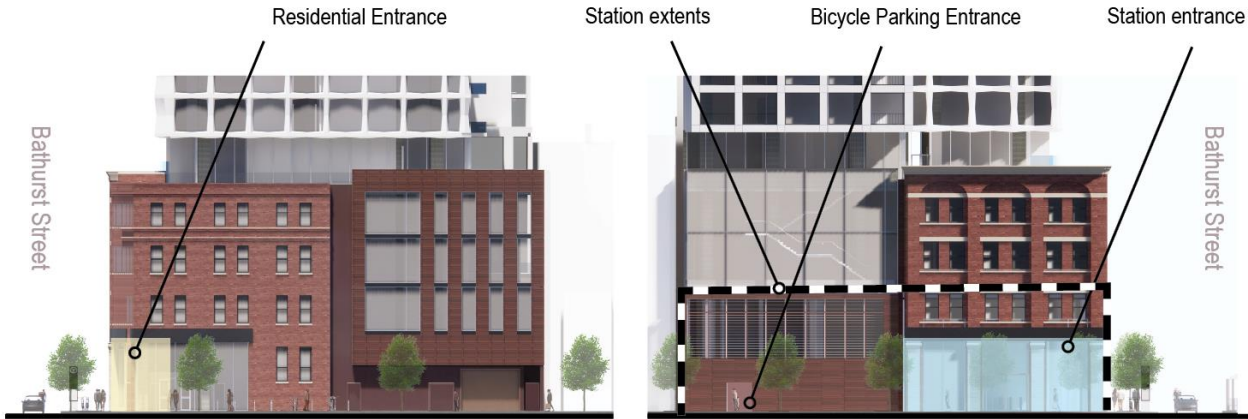
South Site: Public Realm — Streetscape

Entrances to the transit station will be located along both King Street West and Bathurst Street, while the residential and lobby will be accessed from Stewart Street.

The heritage façades help frame the public realm along both frontages and maintains the building's relationship with the street.



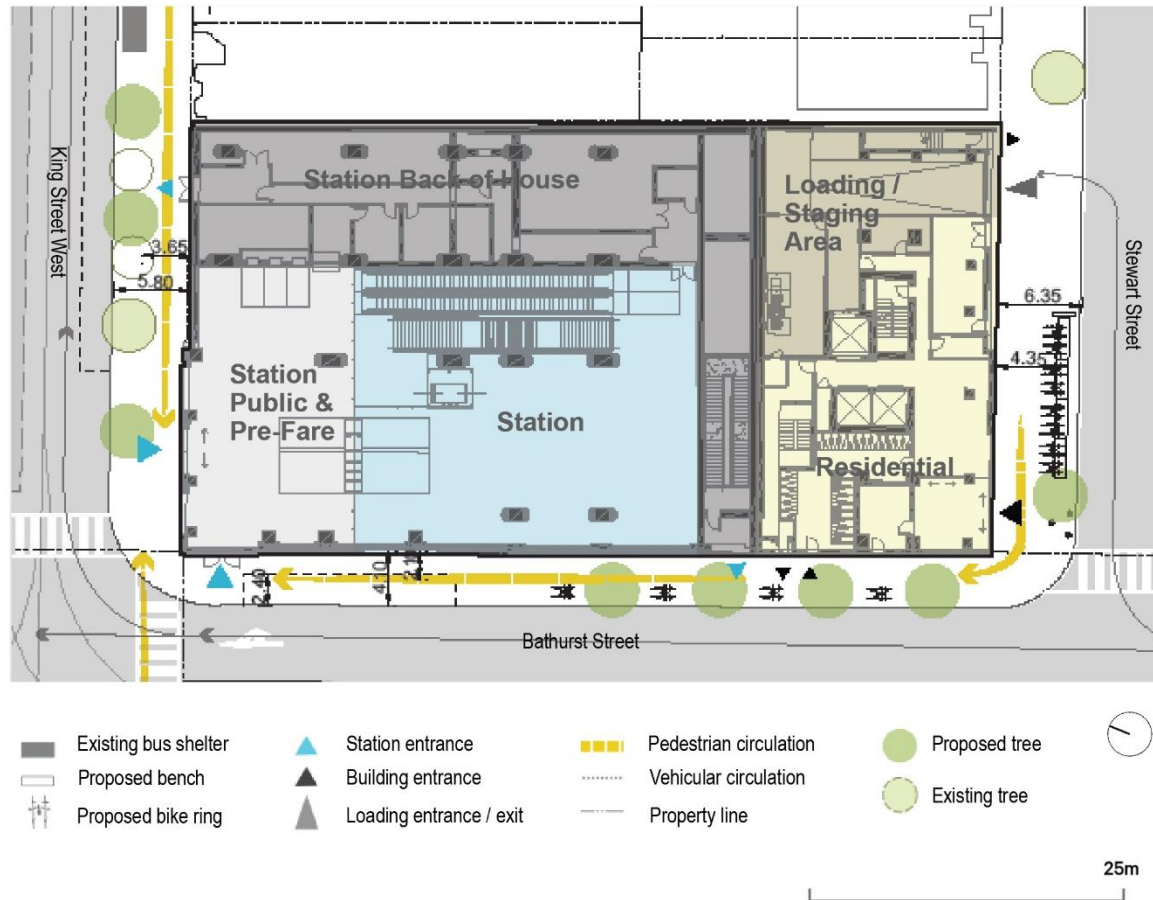
Bathurst Street Elevation



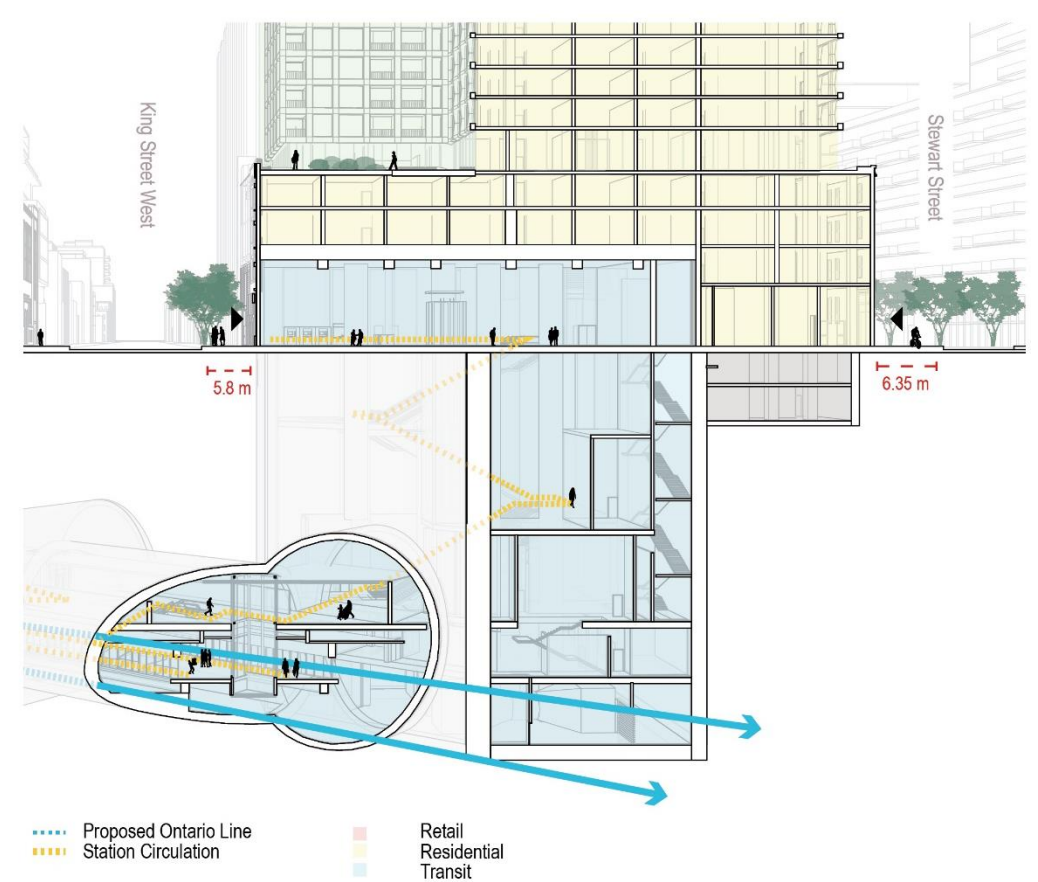
Stewart Street Elevation

King Street West Elevation

South Site: Pedestrian Experience & Station Integration

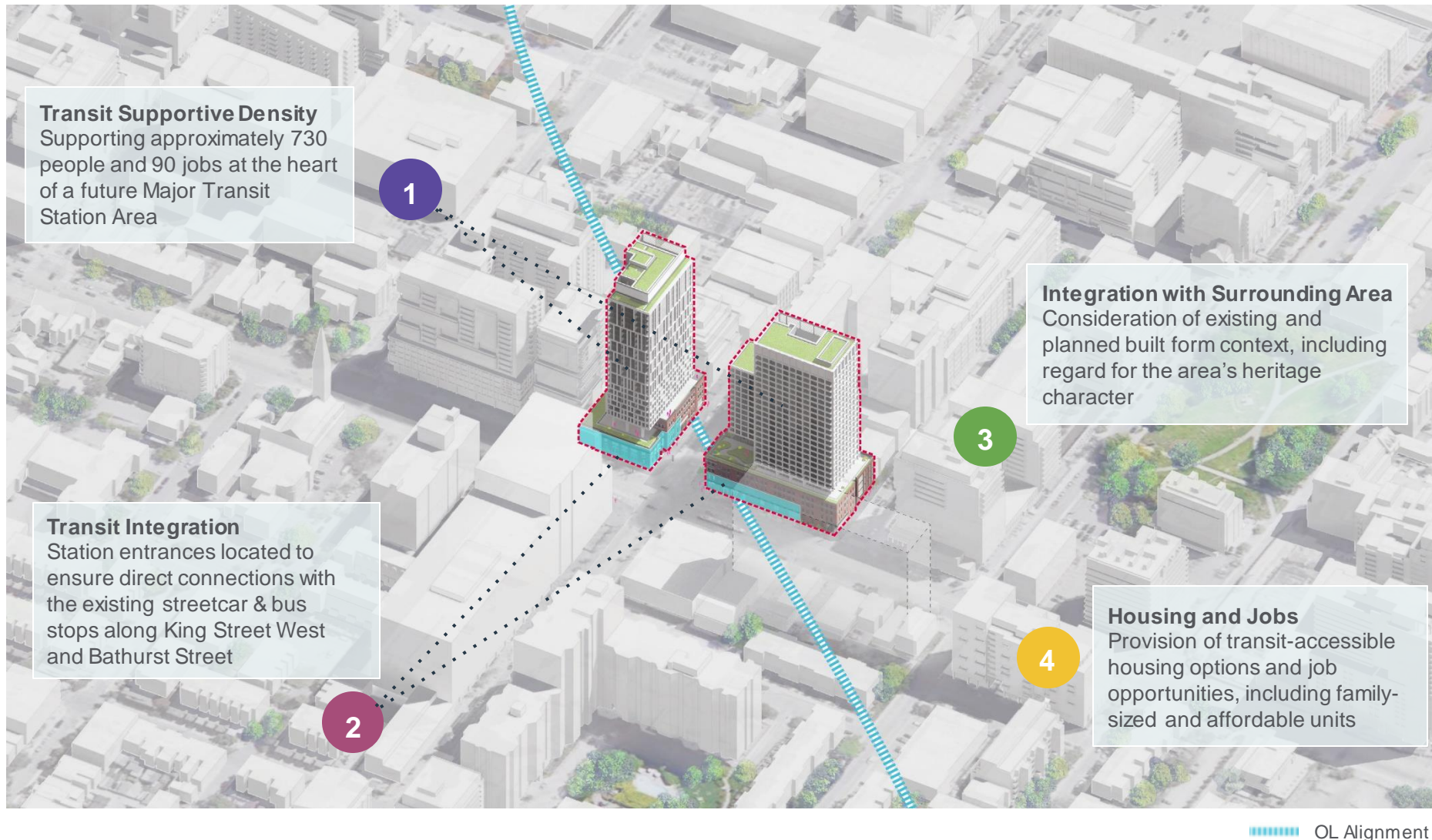


Ground Level Circulation



Vertical Circulation Section

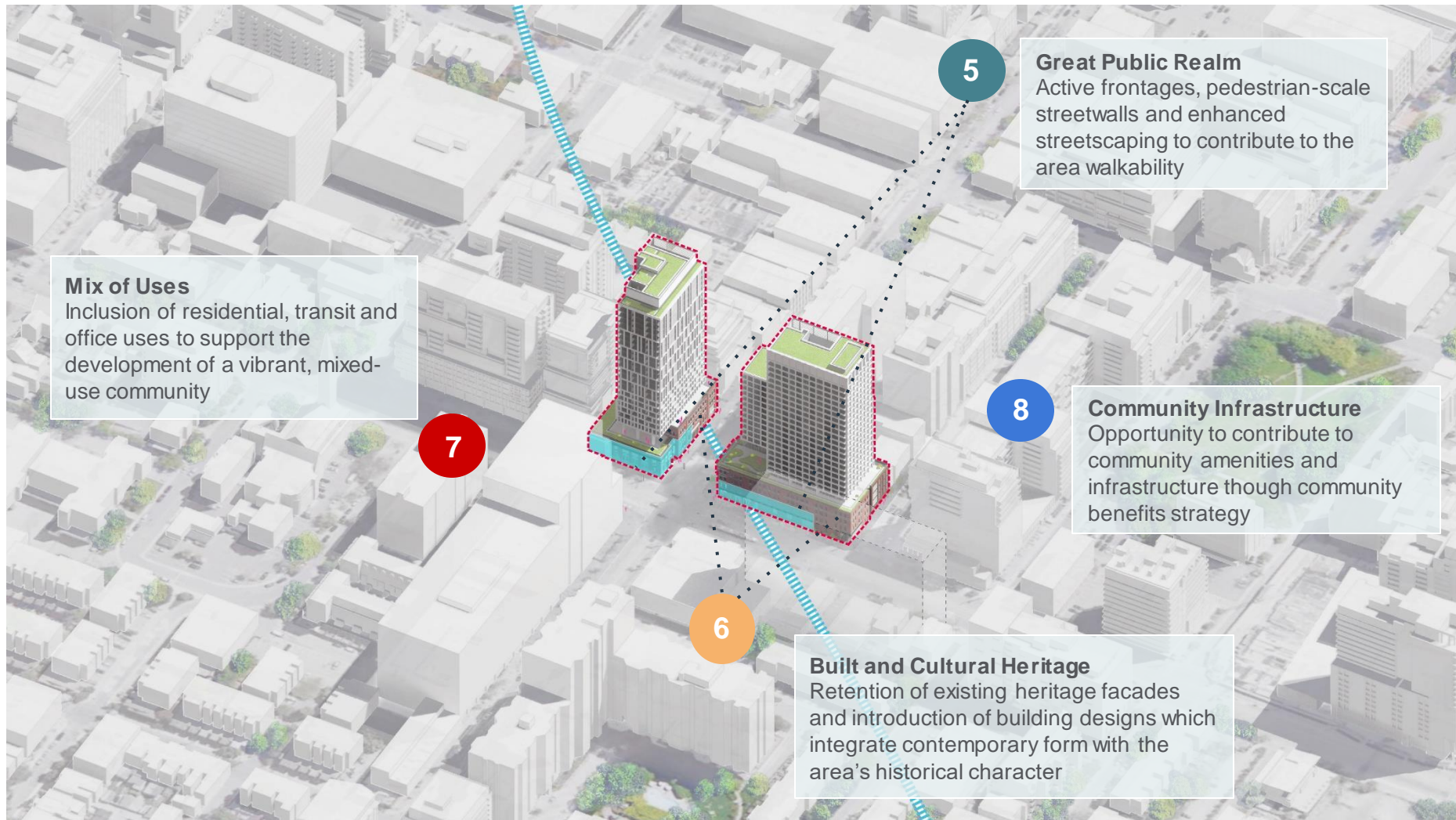
Design Concept — TOC Planning Principles



- 1 Encourage transit supportive **densities**
- 2 Promote transit **integration**
- 3 Establish **appropriate fit** with station area
- 4 Increase **housing options and jobs** in proximity to transit



Design Concept — TOC Planning Principles



Mix of Uses

Inclusion of residential, transit and office uses to support the development of a vibrant, mixed-use community

7

5

Great Public Realm

Active frontages, pedestrian-scale streetwalls and enhanced streetscaping to contribute to the area walkability

8

Community Infrastructure

Opportunity to contribute to community amenities and infrastructure through community benefits strategy

6

Built and Cultural Heritage

Retention of existing heritage facades and introduction of building designs which integrate contemporary form with the area's historical character

5

Foster a great **public realm**

6

Protect natural, built and cultural **heritage**

7

Provide an appropriate **mix of uses**

8

Enhance **community amenities and infrastructure**

OL Alignment

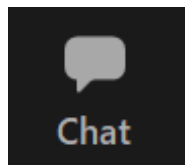


5 Questions & Answers

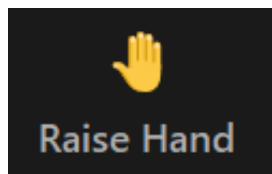
Discussion Topics

- Heritage
- Built Form
- Streetscape
- Other

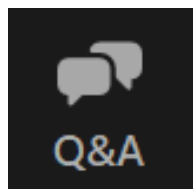
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Tonight's Q&A



[Engage10.ca/en/King-Bathurst](https://engage10.ca/en/King-Bathurst)



Future Open Houses

What are the Next Steps?

Open House #2
Fall 2021

**Transit Station
Construction**
Commences 2022

TOC Construction
Commences ~2029

For Further Questions, Please Visit Our Website:

EngageIO.ca/en/King-Bathurst

