

# QUEEN-SPADINA

Open House #1

October 6, 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 Queen-Spadina.
- Gather input on the development concept.
- Use tonight’s discussion to inform our next Virtual Open House.

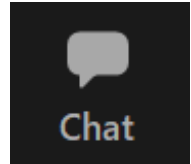
# Agenda

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

# Rules of Engagement

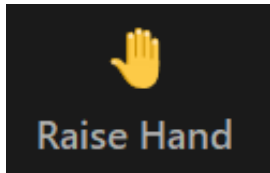
- When asking a question either verbally or written, we ask that you be respectful of both panelists and fellow participants.
- Be considerate of other participants' time.
- It is important that we be respectful and tolerant of each other.

# Zoom Webinar Controls — Main Controls



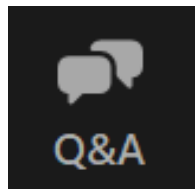
The Chat button has been deactivated. Use the Raise Hand or Q&A button instead to ask a question or make a comment.

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Click or tap the Raise Hand button to enter the queue to ask a question or make a comment out loud. The button will be shaded yellow while your hand is raised, and you are in the queue.

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Click or tap the Q&A button to open the Q&A window and submit a written question or comment.



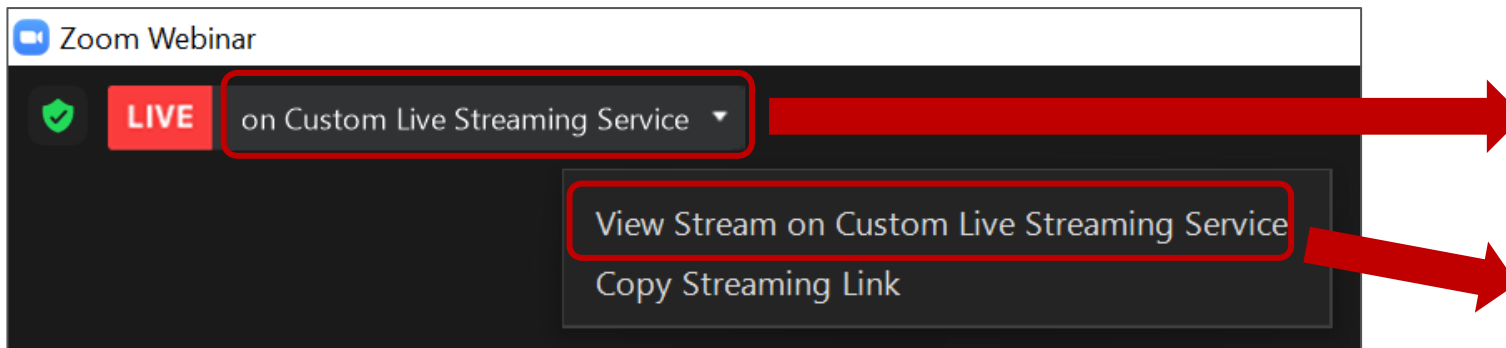
**When using the phone:**

**\*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**

# Opening Remarks



Ward Councillor

**Councillor Joe Cressy**

# 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).
- Queen-Spadina was identified by the Province as one of the first TOCs.
- The Queen-Spadina 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

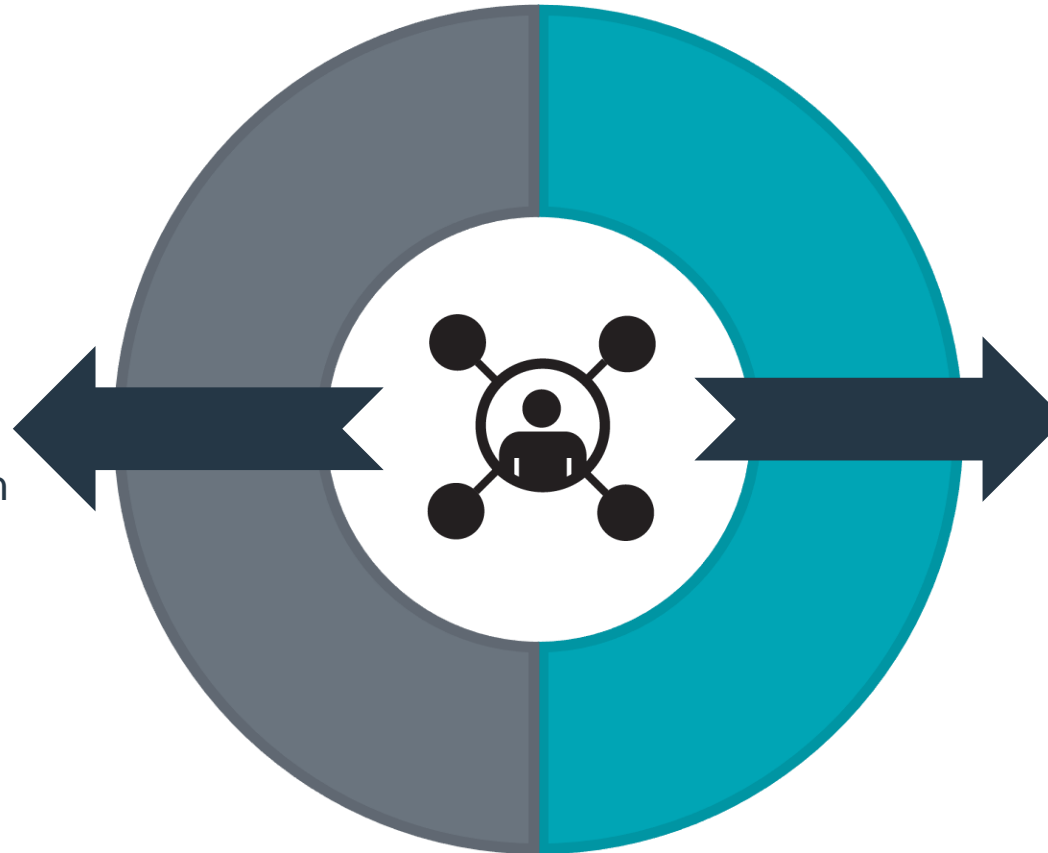


- Increasing **transit ridership** and reducing traffic congestion.
- Increasing **housing supply** (including affordable housing) and jobs.
- **Catalyzing complete communities** based on good planning principles.
- **Offsetting the cost of station construction** which would save taxpayers' money.
-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

# Engagement To-Date with Various Stakeholders

## City of Toronto

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

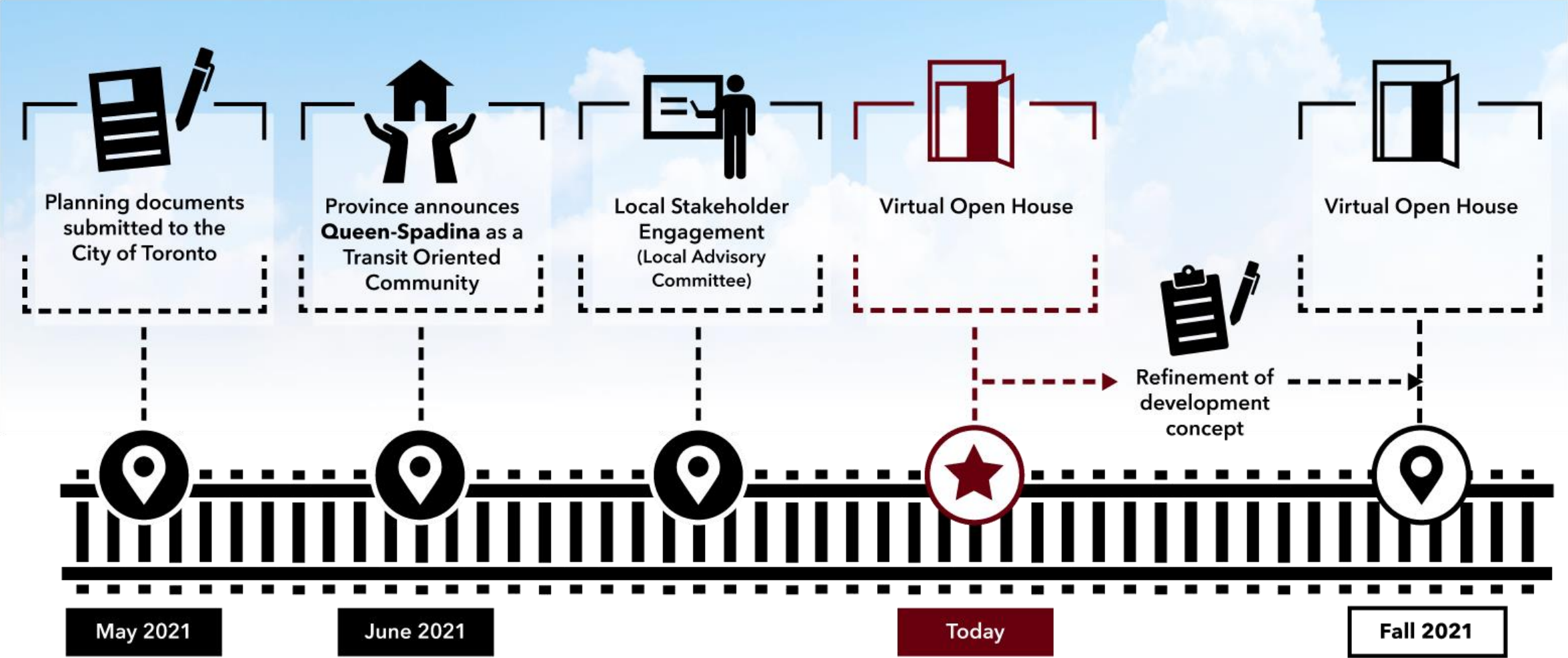


## Local Advisory Committee

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/Queen-Spadina](https://EngageIO.ca/en/Queen-Spadina)

# What is the Timeline for Queen-Spadina?



# Focus of Today's Discussion

- Tonight, **Infrastructure Ontario is seeking feedback on the TOC development** concept being presented, including:
  - Queen-Spadina TOC residential and commercial development
  - Community enhancements
  - Timeline and implementation
- **Metrolinx is undertaking a series of separate engagements on the subway,** which will not be the focus of our discussion today:
  - Transit station infrastructure (design, accessibility, amenities)
  - Surface transit connections
  - Construction and implementation

For matters related to the Metrolinx subway program, please visit [metrolinxengage.ca/ontarioline](https://metrolinxengage.ca/ontarioline).

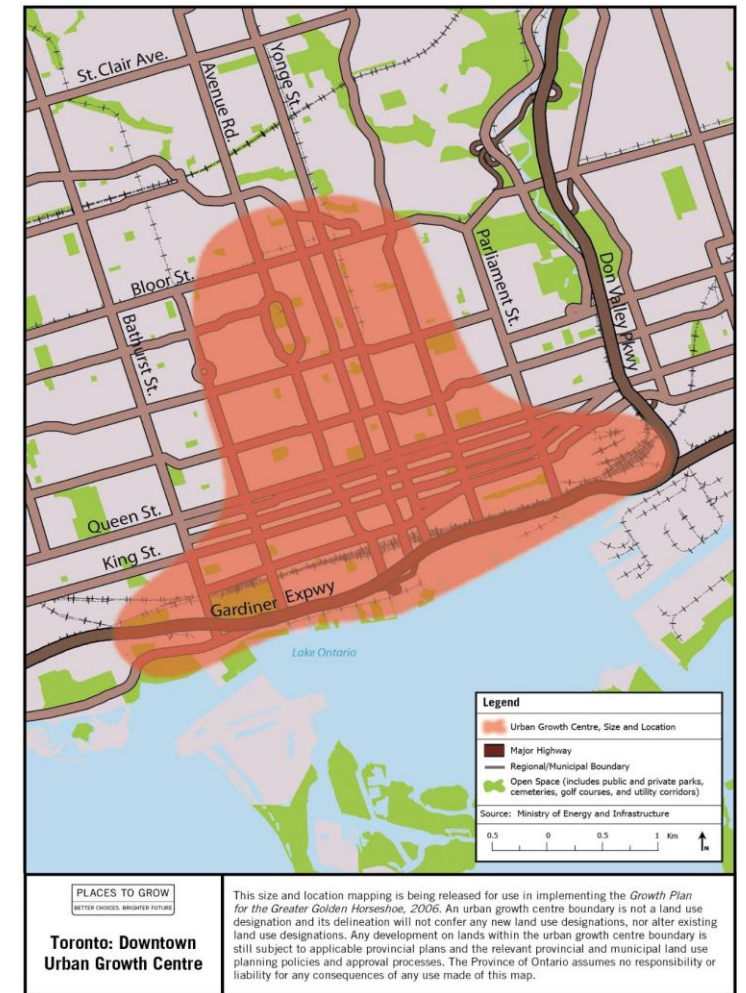
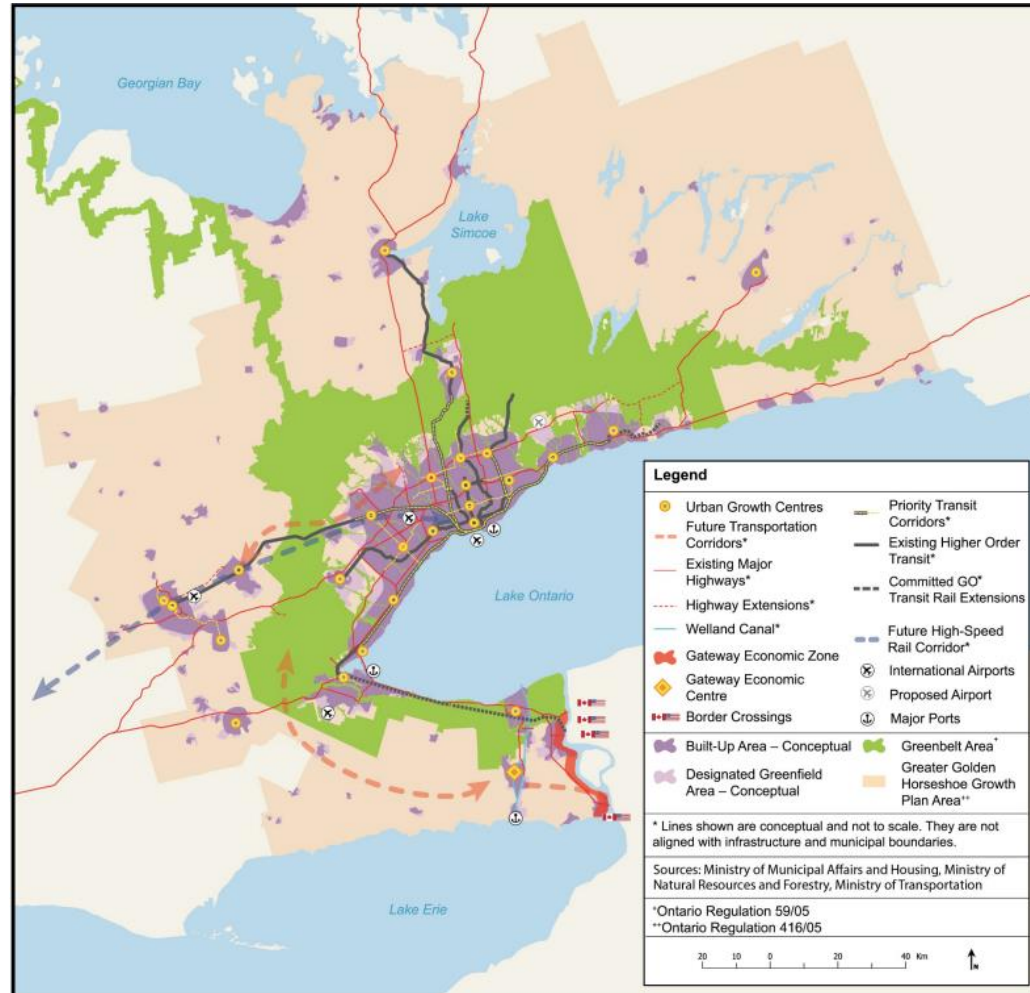




# 3 TOC Concept — Site Context

# Provincial Planning Context




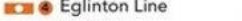
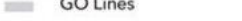








Growth Plan for the Greater Golden Horseshoe (2019)

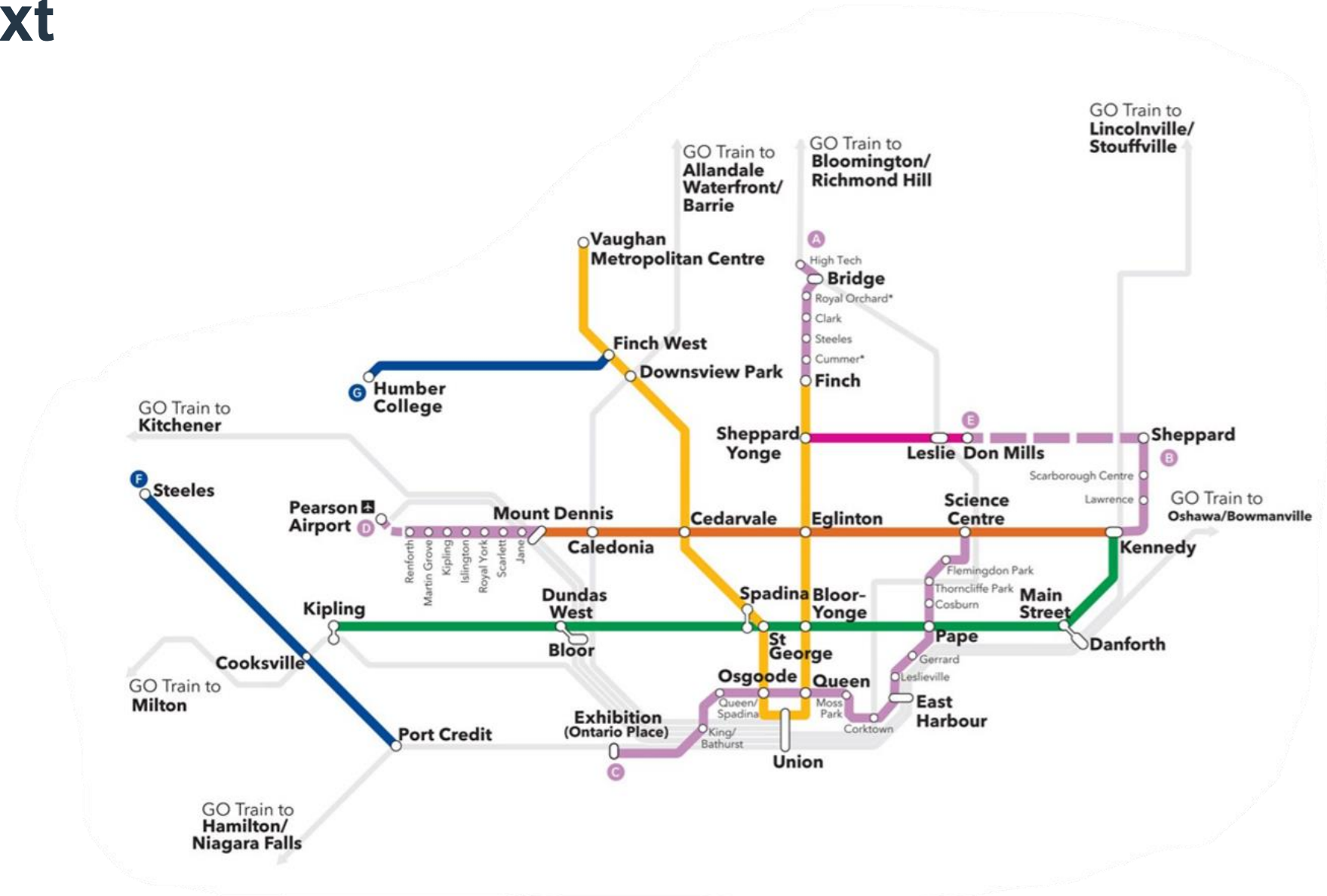


# Regional Context

## Subways Program

### Legend

-  Yonge-University Line
-  Bloor-Danforth Line
-  Sheppard Line
-  Eglinton Line
-  GO Lines
-  A Yonge North Subway Extension
-  B Scarborough Subway Extension
-  C Ontario Line
-  D Eglinton Crosstown West Extension (includes potential connection to Pearson Airport)
-  E Sheppard East Extension
-  F Hurontario LRT
-  G Finch West LRT
-  \* potential station



# City Context


## Ontario Line (Alignment)





# City Context

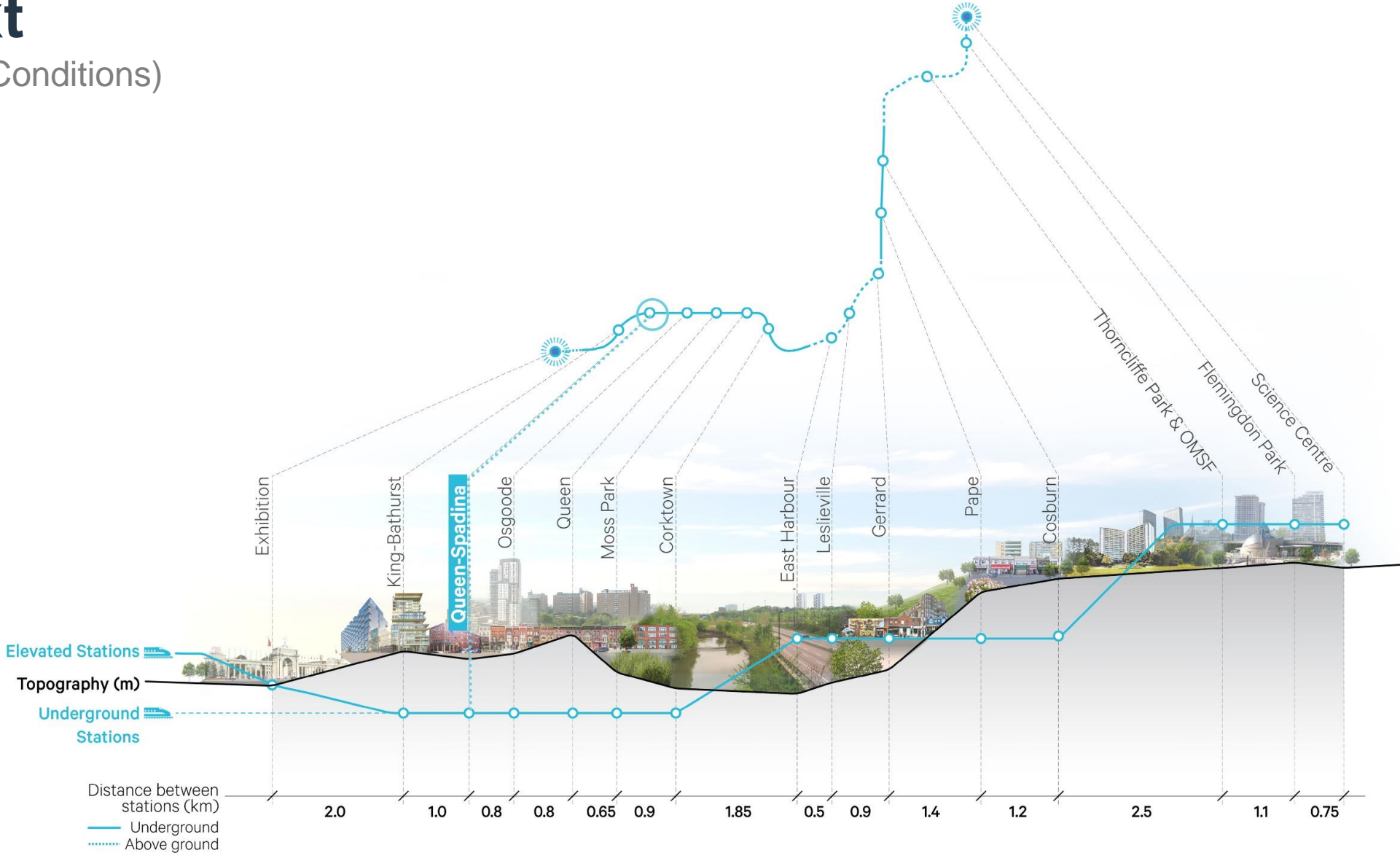
Ontario Line  
(Urban Structure)

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

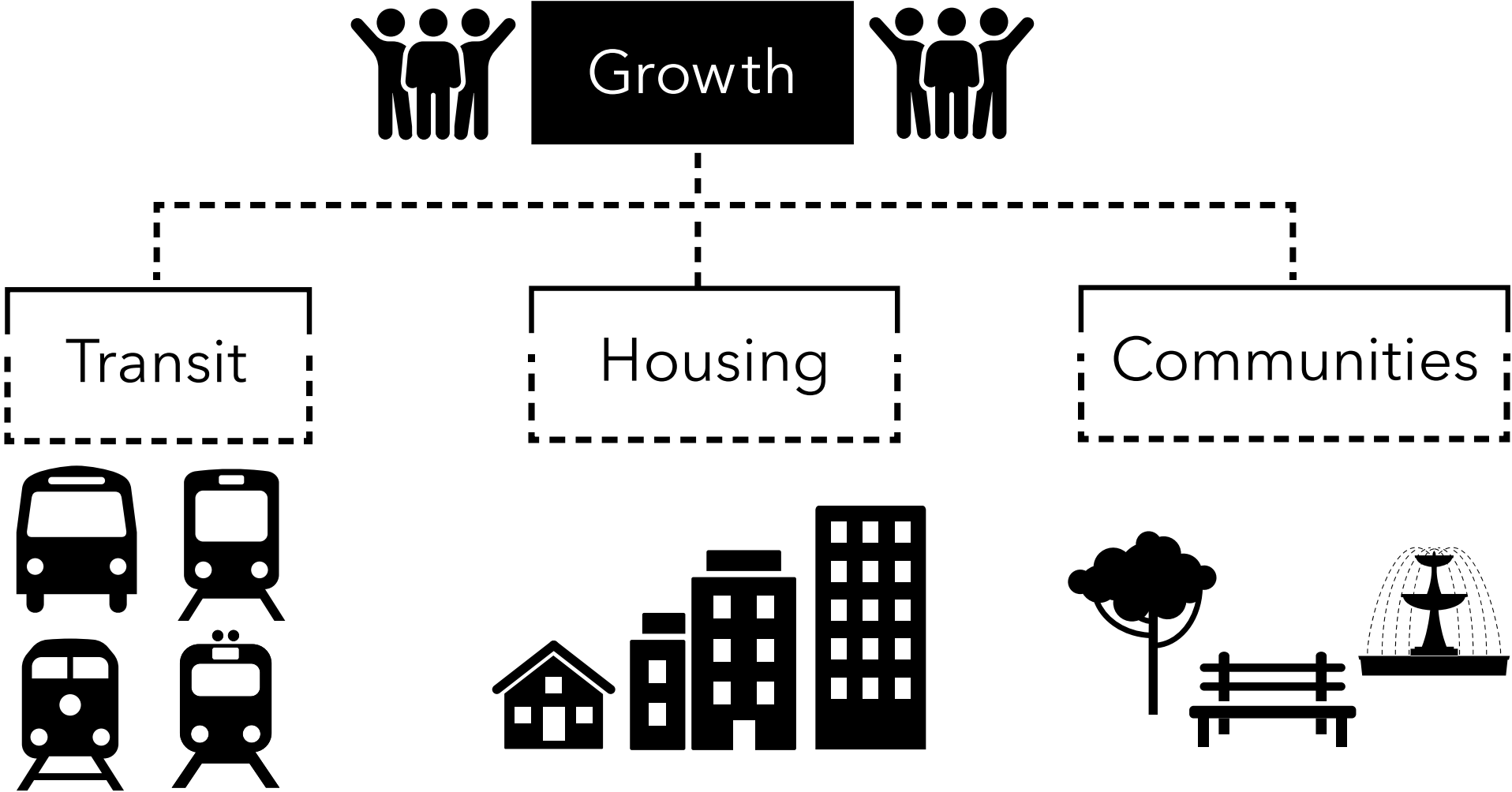


# City Context

Ontario Line (Spatial Conditions)



# Transit Oriented Communities (TOC)



# TOC Planning Principles

1

Encourage transit supportive **densities**

5

Protect natural, built and cultural **heritage**

2

Promote transit **integration**

6

Provide an appropriate **mix of uses**

3

Foster a great **public realm**

7

Increase **housing options** and **jobs** in **proximity to transit**

4

Establish **appropriate fit** with station area

8

Enhance **community amenities** and **infrastructure**



# Surrounding Context



View of TOC sites at Queen Street West and Spadina Avenue, looking southeast

Source: Google Earth

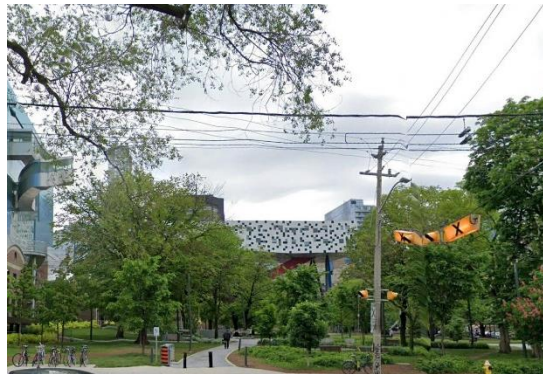


# Local Context: Station Neighbourhood

The TOC sites are centrally located at the intersection of Queen Street West and Spadina Avenue, two streets of great civic importance characterized by their distinct physical identities and concentration of historic cultural landmarks.



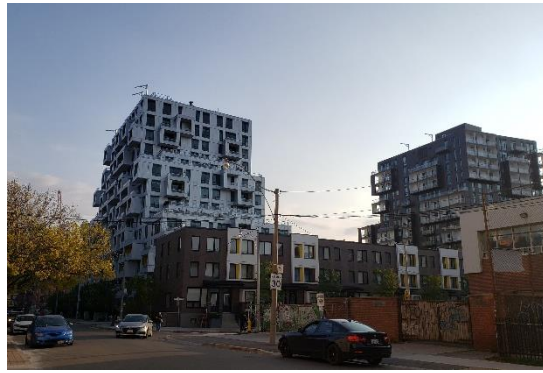
Queen Street West Retail



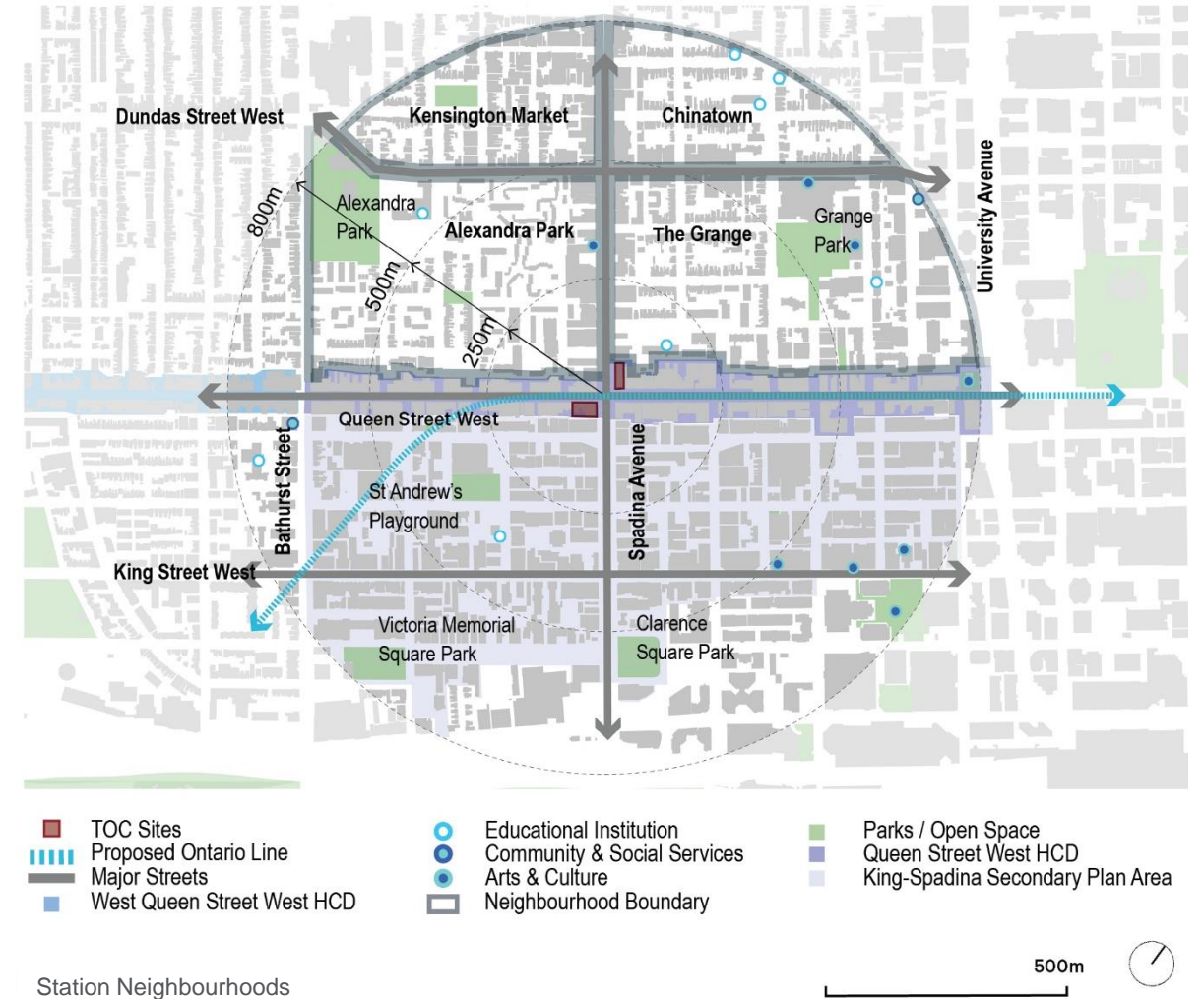
Grange Park



Kensington Market



Alexandra Park





# Local Context: Integrated Transportation Network

The two TOC sites benefit from excellent access to existing surface transit and the active transportation network, including service by both the 511 Spadina and 501 Queen streetcars.



Spadina Streetcar (dedicated lane)



Queen Streetcar (shared lane)



Bike Share docks



Transportation Context



# Local Context: Active Development Applications

There is a significant level of development activity occurring within the Queen-Spadina area; new development has featured primarily mixed-use condominiums.



170 Spadina Avenue



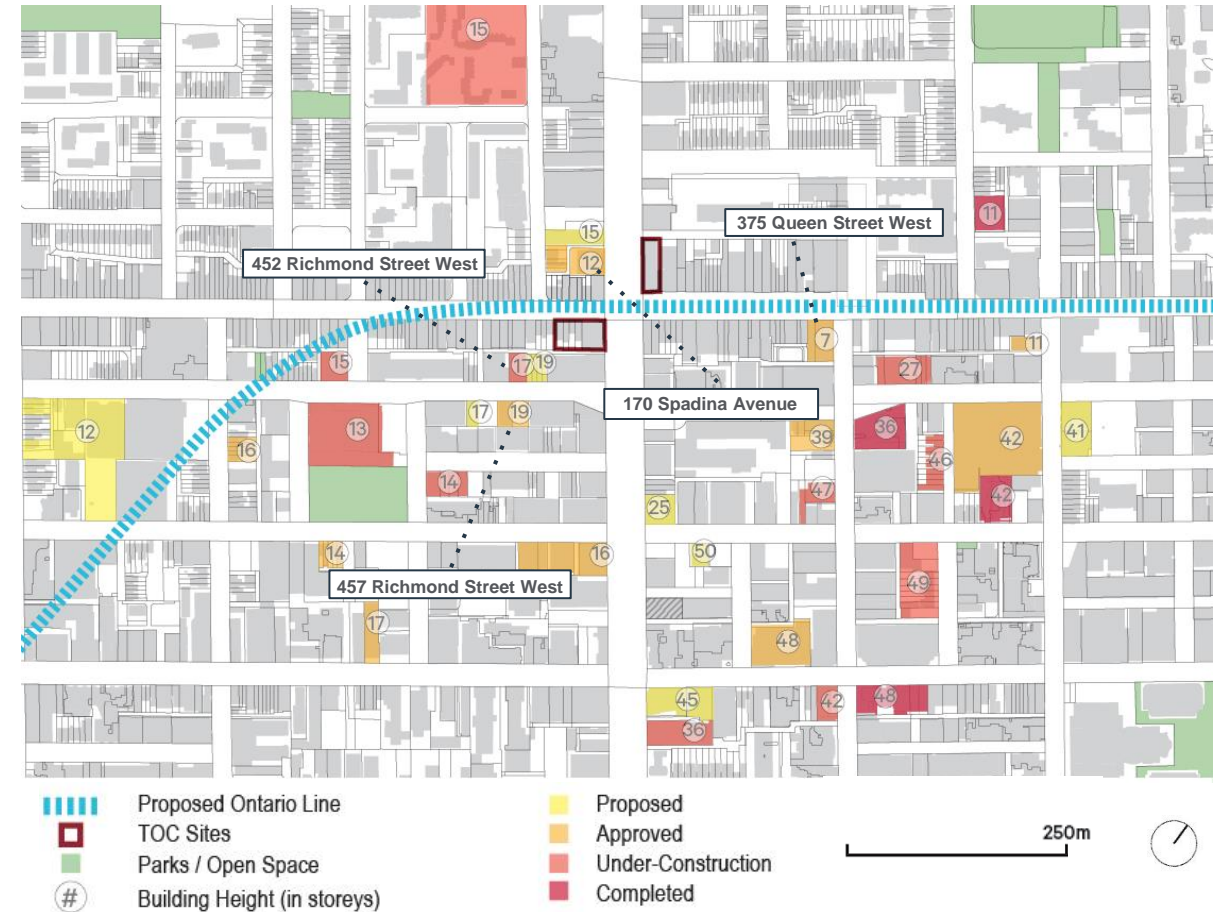
375 Queen Street West



452 Richmond Street West



457 Richmond Street West



Development Context

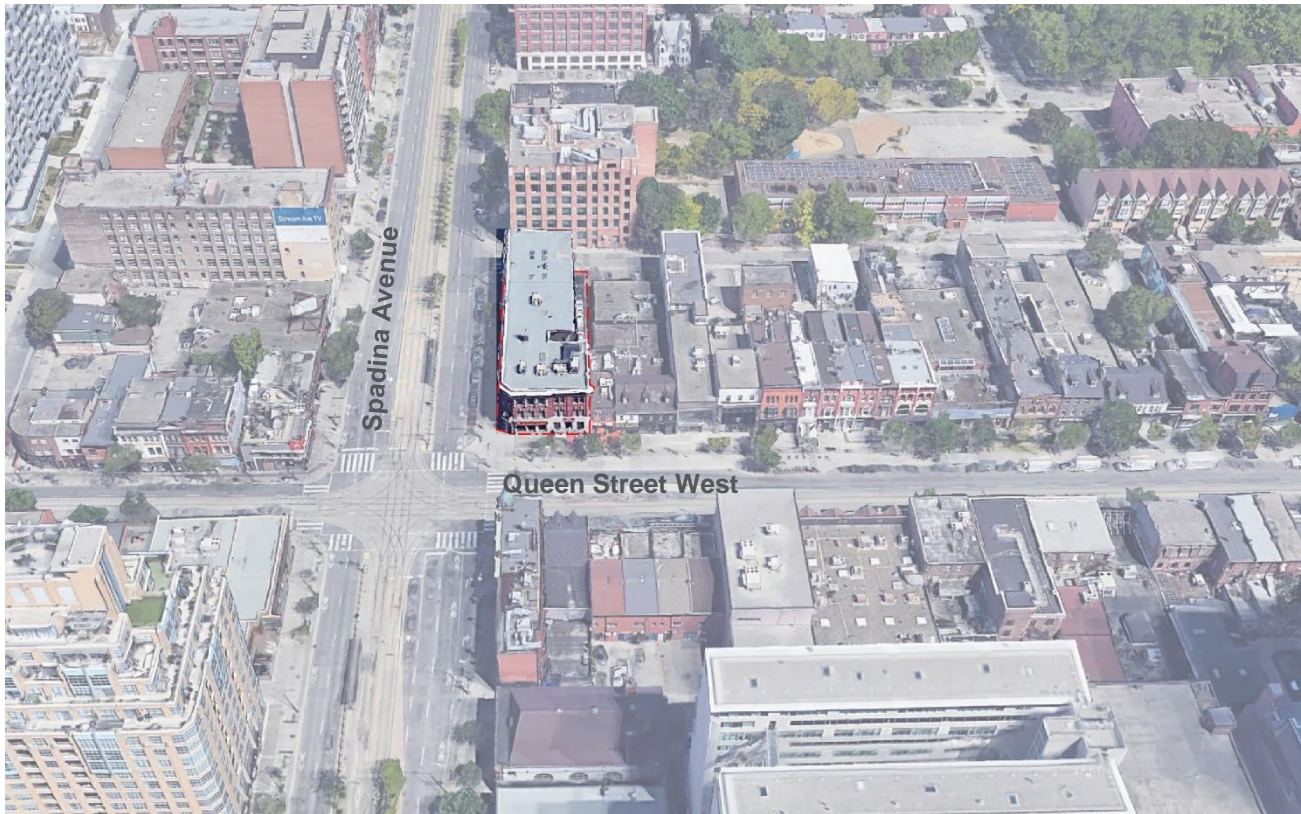


# Site Context

## North Site

*378 Queen Street West, 165–177 Spadina Avenue*

- Site Area: 975 sq.m.
- Current Use: Commercial / Residential



Site Aerial – North Site



Spadina Avenue Frontage



Queen Street West Frontage



# Site Context

## South Site

443-455 Queen Street West

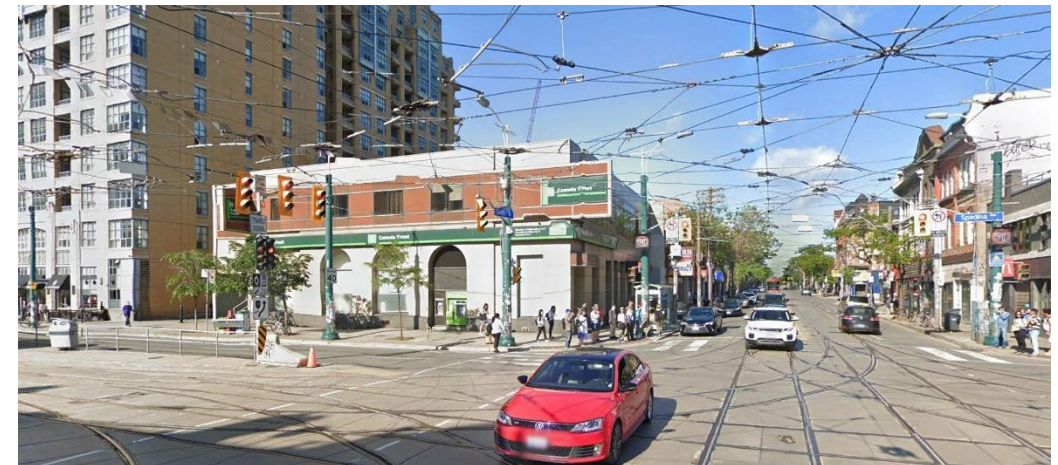
- Site Area: 1,588 sq.m.
- Current Use: Commercial / Residential



Site Aerial – South Site



Queen Street West Frontage



Spadina Avenue Frontage



# Heritage Context

The King-Spadina and Queen Street West areas have a rich heritage context, with various Heritage Conservation District (“HCD”) studies identifying the need for these main streets to be conserved and valued for their unique architecture and urban scale. Both TOC sites contain existing buildings which are listed on the City’s Heritage Register and are identified as contributing properties within the King-Spadina HCD Plan (under appeal).



370-372A Queen Street West



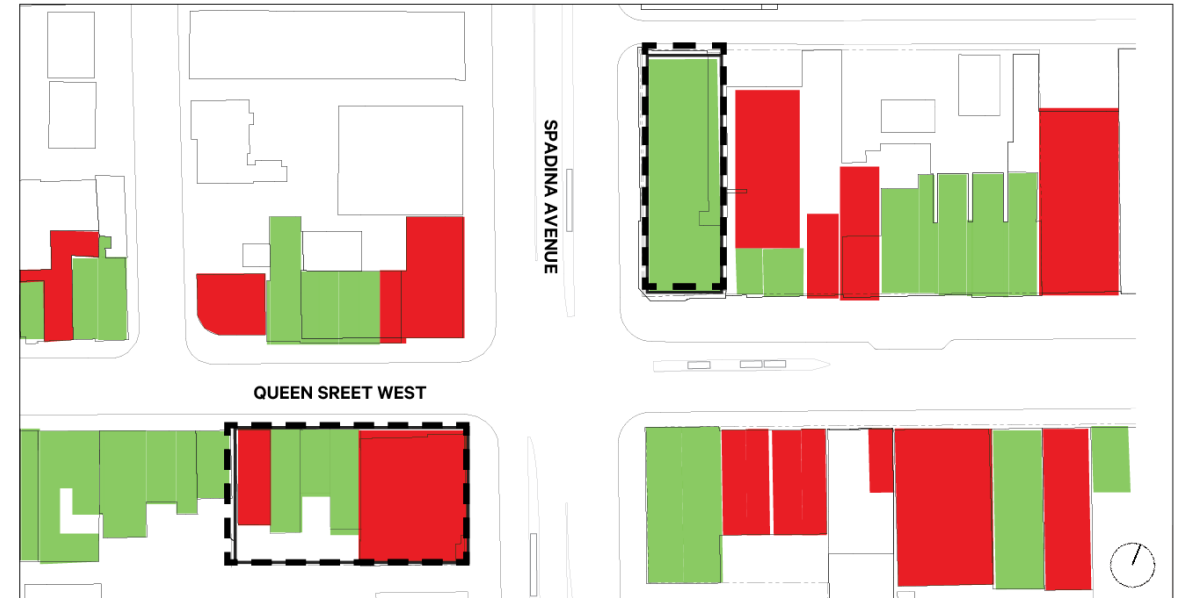
459-469 Queen Street West






449-453 Queen Street West



441 Queen Street West (Designated)



-  TOC Sites
-  Contributing Buildings
-  Non-Contributing Buildings

King-Spadina Heritage Conservation District – Contributing Properties

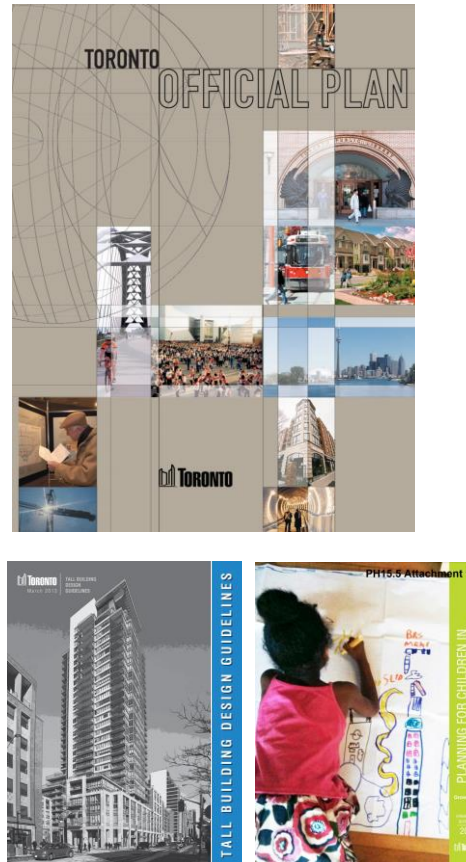
# Planning Policy Context

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

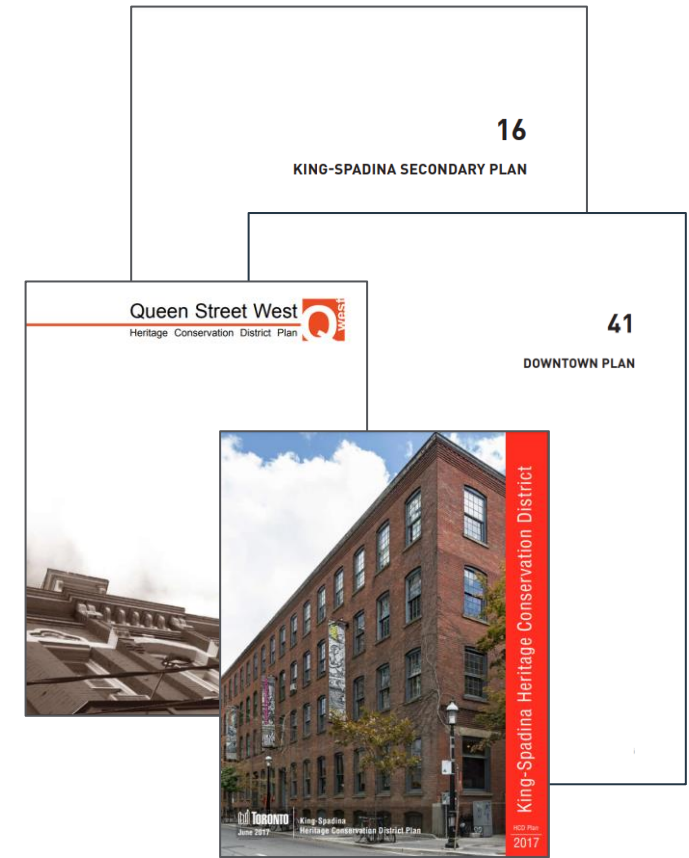
## Provincial



## City of Toronto



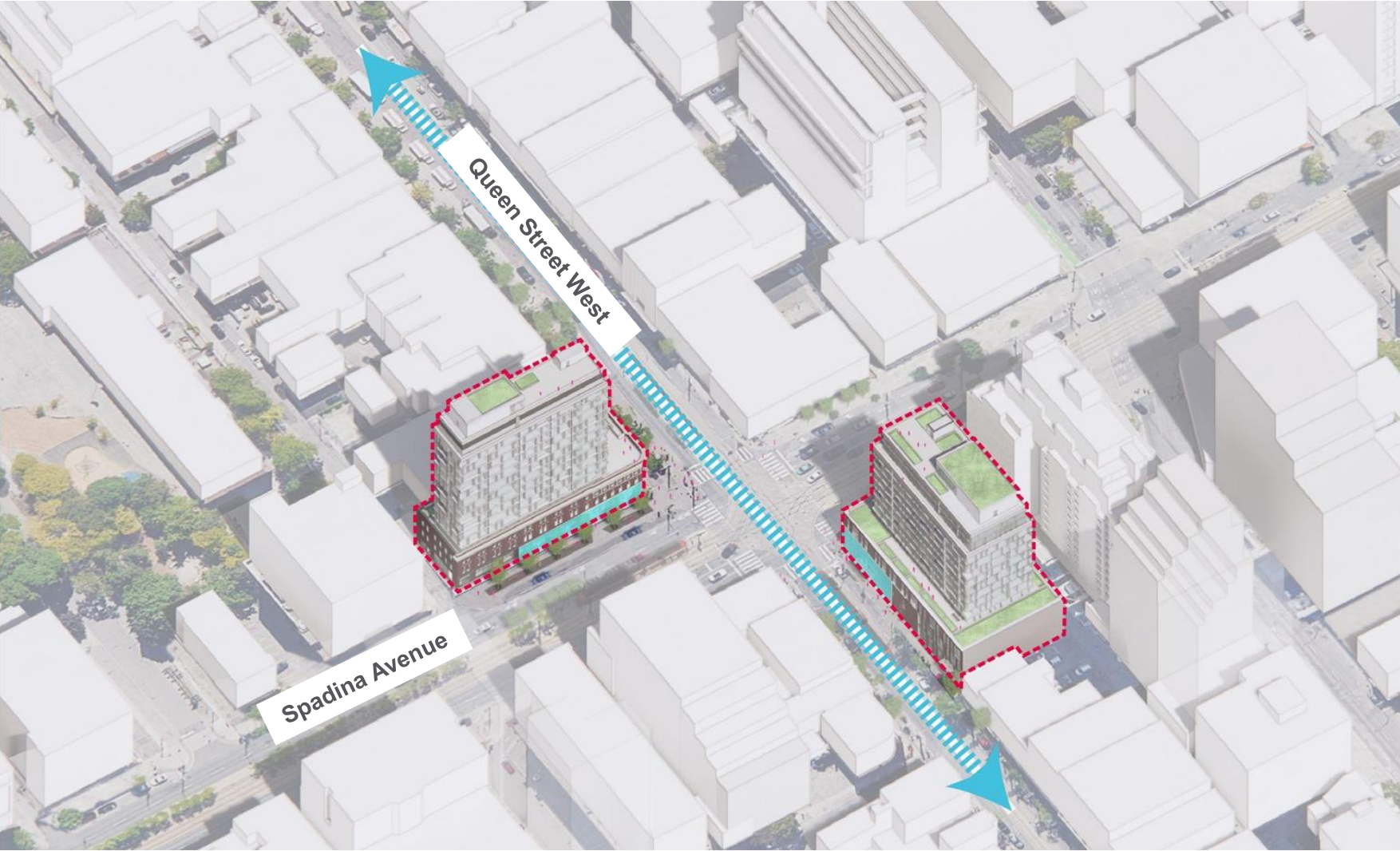
## Local Area





# 4 TOC Design Concept

# Queen-Spadina TOC Concept



 OL Alignment



# Queen-Spadina: North Site



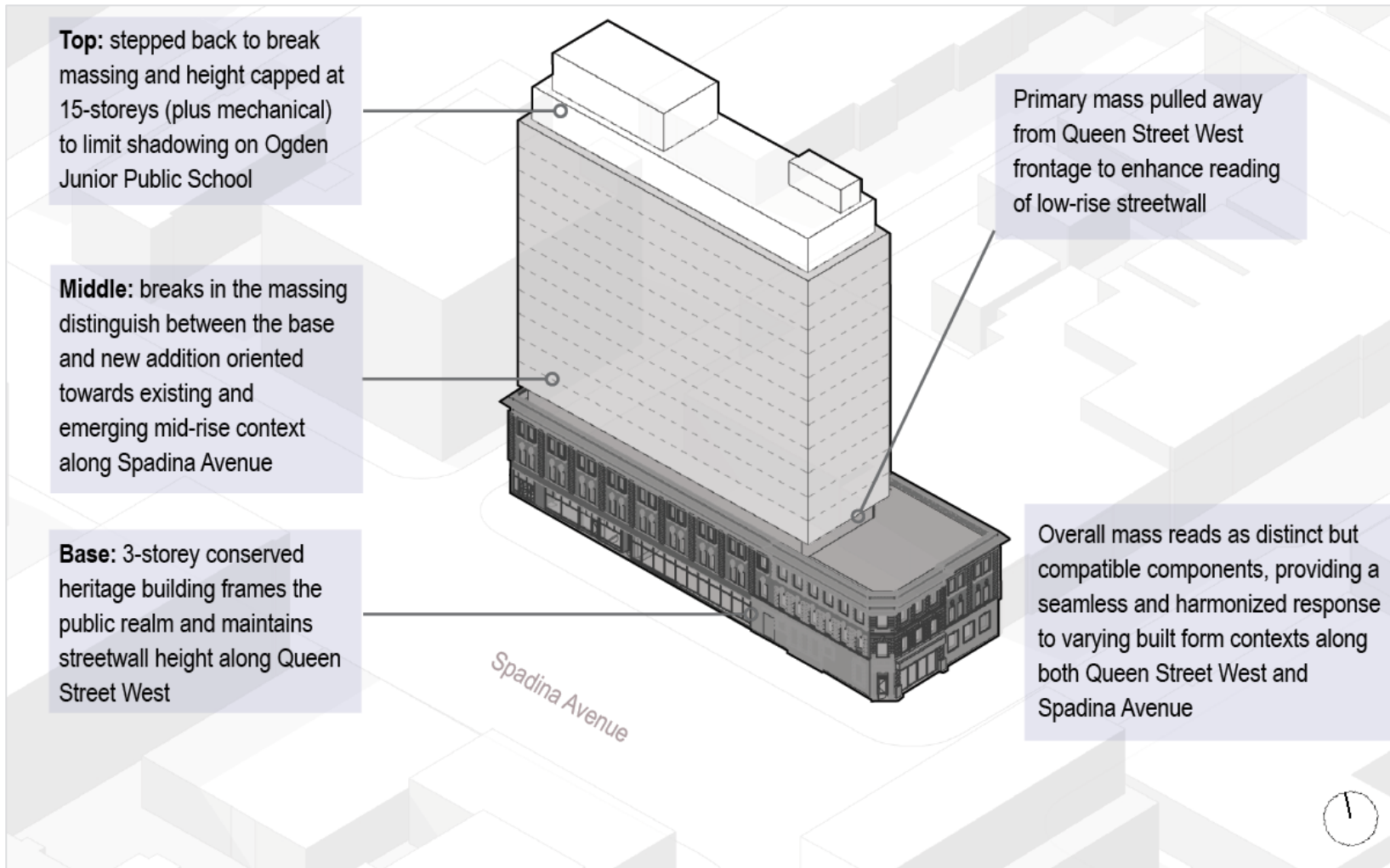
Illustrative rendering, northeast corner of Queen Street West and Spadina Avenue



Illustrative rendering, looking west along Queen Street West

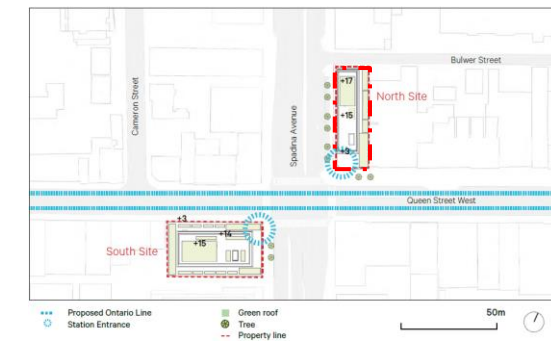


# North Site: Built Form



## NORTH SITE

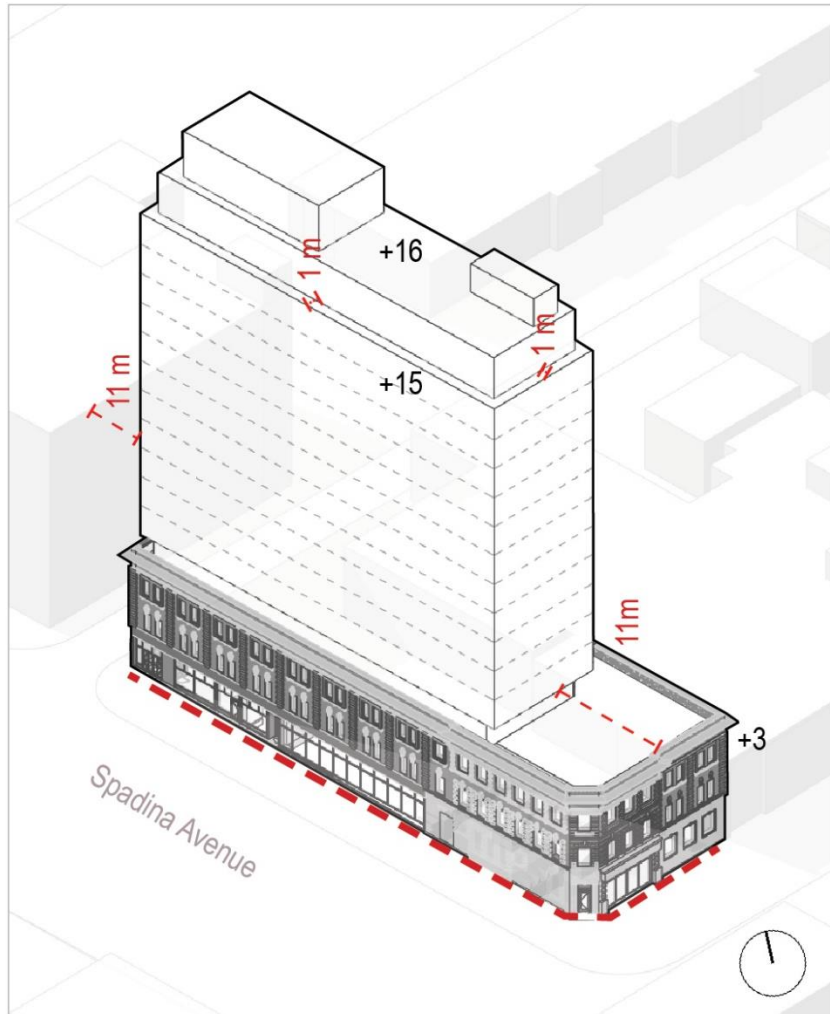
Maximum Height (incl. mechanical)	57.6m (15 storeys)
Density (FSI)*	7.4
Total GFA (sq. m.)	6662
Residential GFA	6662
Non-Residential GFA	0
Residential Units	95
Larger Sized Units	25
Vehicular Parking	0
Bicycle Parking	149



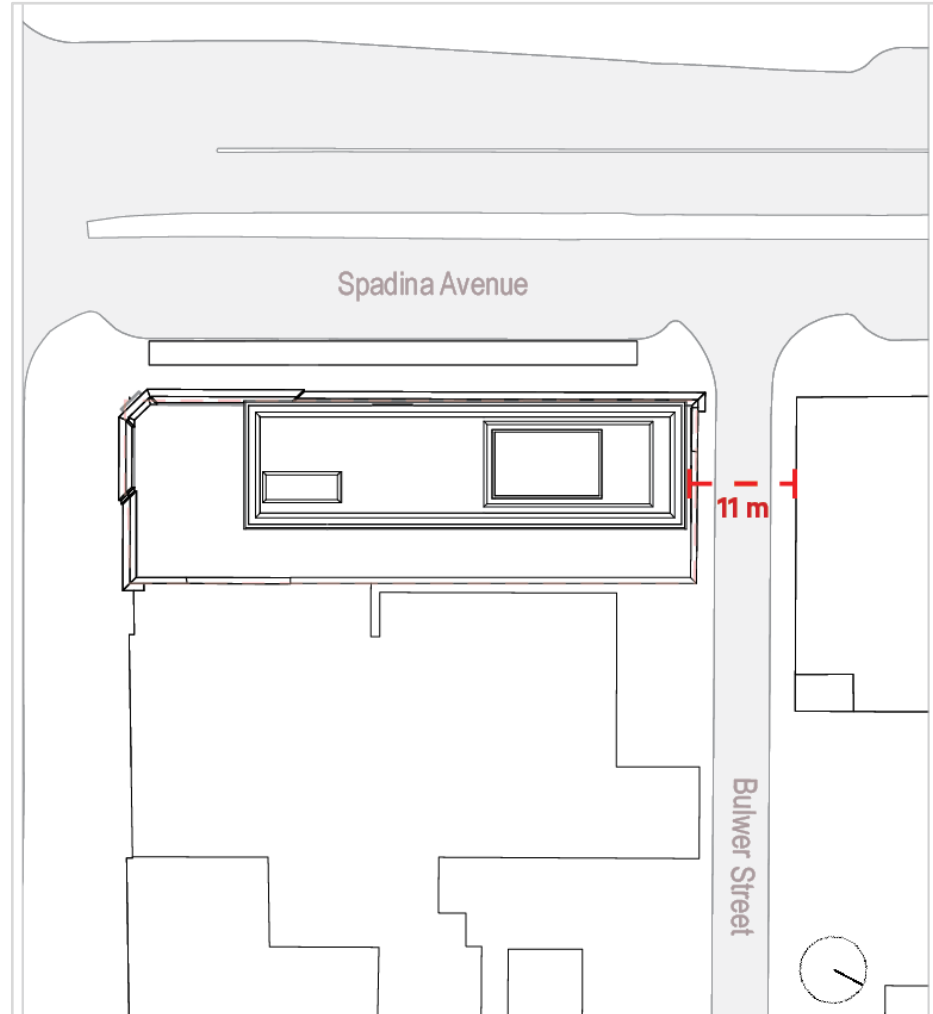
Stats based on indicative concept

\*inclusive of transit station (provided through separate process)

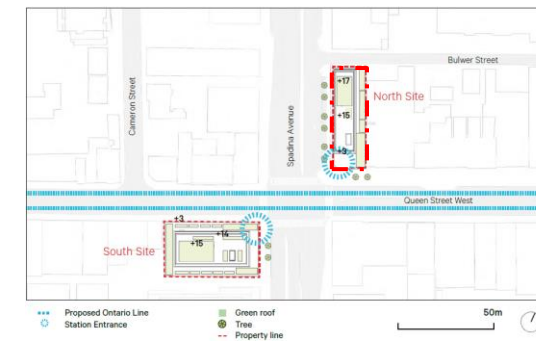
# North Site: Building Fit & Tower Stepbacks



Stepbacks



Tower Separations

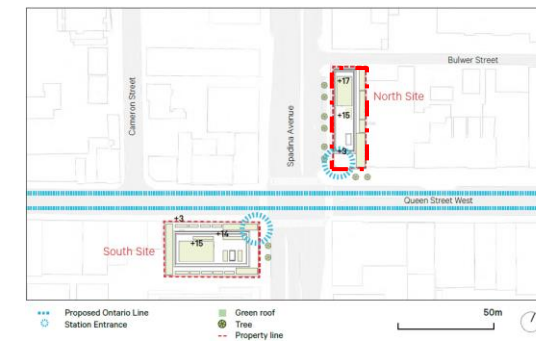
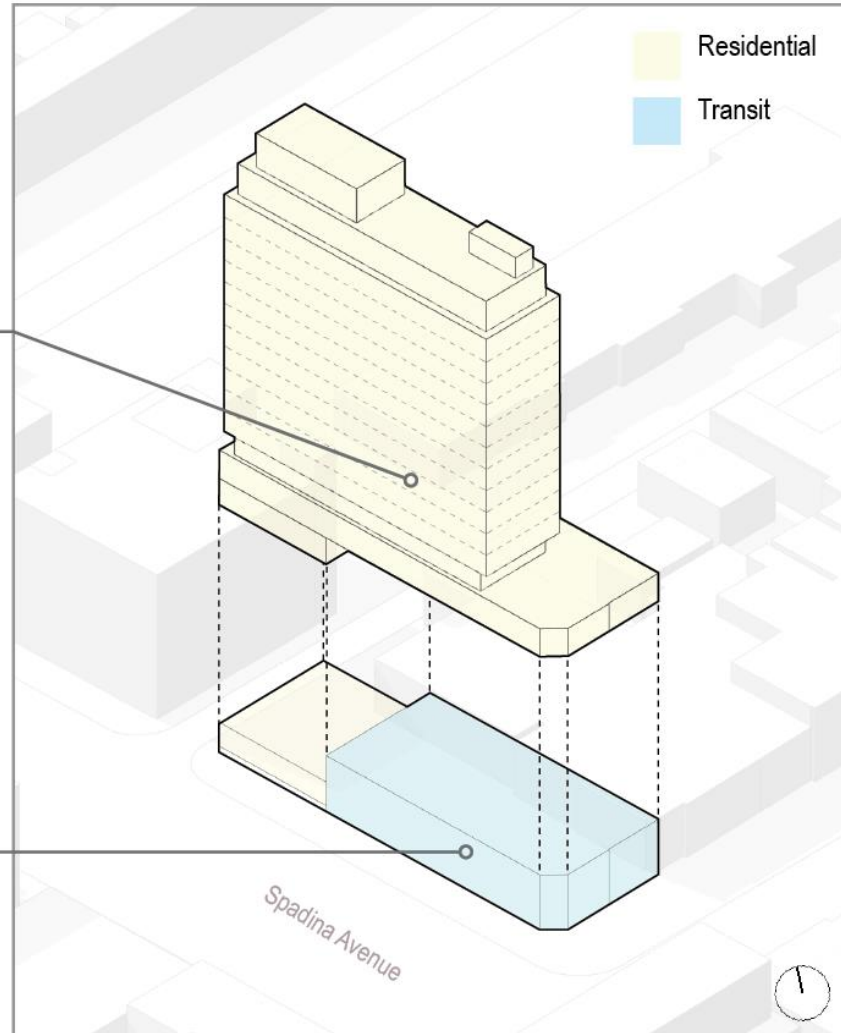


# North Site: Mix of Uses

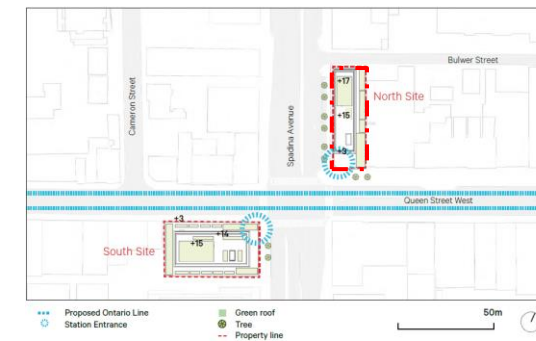
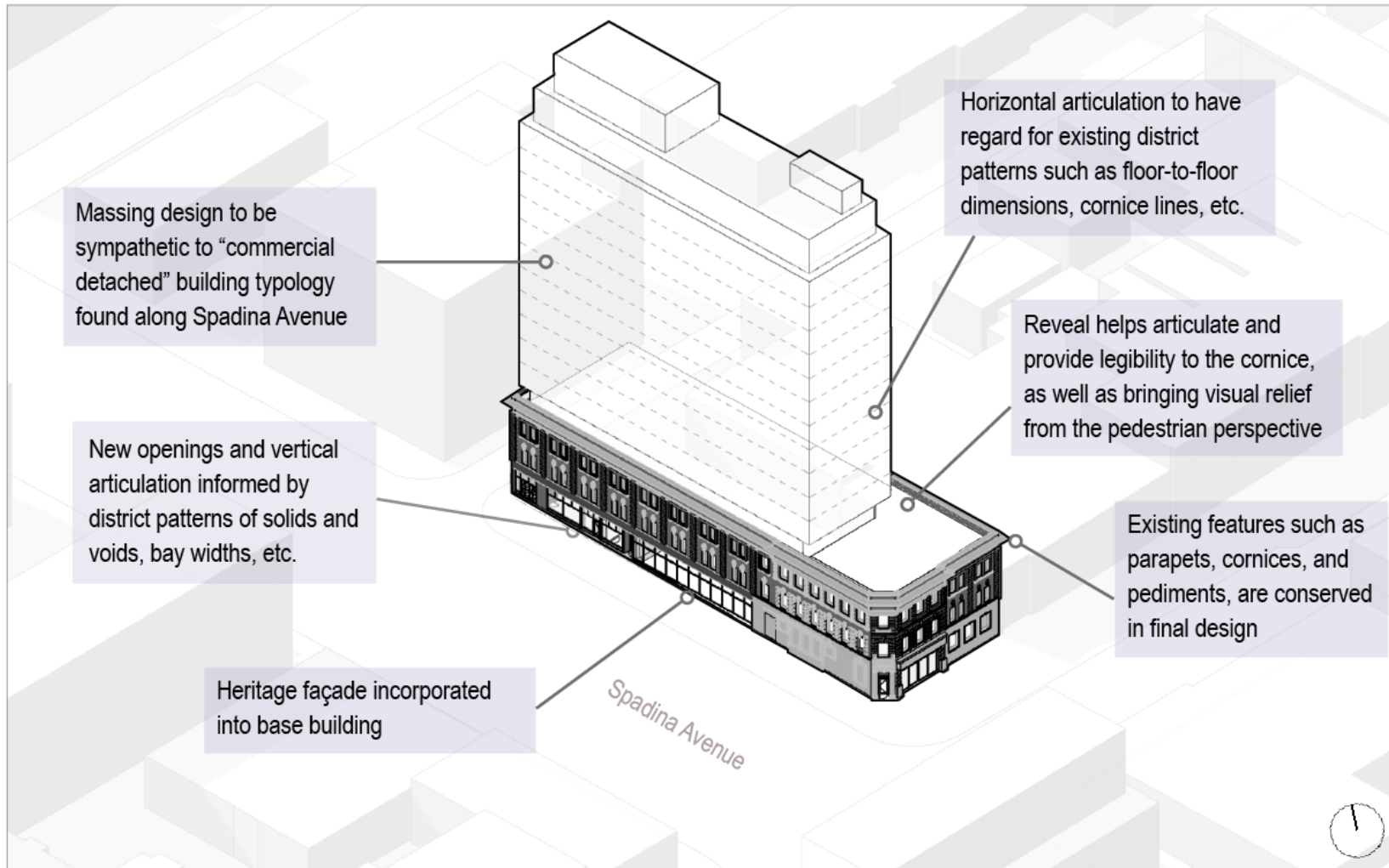
The north site is comprised of residential and transit uses, with a double-height transit concourse at-grade and residential uses above.

Total Residential GFA:  
6,662 sq.m.

Total Above-Grade Station GFA  
(excluded from proposed development)  
562 sq.m.)



# North Site: Key Heritage Considerations

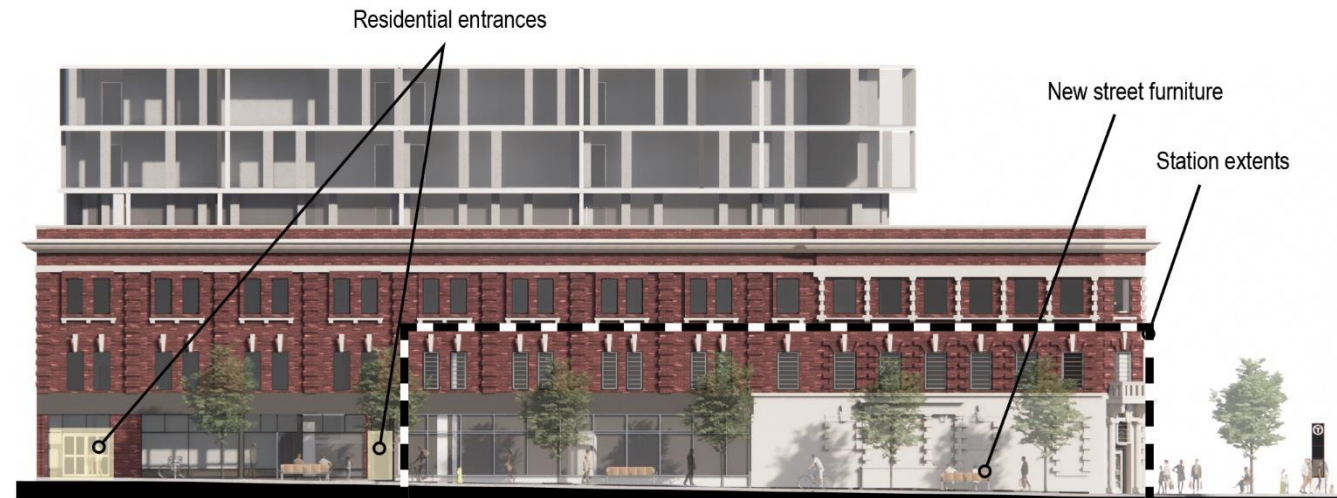




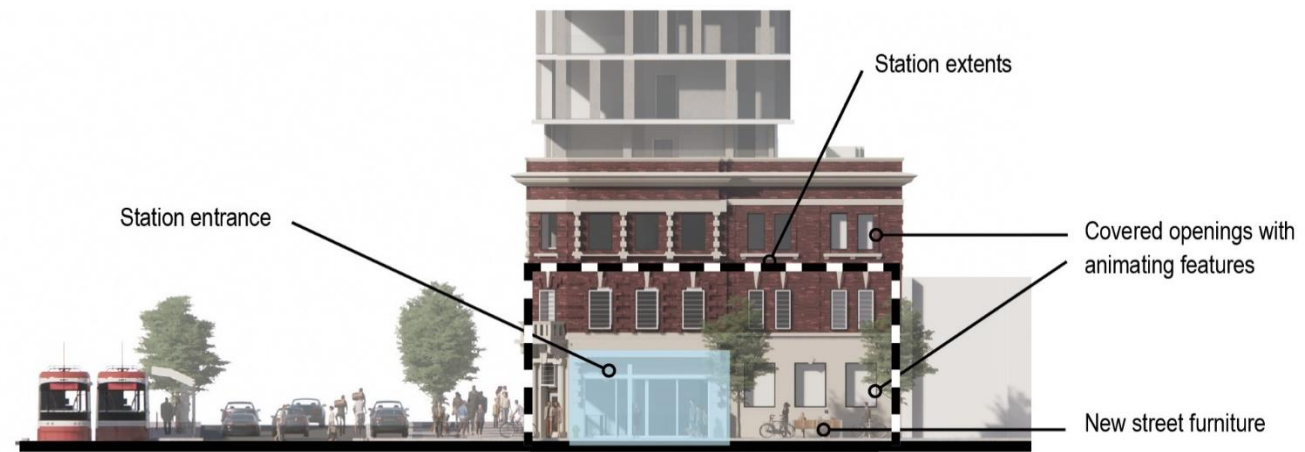
# North Site: Public Realm — Streetscape

The entrance to the transit station will be prominently located along the Queen Street West frontage, while access to residential uses will be accessed from the Spadina Avenue frontage.

The heritage façades help frame the public realm along both major streets.



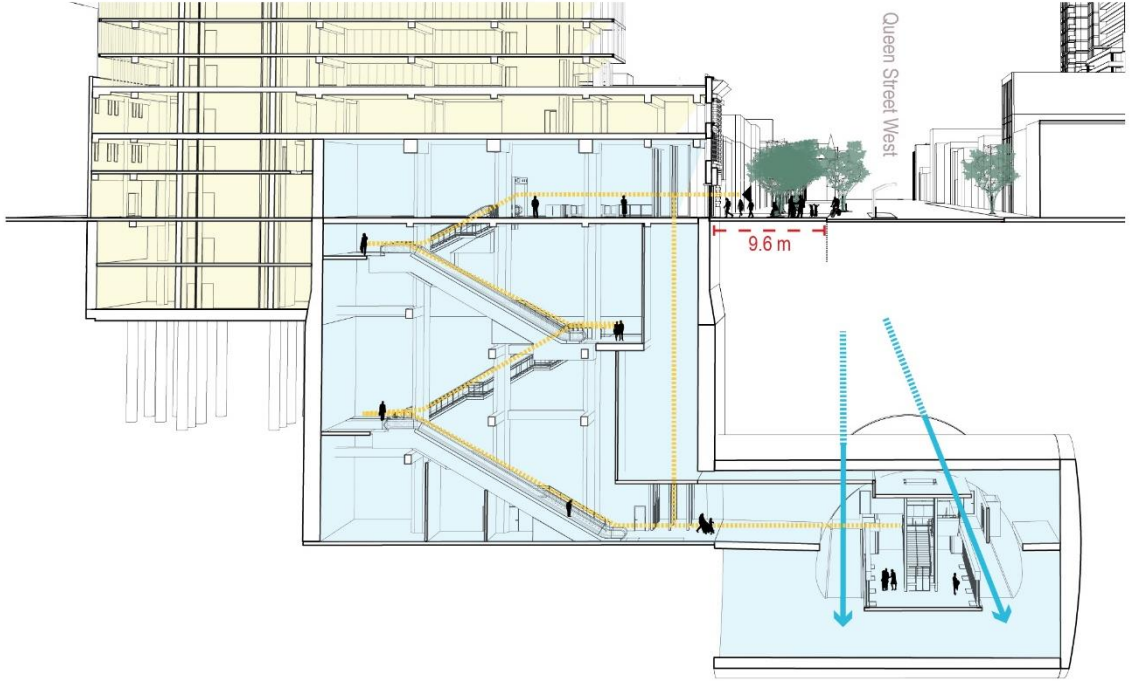
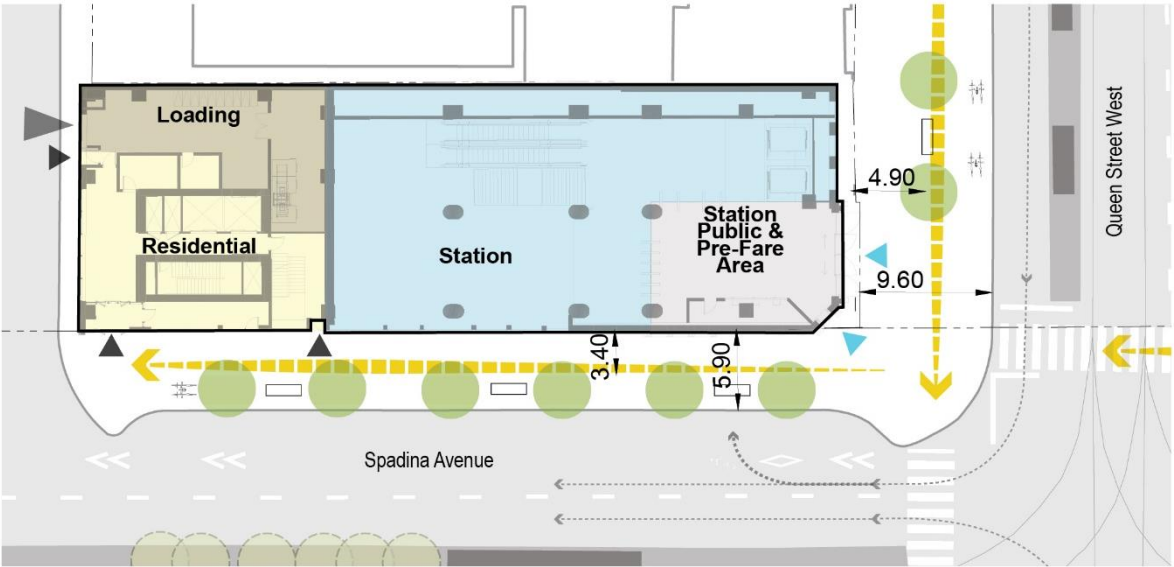
Spadina Avenue Elevation



Queen Street West Elevation



# North Site: Pedestrian Experience & Subway Integration



- Existing bus shelter
- Bench
- Bike ring
- Station entrance
- Building entrance
- Loading entrance / exit
- Pedestrian circulation
- Vehicular circulation
- Property line
- Tree
- Existing tree

- Proposed Ontario Line
- Station Circulation
- Residential Transit

Ground Level Circulation

Vertical Circulation Section

# Queen-Spadina: South Site



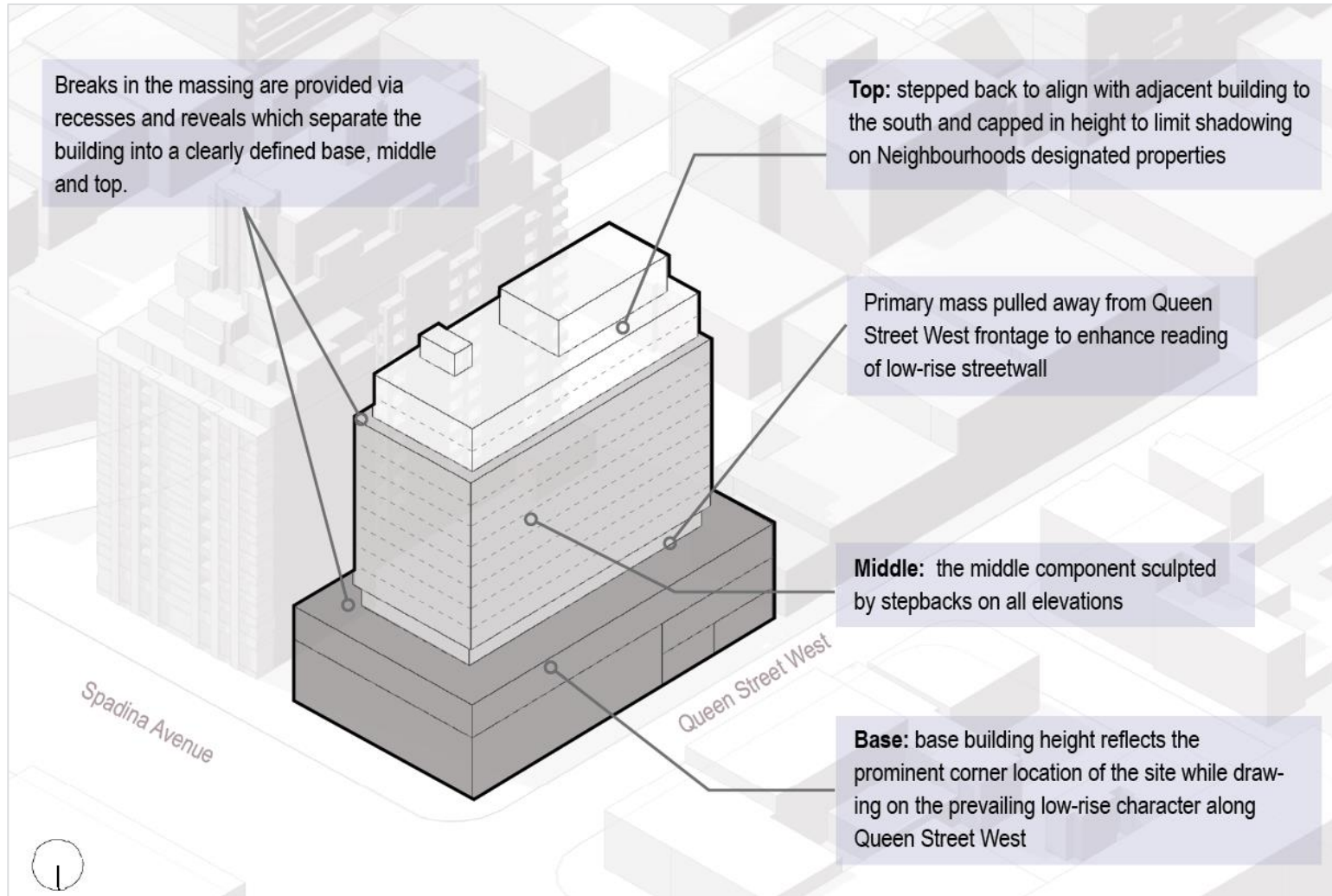
Illustrative rendering, southwest corner of Queen Street West and Spadina Avenue



Illustrative rendering, looking north along Spadina Avenue

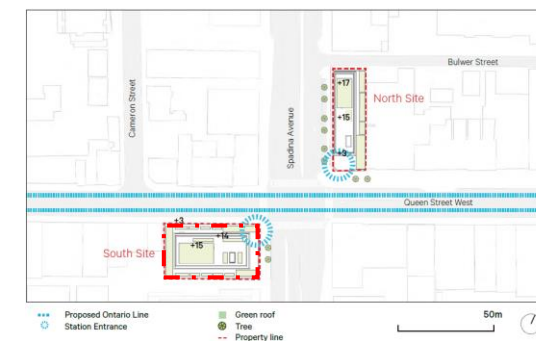


# South Site: Built Form



## SOUTH SITE

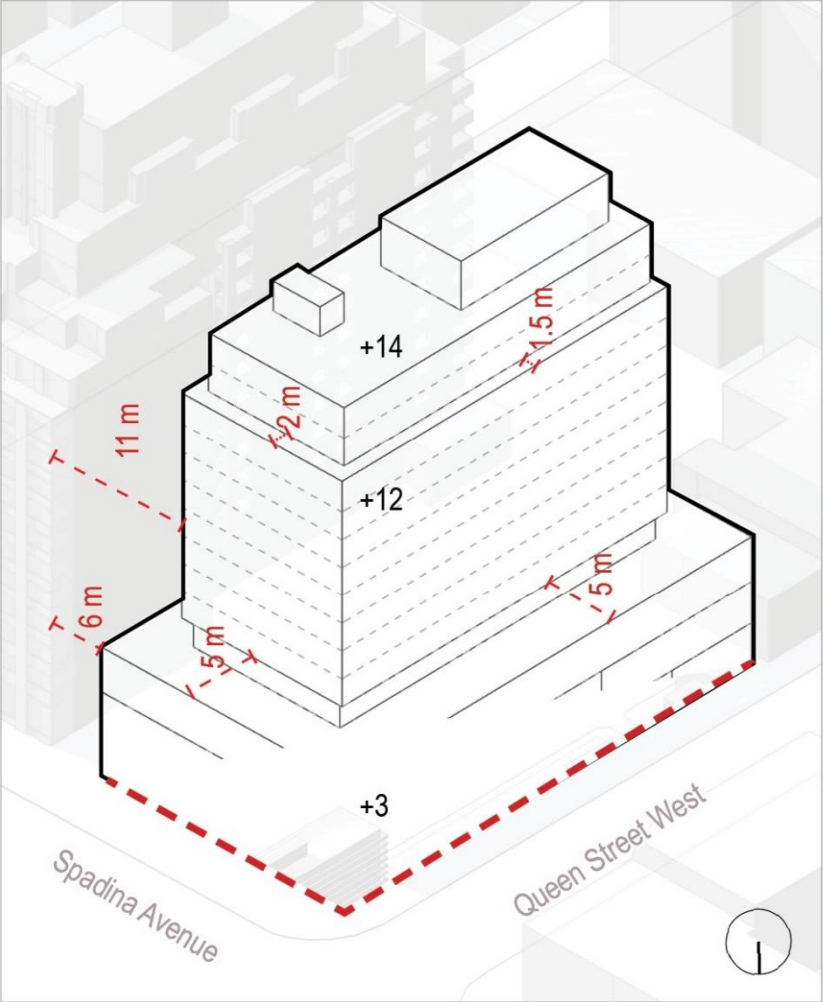
Maximum Height (incl. mechanical)	52.1m (14 storeys)
Density (FSI)*	6.8
Total GFA (sq. m.)	9948
Residential GFA	8034
Non-Residential GFA	1914
Residential Units	122
Larger Sized Units	31
Vehicular Parking	0
Bicycle Parking	228



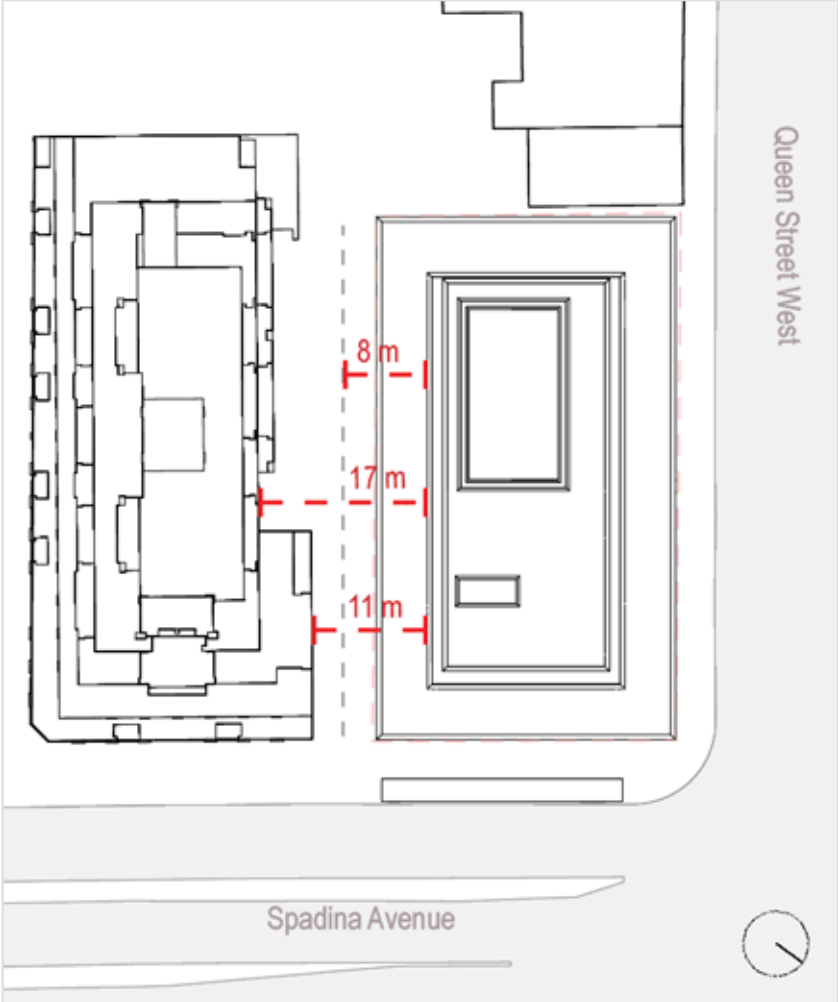
Stats based on indicative concept

\*inclusive of transit station (provided through separate process)

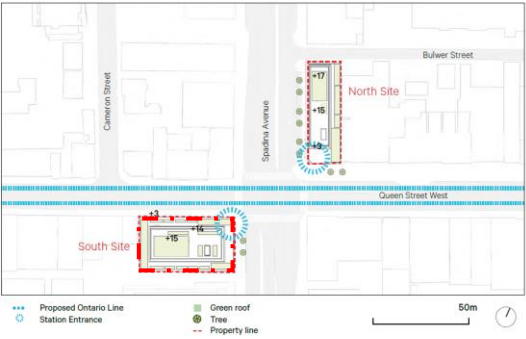
# South Site: Building Fit & Tower Stepbacks



Stepbacks



Tower Separations



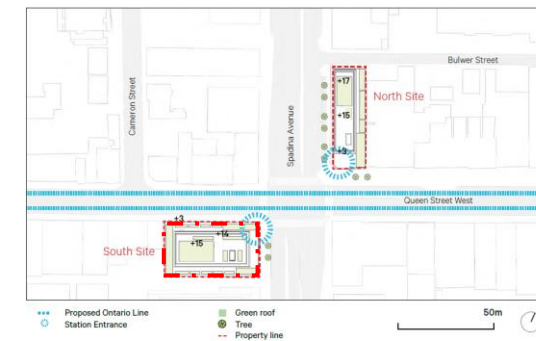
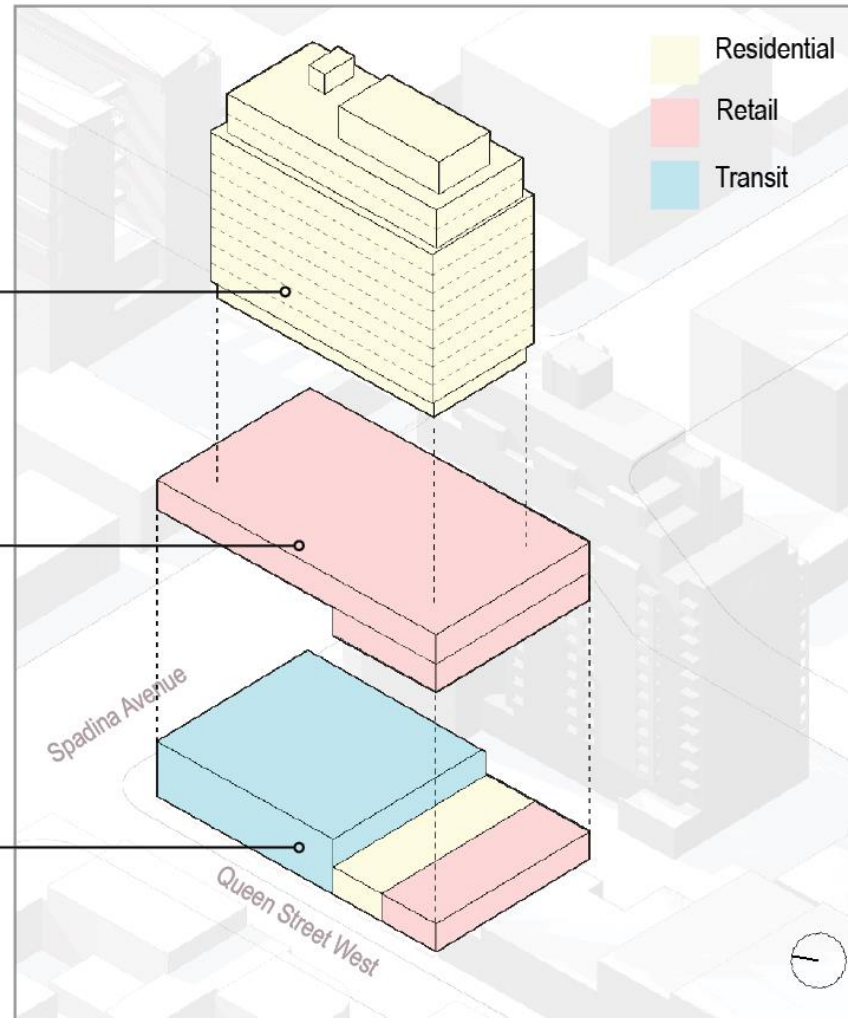
# South Site: Mix of Uses

The south site is comprised of a mix of uses, with the introduction of the transit station complemented by small-scale retail and residential functions.

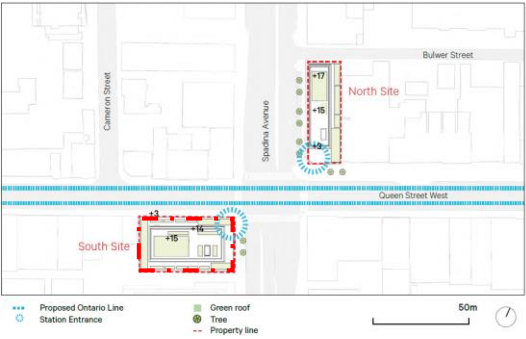
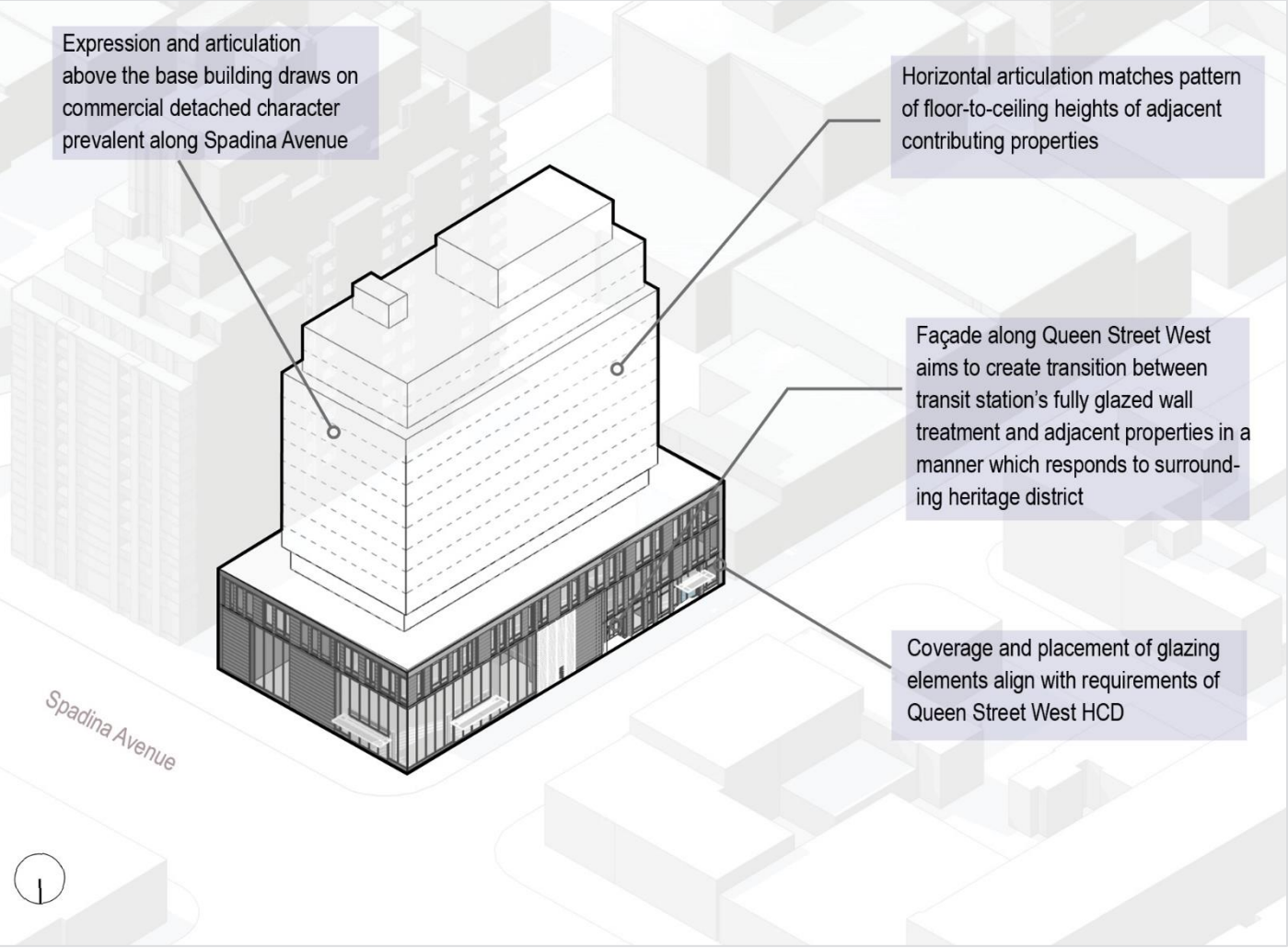
**Total Residential GFA:**  
8,033 sq.m.

**Total Retail GFA:**  
1,914 sq.m

**Total Above-Grade Station GFA:**  
(excluded from proposed development)  
669 sq.m.



# South Site: Key Heritage Considerations





# South Site: Public Realm — Streetscape

Entrances to the transit station will be located along both Queen Street West and Spadina Avenue, while the residential and retail uses will be accessed from Queen Street West.

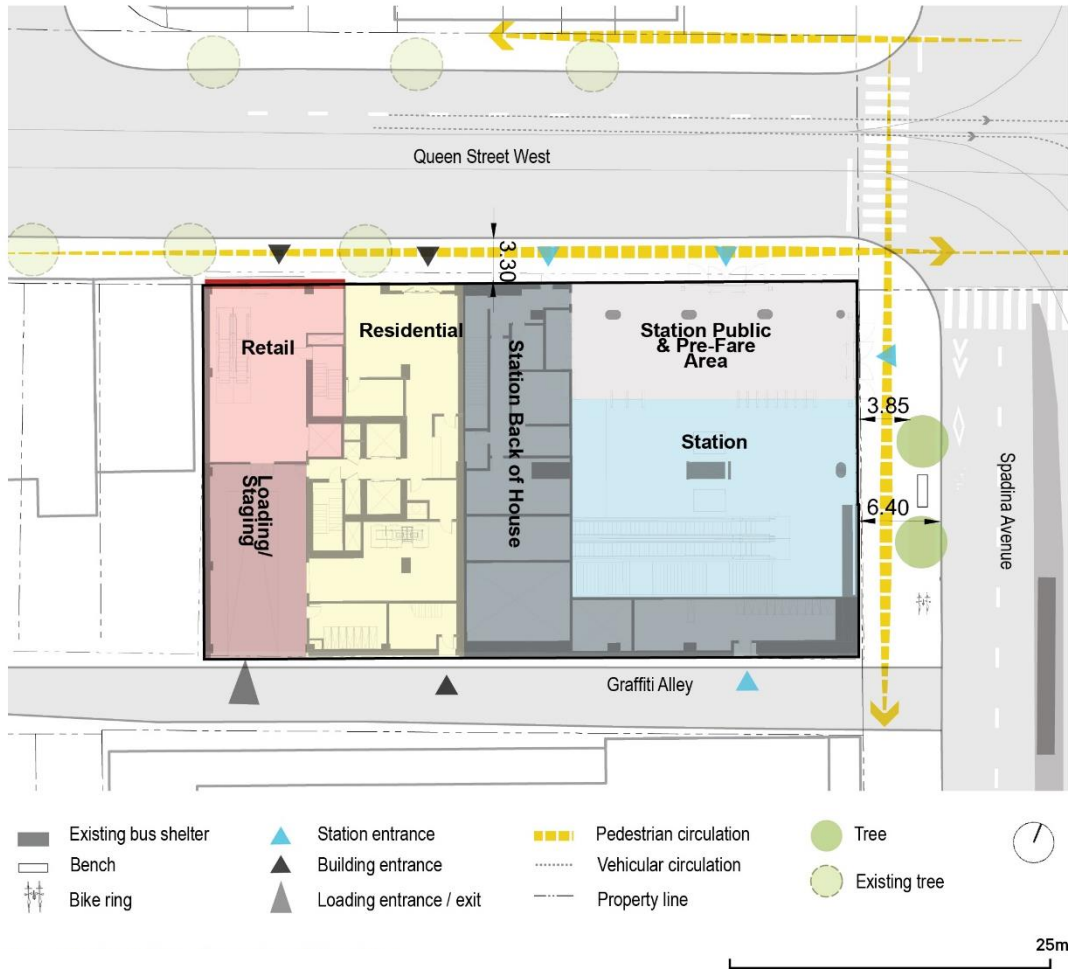


Spadina Avenue Elevation

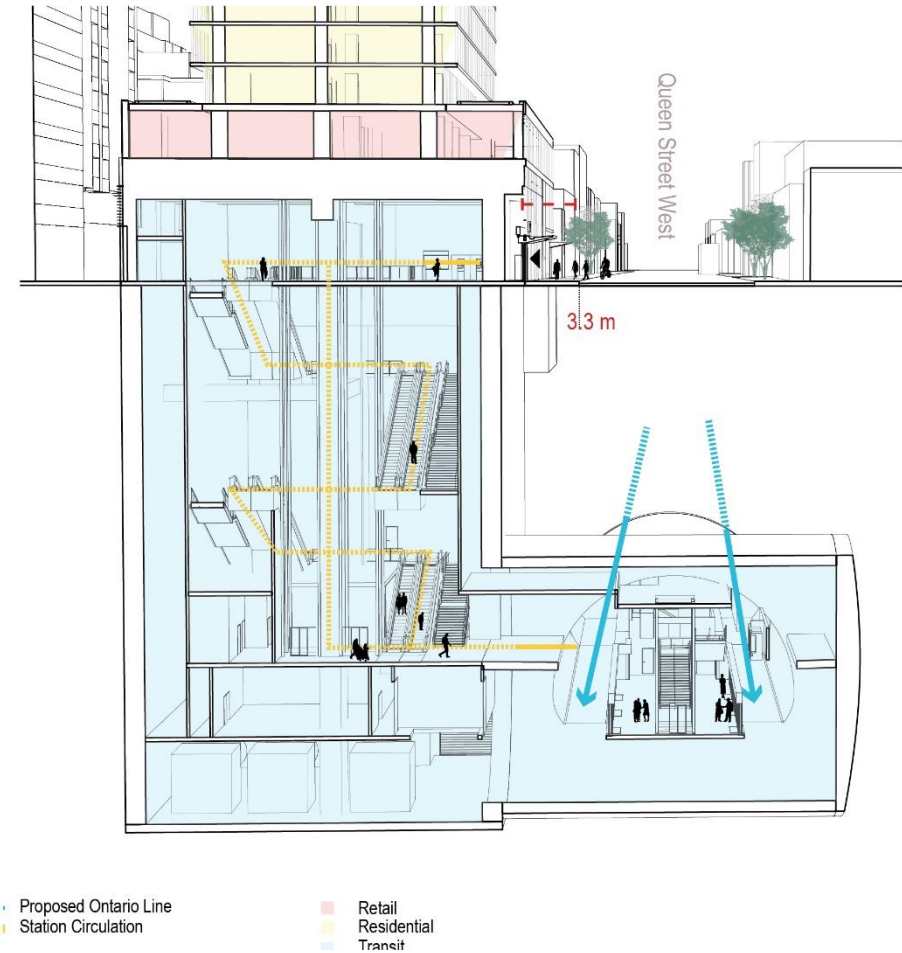


Queen Street West Elevation

# South Site: Pedestrian Experience & Station Integration



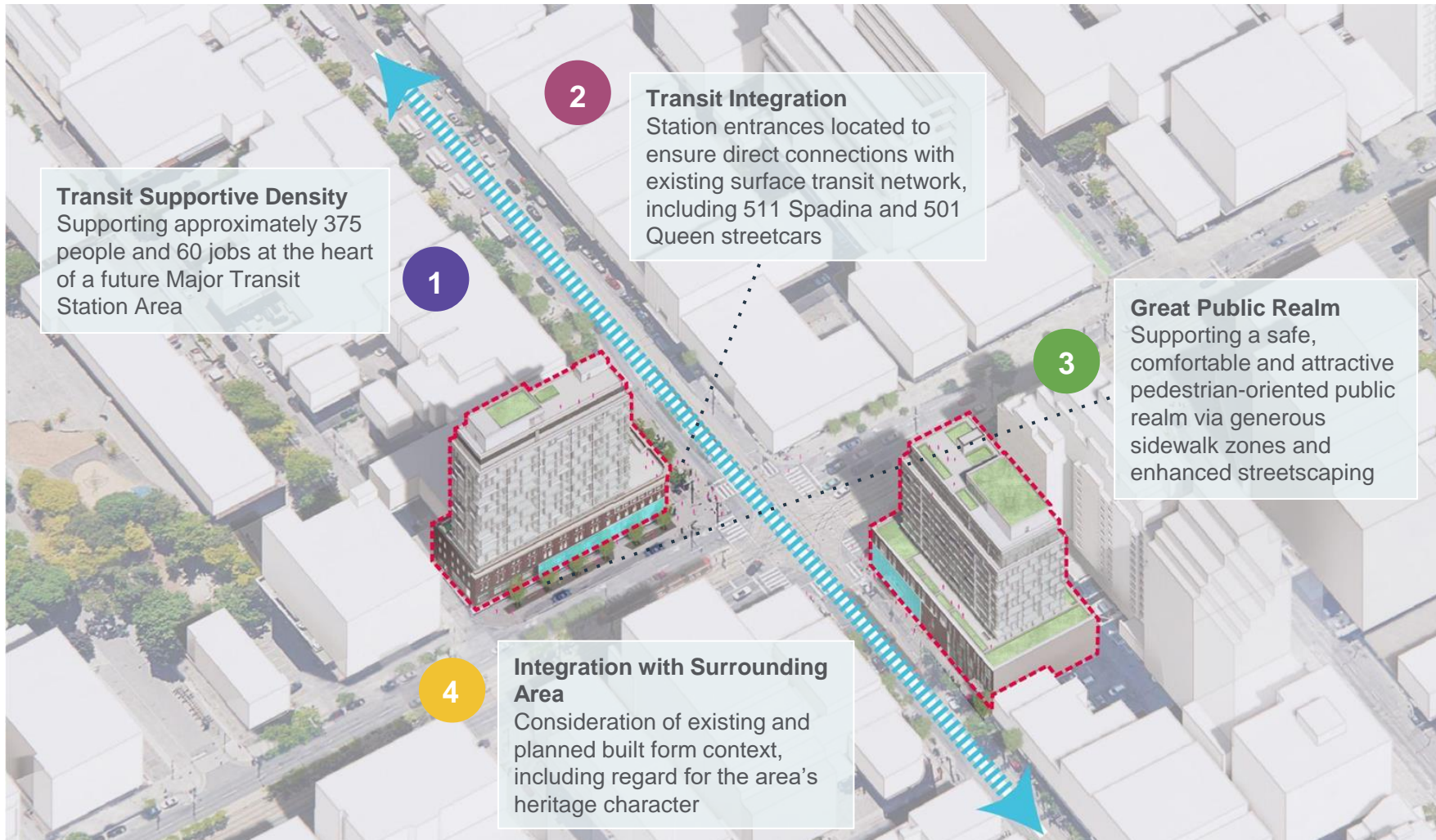
Ground Level Circulation



Vertical Circulation Section

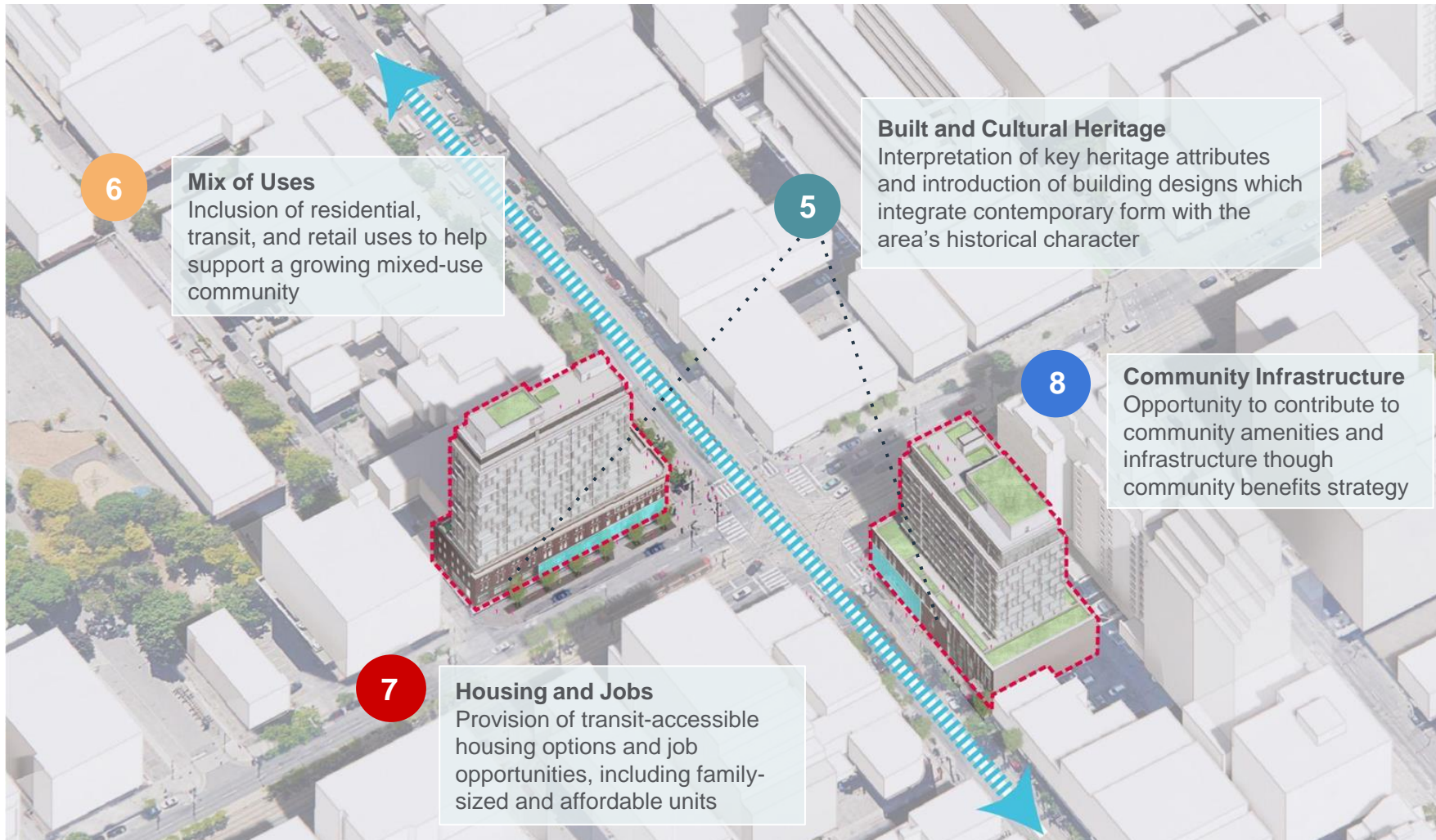


# Design Concept — TOC Planning Principles



- 1** Encourage transit supportive **densities**
- 2** Promote transit **integration**
- 3** Foster a **great public realm**
- 4** Establish **appropriate fit** with station area

# Design Concept — TOC Planning Principles



## Built and Cultural Heritage

Interpretation of key heritage attributes and introduction of building designs which integrate contemporary form with the area's historical character

## Mix of Uses

Inclusion of residential, transit, and retail uses to help support a growing mixed-use community

## Community Infrastructure

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

## Housing and Jobs

Provision of transit-accessible housing options and job opportunities, including family-sized and affordable units

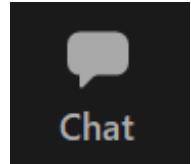
- 5 Protect natural, built and cultural heritage
- 6 Provide an appropriate mix of uses
- 7 Increase housing options and jobs in proximity to transit
- 8 Enhance community amenities and infrastructure

OL Alignment

# 5 Questions & Answers

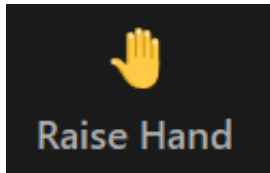


# Zoom Webinar Controls — Main Controls



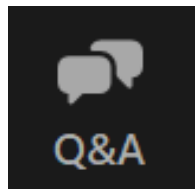
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**When using the phone:**

**\*6 Unmute/Mute**

**\*9 Raise/Lower Hand**



**Tonight's Q&A**



**[Engagel0.ca/en/Queen-Spadina](https://engagel0.ca/en/Queen-Spadina)**



**Future Open Houses**



# What are the Next Steps?

**Open House #2**  
*Fall 2021*

**Transit Station  
Construction**  
*Commences 2022*

**TOC Construction**  
*Commences ~2029*

**For Further Information/Input, Please Visit Our Website:**

**[EngageO.ca/en/Queen-Spadina](https://EngageO.ca/en/Queen-Spadina)**

