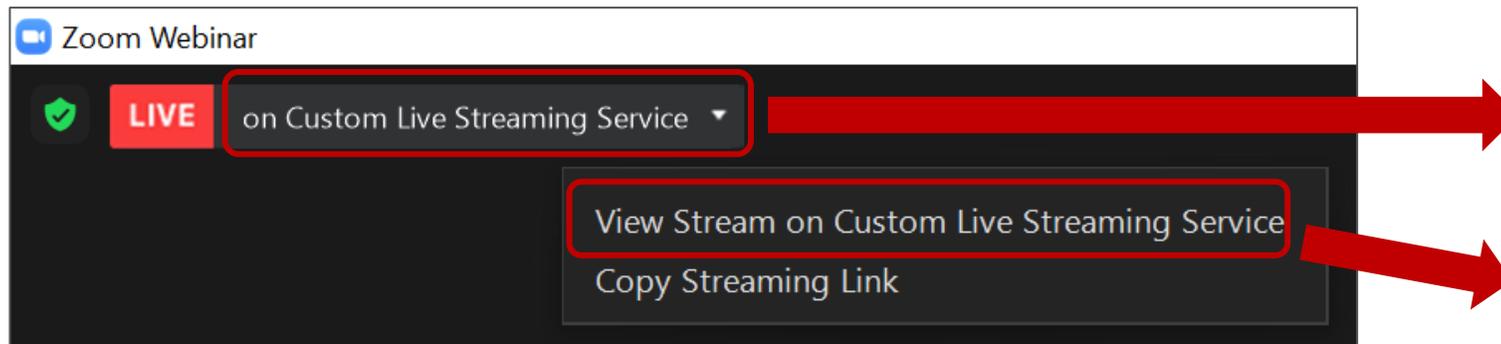


Zoom Webinar Controls – Live Captions

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



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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.

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KING-BATHURST & QUEEN-SPADINA

TRANSIT-ORIENTED COMMUNITIES (TOC)

Open House #2
December 2, 2021



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.

1 Introduction and Agenda

Why Are We Here Tonight?

- Provide an overview of the Transit-Oriented Communities (“TOC”) program and the development concepts for **King-Bathurst** and **Queen-Spadina** TOCs.
- Report back on **what we heard** from community and stakeholder groups for the development concept presented at Open House #1.
- Provide a more detailed presentation addressing key themes raised at Open House #1, particularly regarding the TOC-to-subway interface and potential ground floor uses.
- Answer outstanding questions regarding the TOCs.

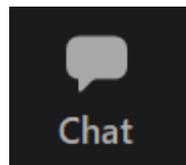
Agenda

1. Introduction & Webinar Controls (5 min)
2. Transit-Oriented Communities Program (5 min)
3. Review: Open House #1 Feedback/What We Heard (35 min)
4. Discussion (30 min)

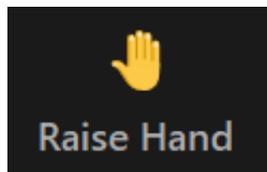
Rules of Engagement

- 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.

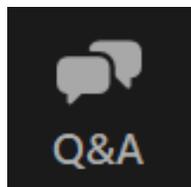
Zoom Webinar Controls — Main Controls



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



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.



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



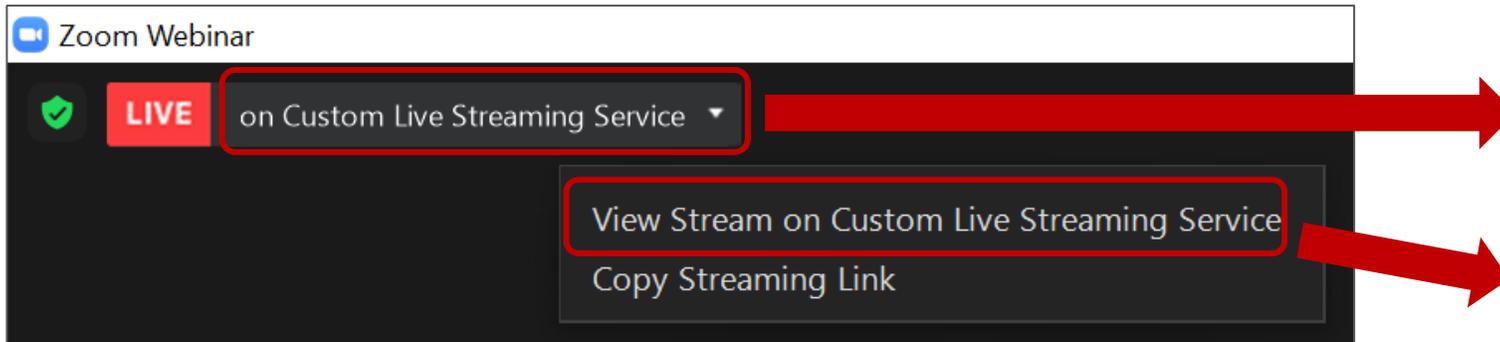
When using the phone:

***6 Unmute/Mute**

***9 Raise/Lower Hand**

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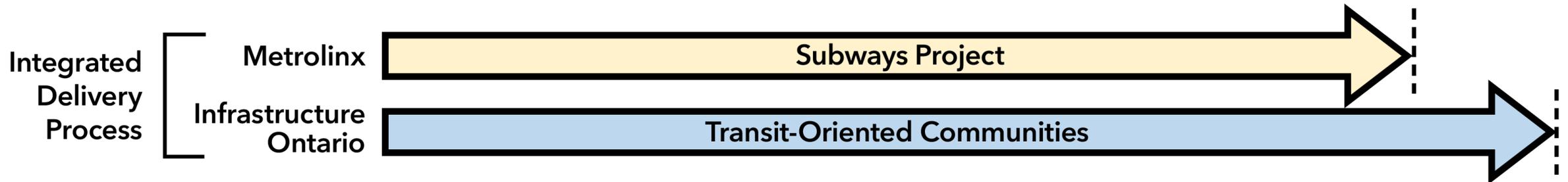
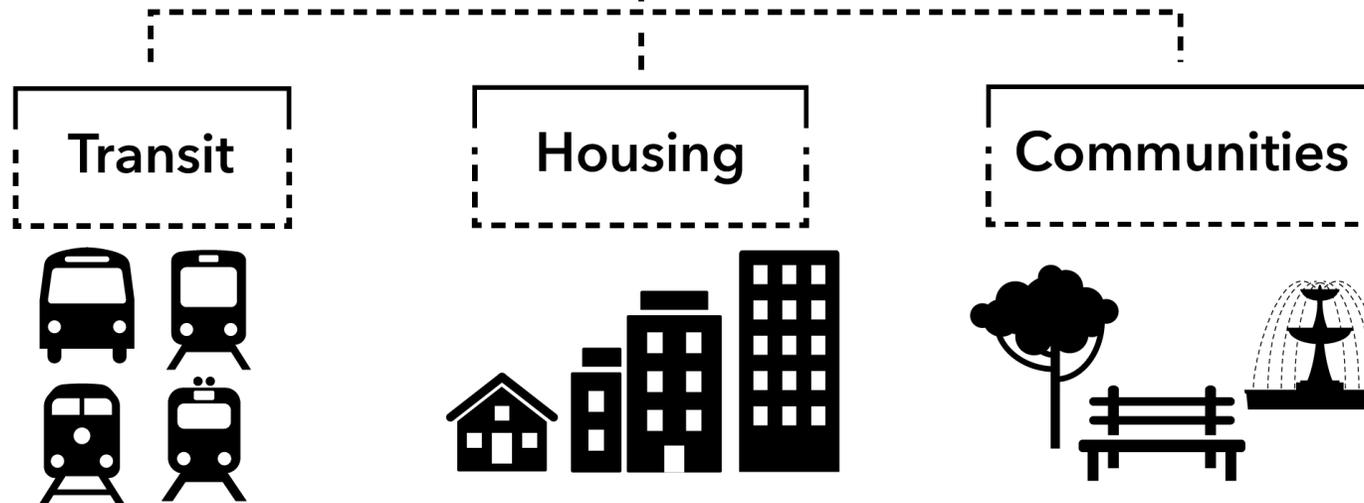
Step 5: You are now viewing the live captions. The transcript will scroll for you automatically and label who is speaking.

2 Transit-Oriented Communities (TOC) Program

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).
- The King-Bathurst and Queen-Spadina sites were identified by the Province as two of the first TOCs.
- The TOCs will create a mixed-use transit-oriented community, with new commercial and residential buildings oriented around each Transit Station.

TOCs: Integration with Subways Project



+ City of Toronto (Province's Municipal Partner and Key Stakeholder)

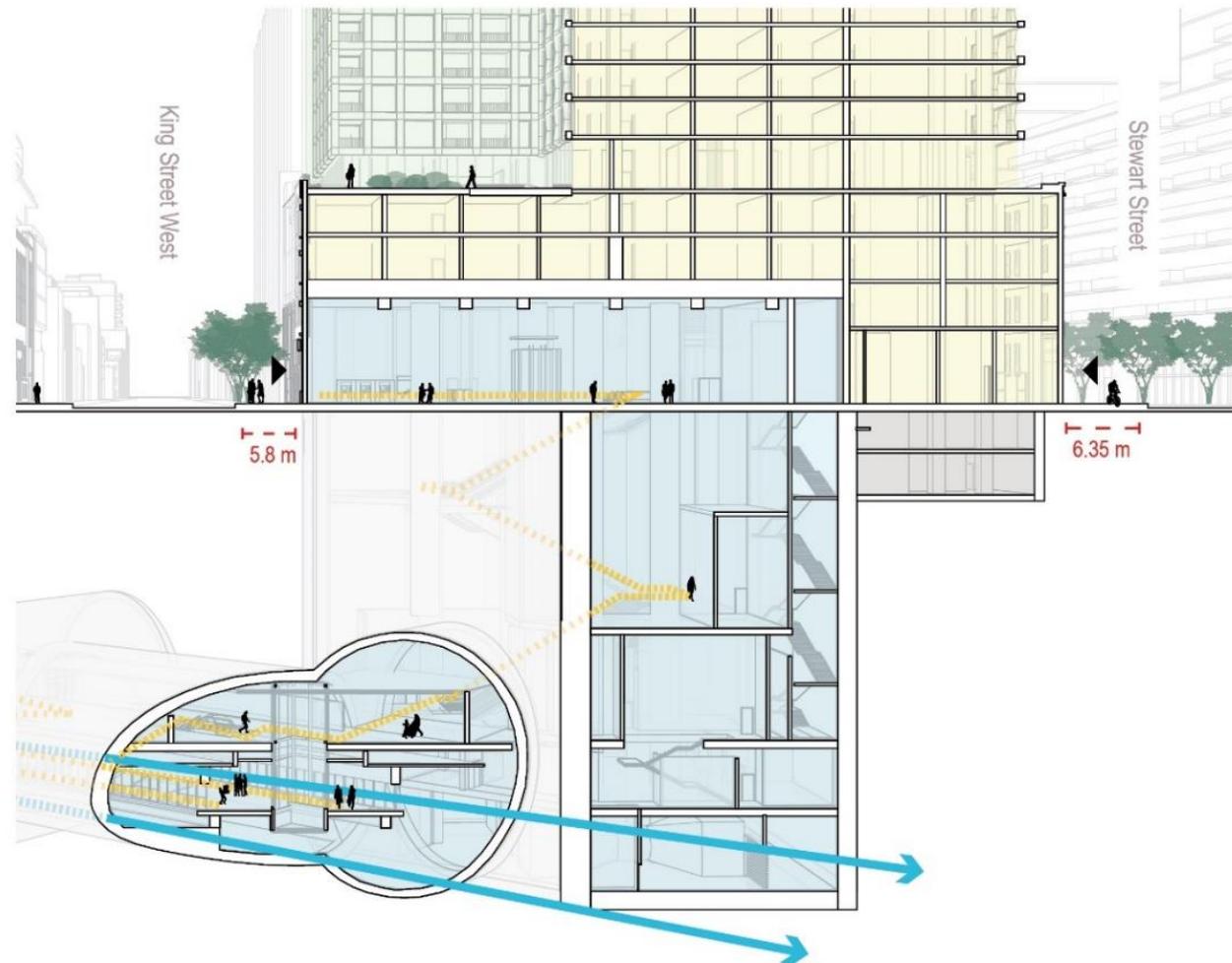
Subways & TOC: Who Delivers What?

Subways Project (Metrolinx)

- Subway & Tunneling
- Station Design & Related Public Realm
- Construction Timing & Impacts

For more information please visit:

<https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line>



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

Transit-Oriented Communities (IO)

- Development Concepts
- TOC Buildings & Related Public Realm
- Uses & Programming
- Community Benefits

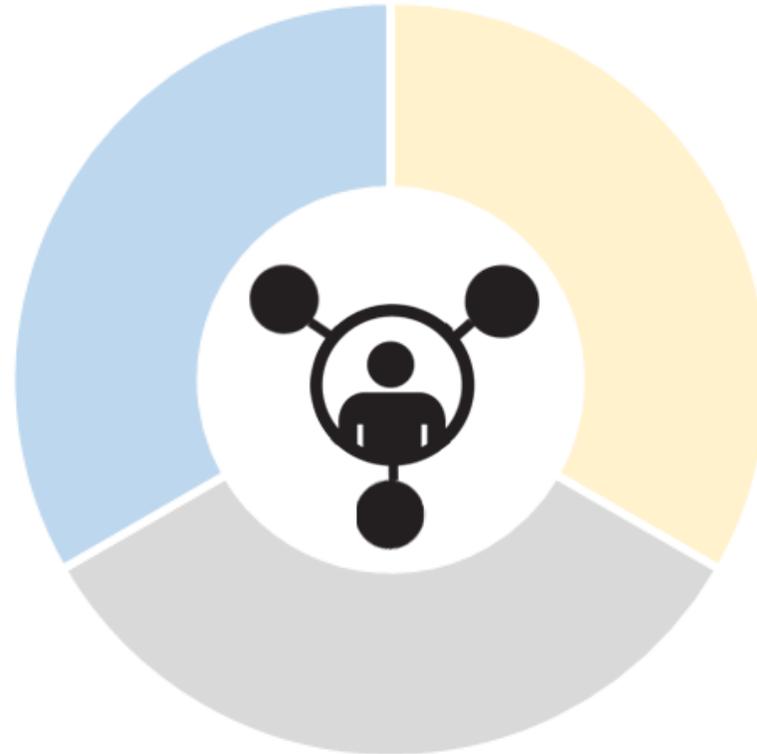
For more information please visit:

<https://engageio.ca>

Engagement to Date

City of Toronto

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



Local Advisory Committee

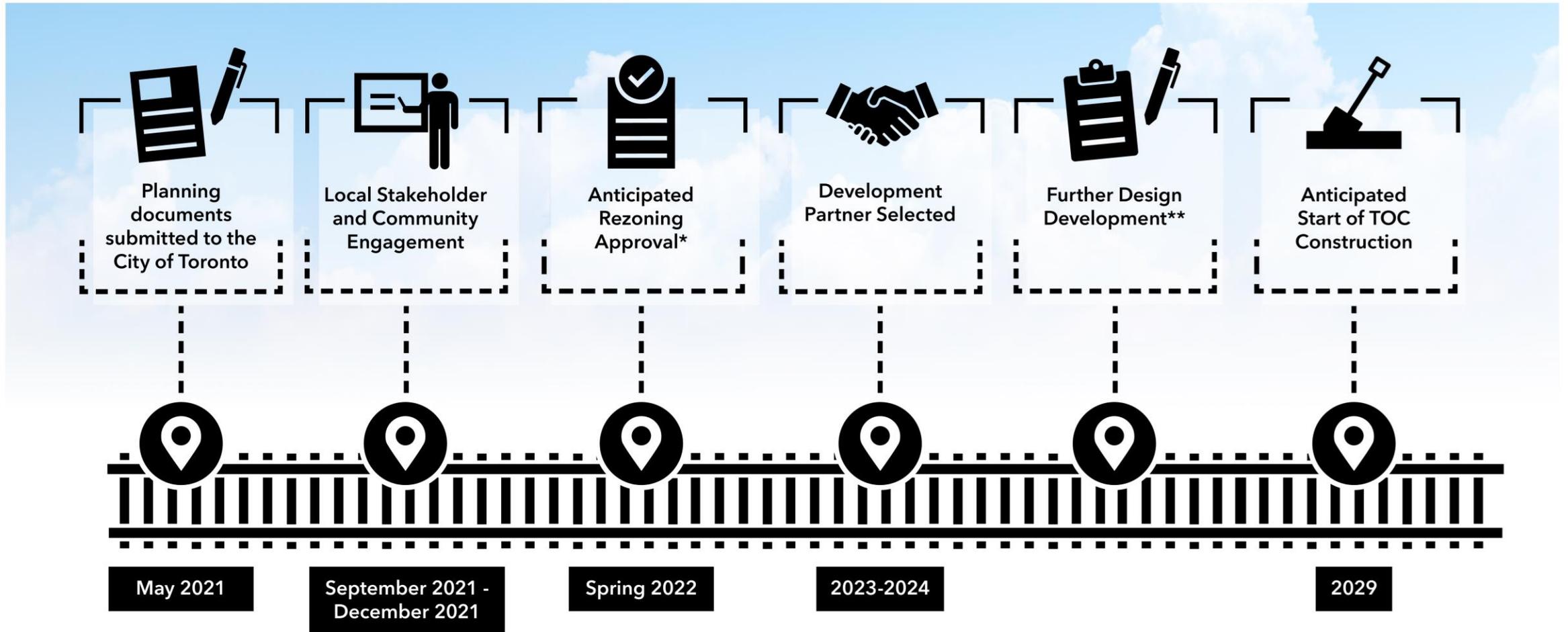
IO has been engaging with community organization and stakeholder representatives to receive early feedback on the priorities for the community.

The Public

IO has been engaging with the wider public and collecting valuable input on the proposed development through a series of Open House events and online engagement platforms.

For more information, please visit:
EngageIO.ca/en/King-Bathurst
EngageIO.ca/en/Queen-Spadina

Anticipated Approval and Rezoning Timeline



* Secures conditions for future development, including building heights, densities, uses, open spaces, land conveyance obligations (including parkland, if required) parking requirements, etc.

** Further design development including, architectural treatment, detailed open space and landscape design. Park designs (if any) planned and approved through City process.

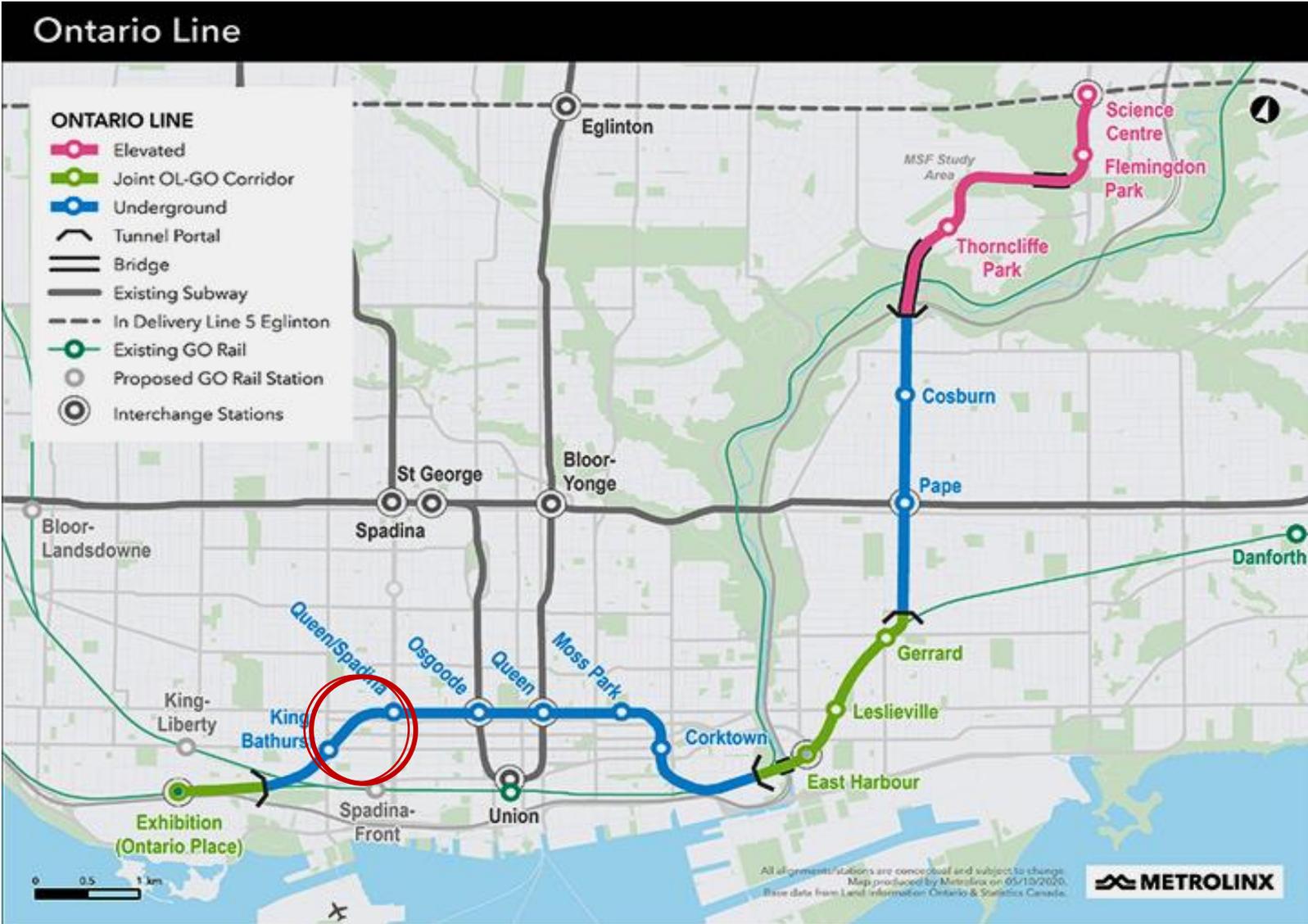
3

Review

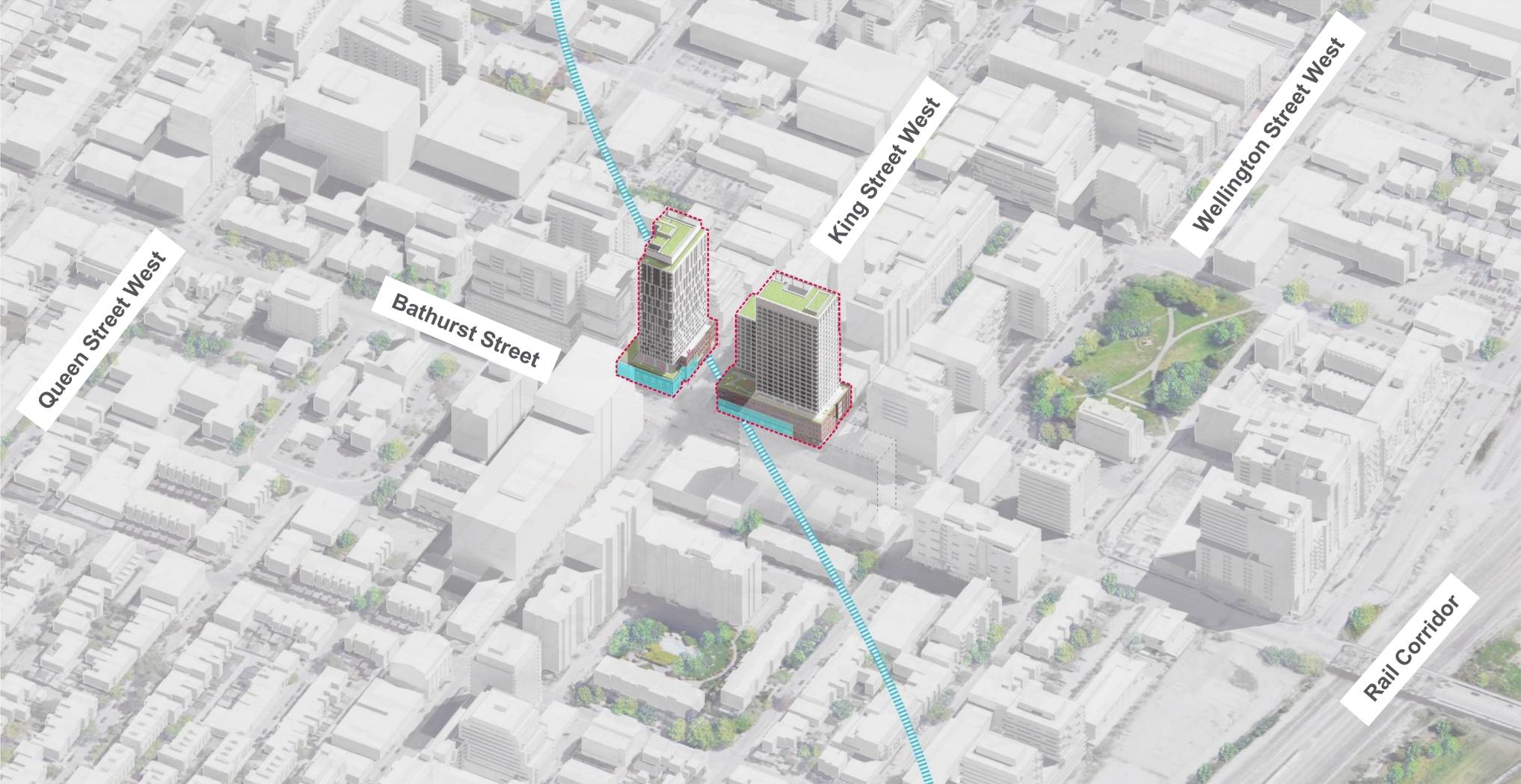
Open House #1 Feedback/What We Heard

City Context

Ontario Line (Alignment)



King-Bathurst: TOC Concept



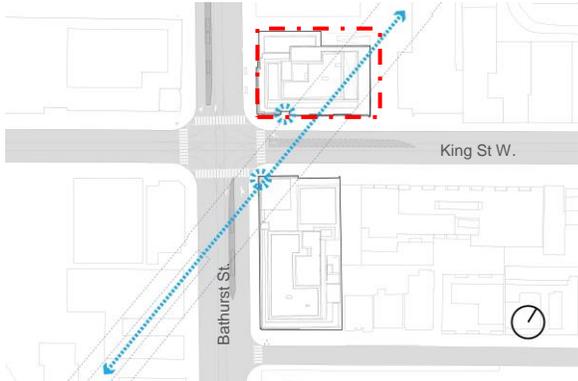
OL Alignment



King-Bathurst: North Site



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



King-Bathurst: North Site Mix of Uses

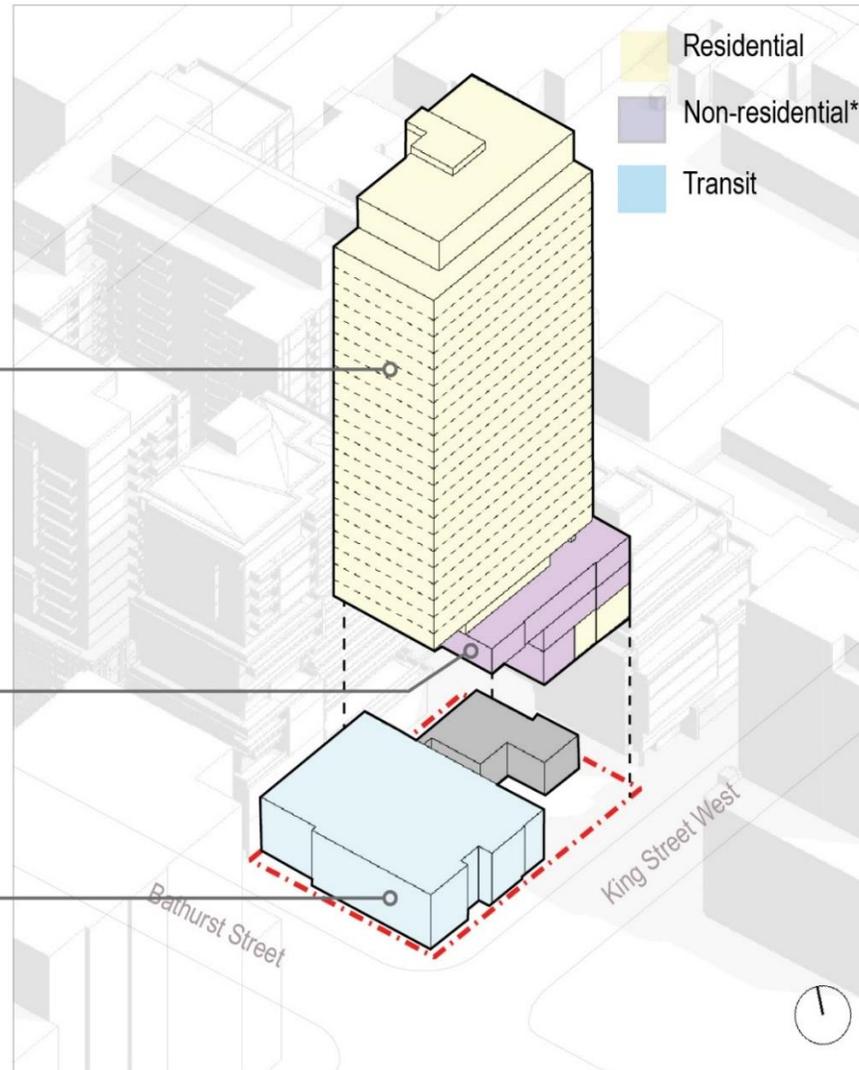
The TOC is comprised of facilities for transit, residential and office uses. The design concept proposes a prominent transit concourse at-grade, with small-scale commercial office uses at levels 2 and 3 and residential units above level 4.

Total Residential GFA:
14,815 sq.m.

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

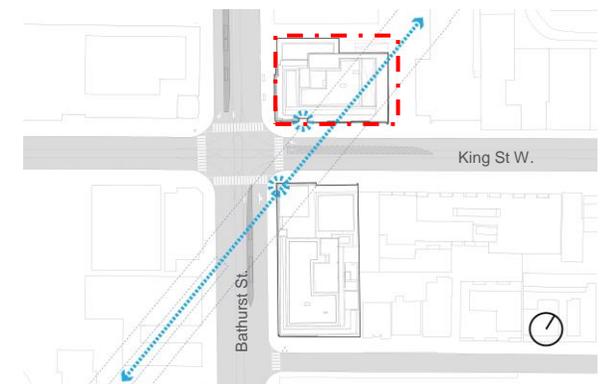
Total Above-Grade Station GFA:
(excluded from proposed developments)
824 sq.m.

Mix of uses based on indicative concept
Concept proposes zero parking



NORTH SITE

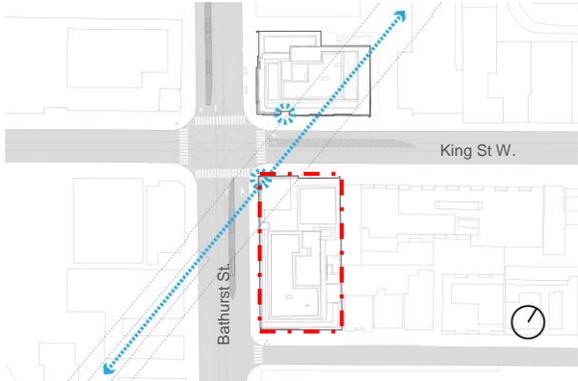
Maximum Height (incl. mechanical)	25 ST (88.9 m)
Density (FSI)*	10.3
Total GFA (sq. m.)	16130
Residential GFA	14815
Non-Residential GFA	1315
Residential Units	187
Larger Sized Units	82
Vehicular Parking	0
Bicycle Parking	244



King-Bathurst: South Site



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



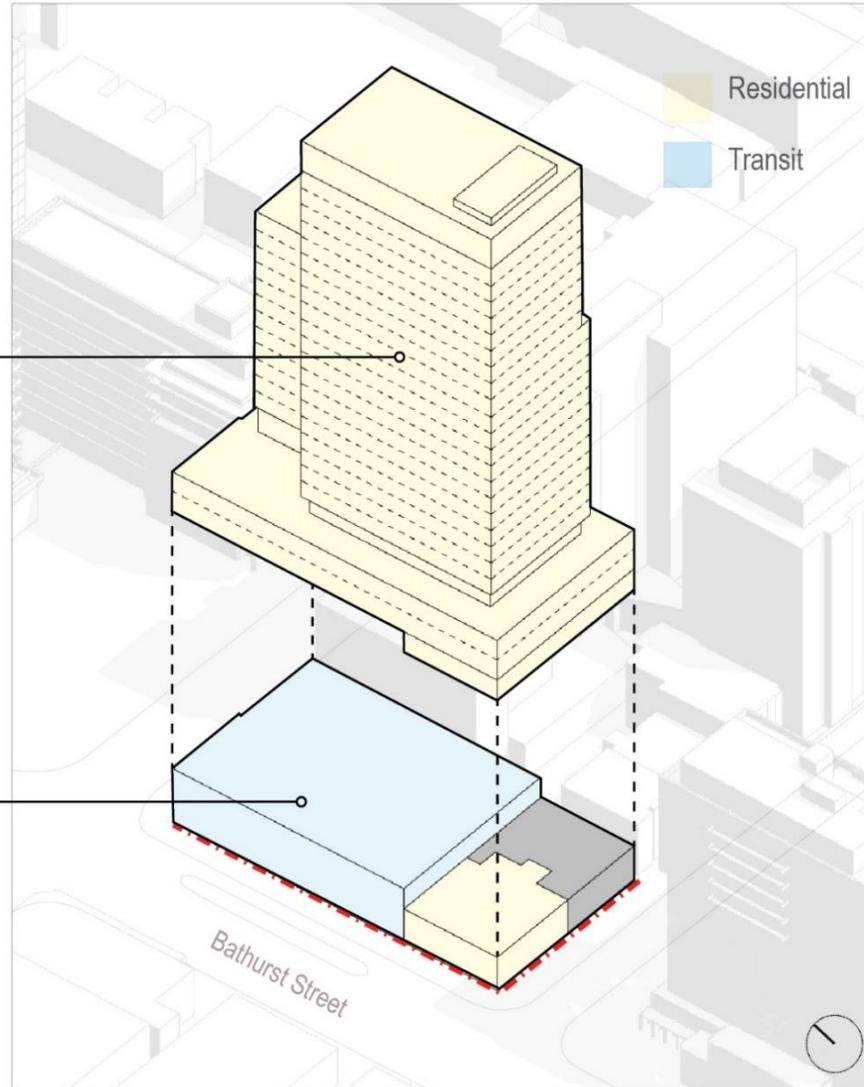
King-Bathurst: South Site Mix of Uses

The proposed TOC is primarily comprised of residential uses, with an at-grade transit station.

Total Residential GFA: 23,024 sq.m.

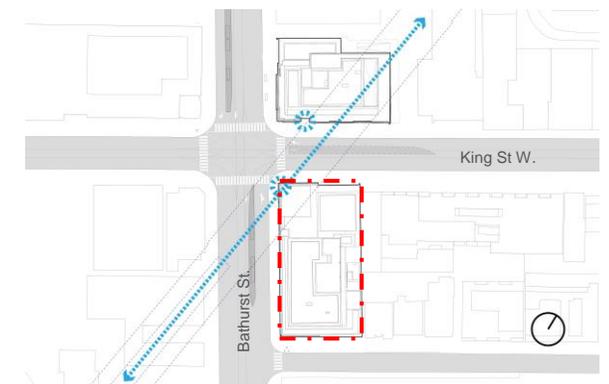
Total Above-Grade Station GFA (excluded from proposed development) 1,366 sq.m.

Mix of uses based on indicative concept
Concept proposes zero parking

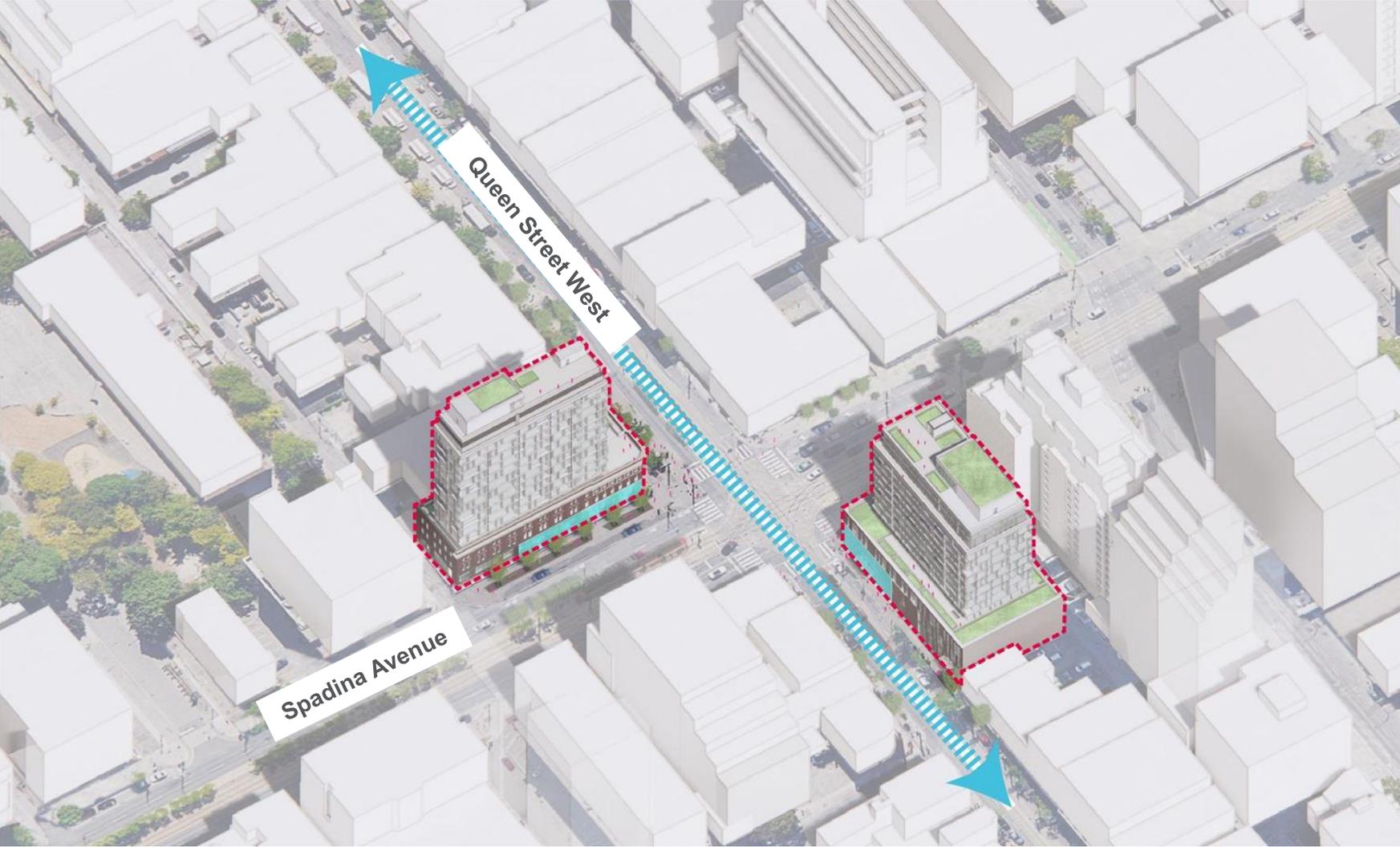


SOUTH SITE

Maximum Height (incl. mechanical)	25 ST (88.9 m)
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



Queen-Spadina: TOC Concept



 OL Alignment



Queen-Spadina: North Site



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



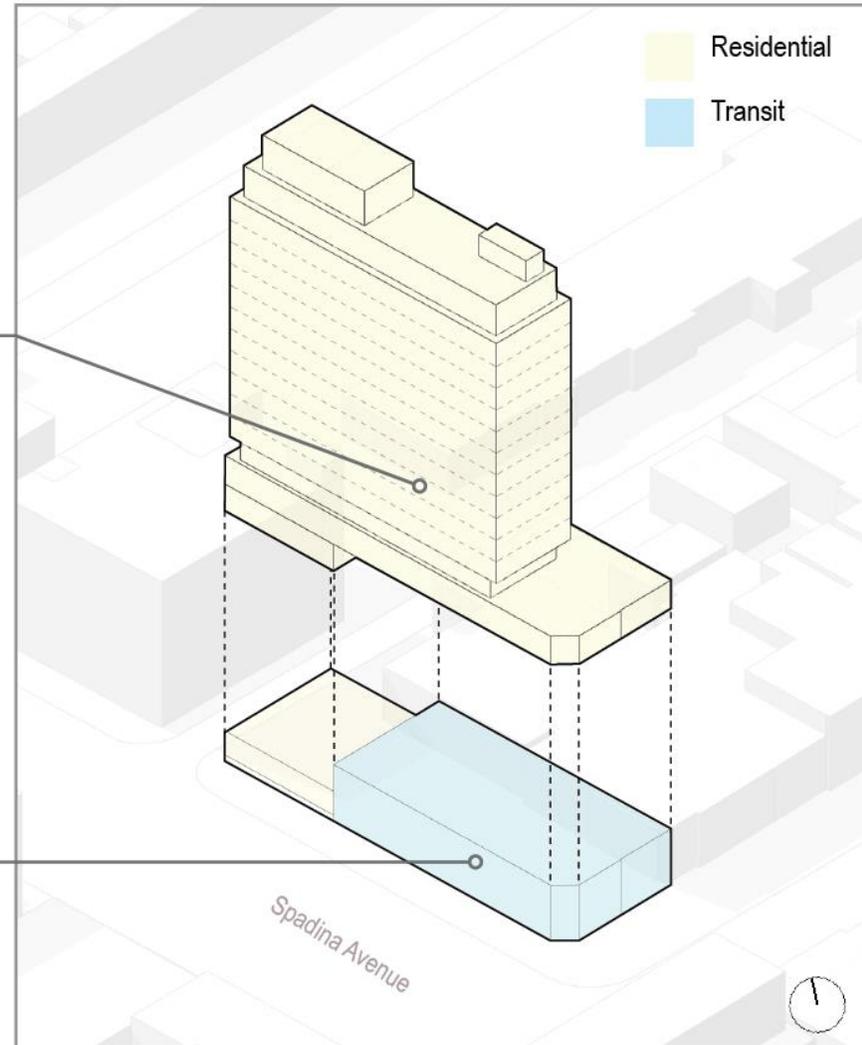
Illustrative rendering, looking west along Queen Street West

Queen-Spadina: North Site Mix of Uses

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

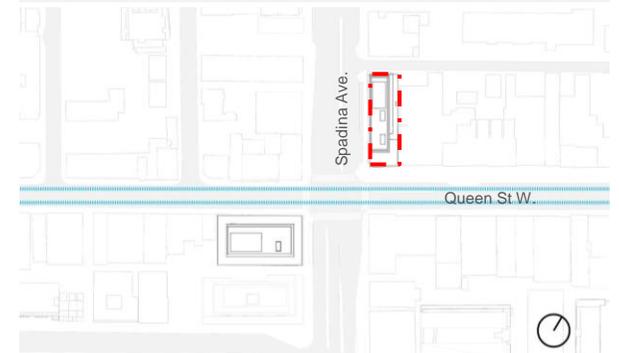
Total Residential GFA:
6,662 sq.m.

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



NORTH SITE

Maximum Height (incl. mechanical)	15 ST (57.6 m)
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



Queen-Spadina: South Site



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



Illustrative rendering, looking north along Spadina Avenue

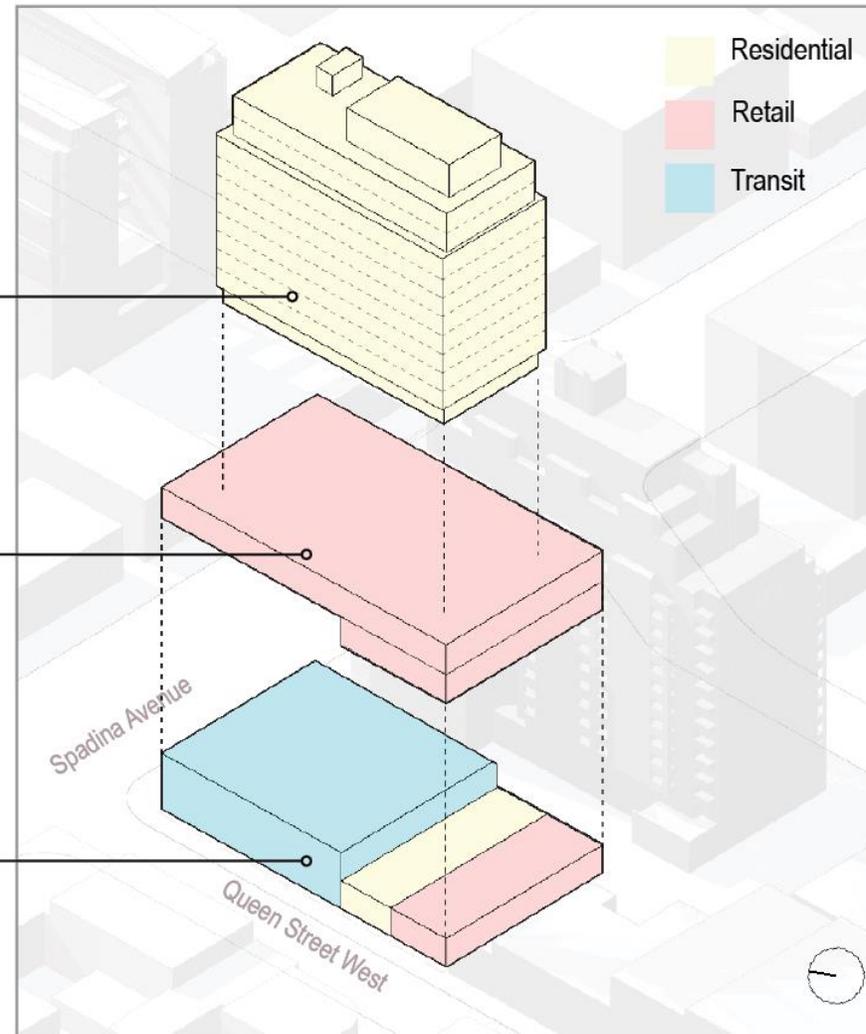
Queen-Spadina: South Site Mix of Uses

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.

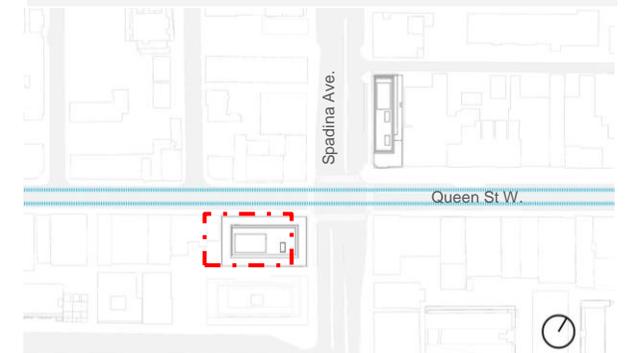
Total Retail GFA:
1,914 sq.m

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

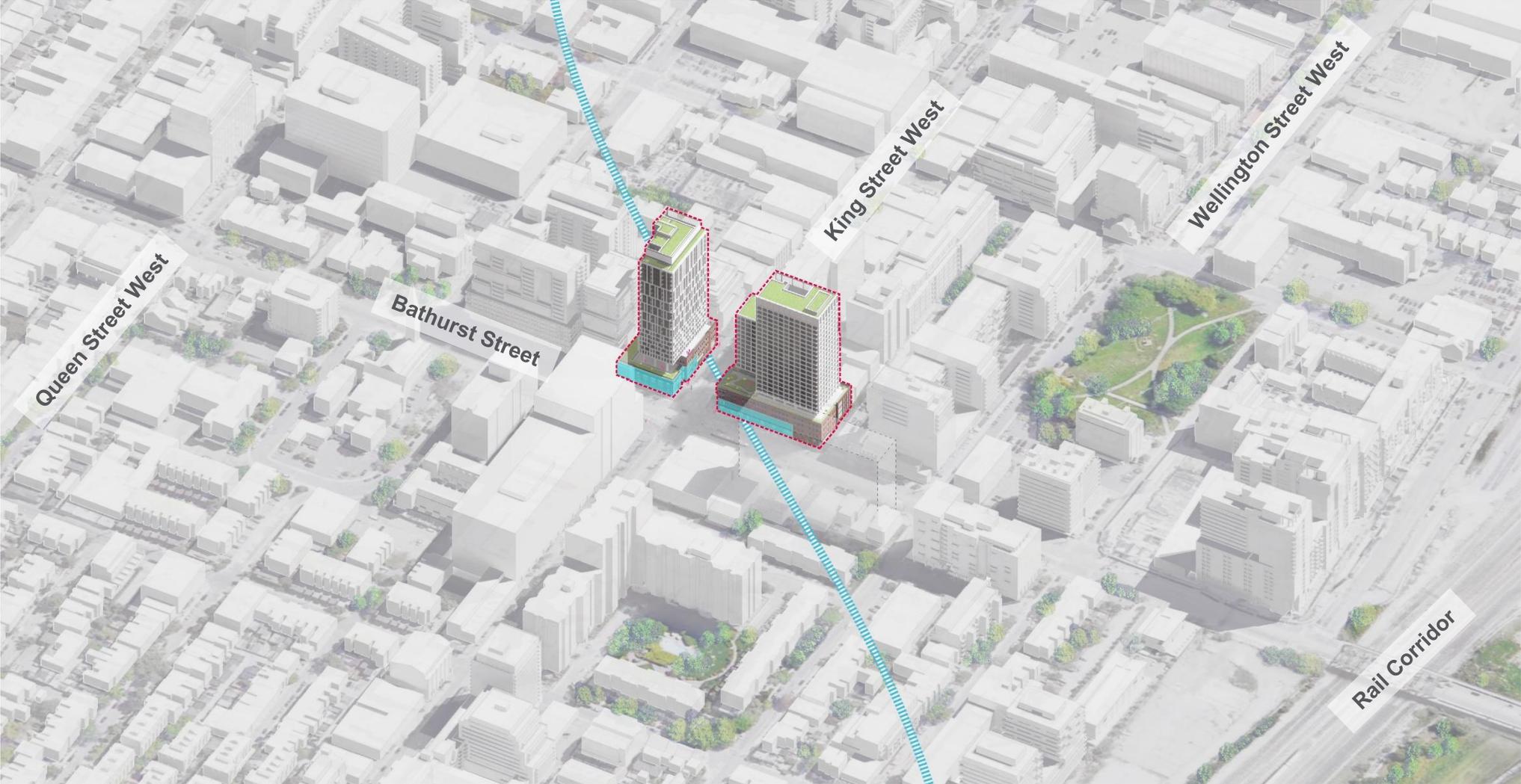


SOUTH SITE

Maximum Height (incl. mechanical)	14 ST (52.1 m)
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



King-Bathurst: What We Heard



 OL Alignment



King-Bathurst: What We Heard



Built Form

- **Building heights**
- Shadow impact



Uses/ Program

- **TOC/station integration**
- **Opportunities for local retail**
- Commitment to affordable housing
- Purpose-built rental vs condo



Public Realm

- Street design
- Public realm enhancements
- Impacts on parks



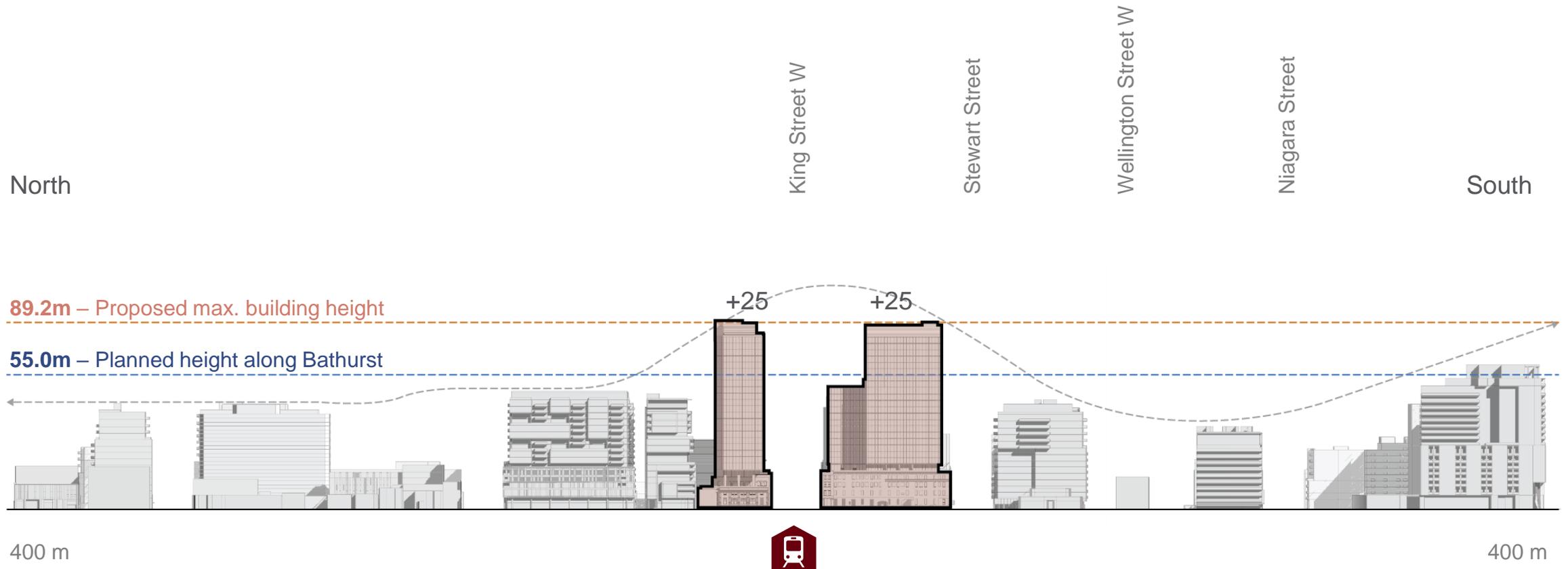
Impacts & Implementation

- Environmental impacts / GHG contribution
- Development timeline
- Construction impacts

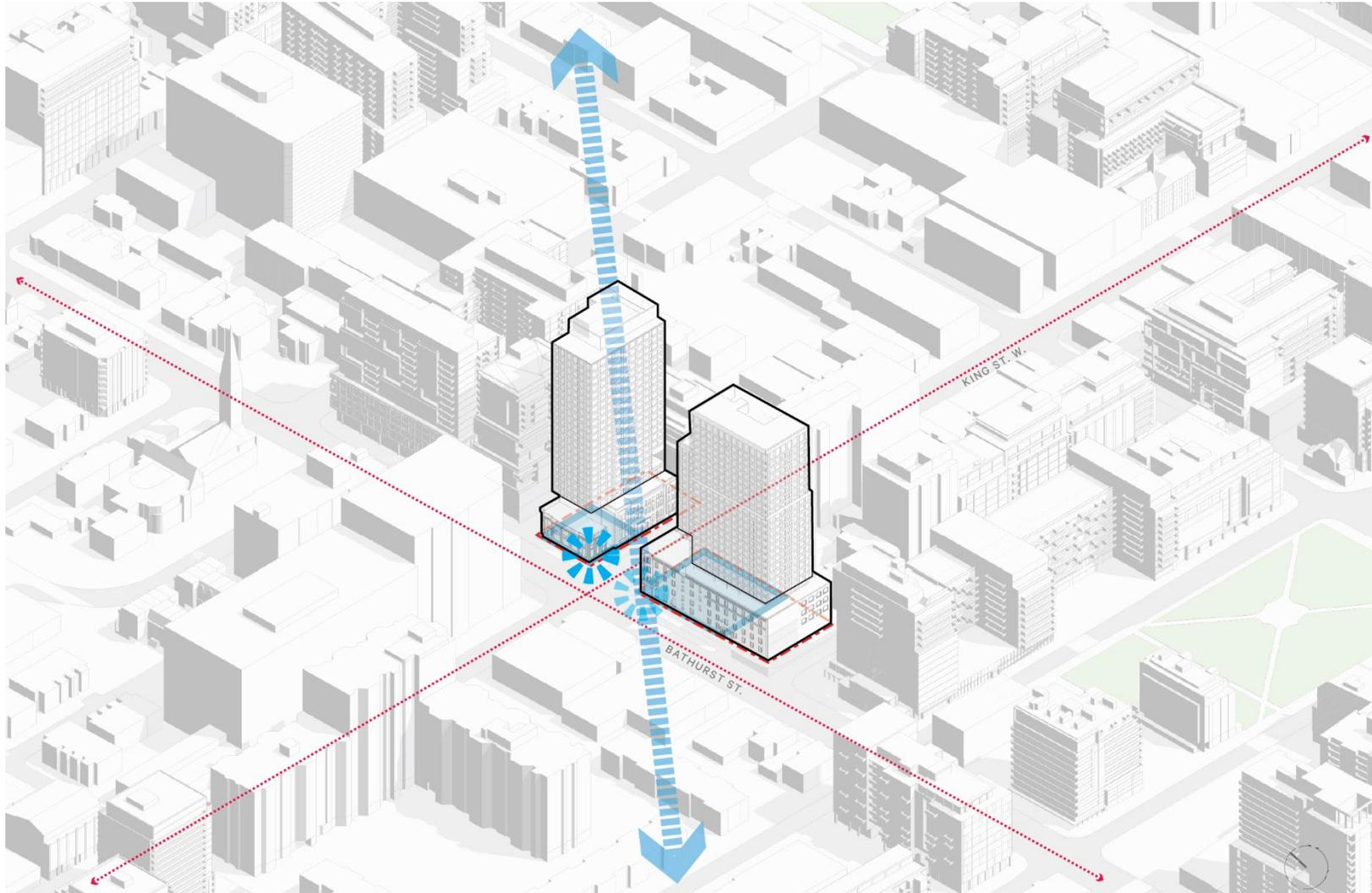
King-Bathurst: Building Heights

What We Heard

Why not limit height to the heights of the other (existing) buildings?



King-Bathurst: TOC / Station Integration



- TOC SITE PROPERTY LINE
- OL STATION INFRASTRUCTURE
- PROPOSED OL ALIGNMENT
- STREET CAR
- OL MAIN STATION ENTRANCE
- OL SECONDARY STATION ENTRANCE

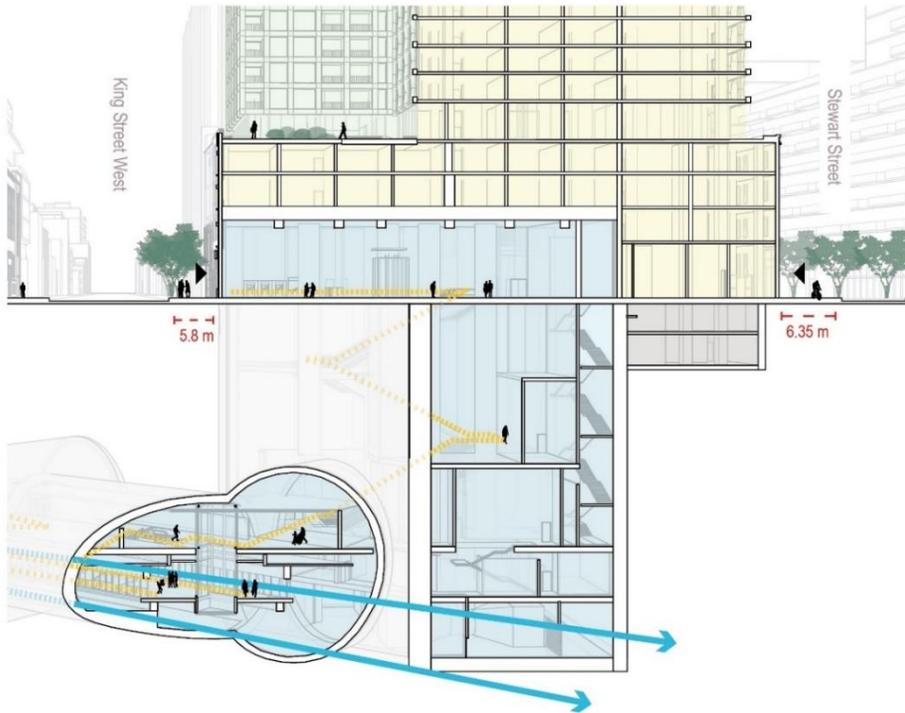
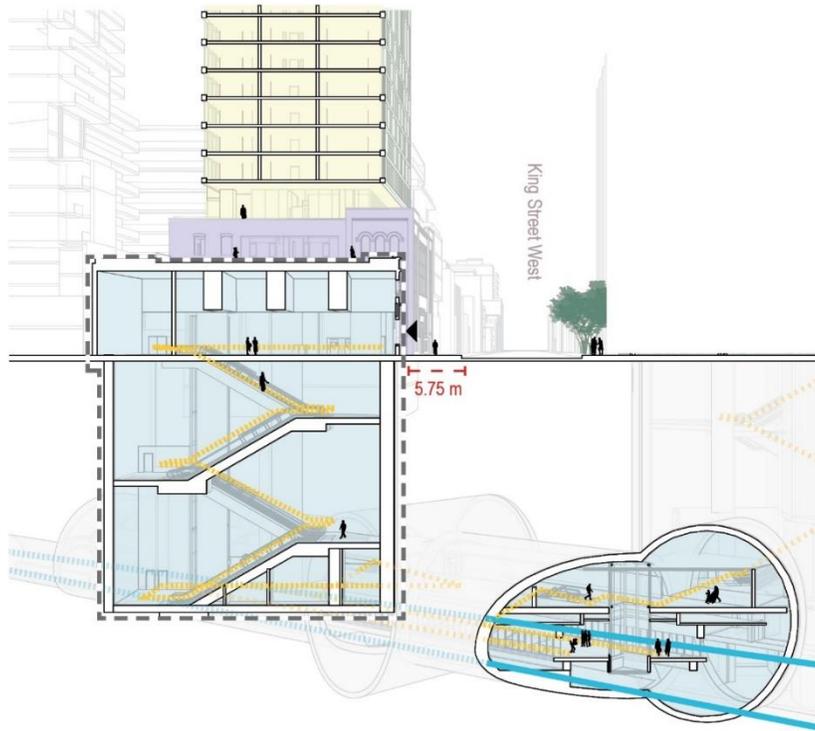
What We Heard

Why are the stations located where there are? Wouldn't a station on the NW corner be preferable?

King-Bathurst: TOC / Station Integration

What We Heard
What are the station access points?

Are there opportunities for additional/secondary entrances, including pedestrian tunnels to adjacent buildings?



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

King-Bathurst North:
 Vertical Circulation Section

King-Bathurst South:
 Vertical Circulation Section

King-Bathurst South: Opportunities for Non-Residential Uses



Precedent: Balzac's Coffee Shop, Hanna Ave & E. Liberty St.

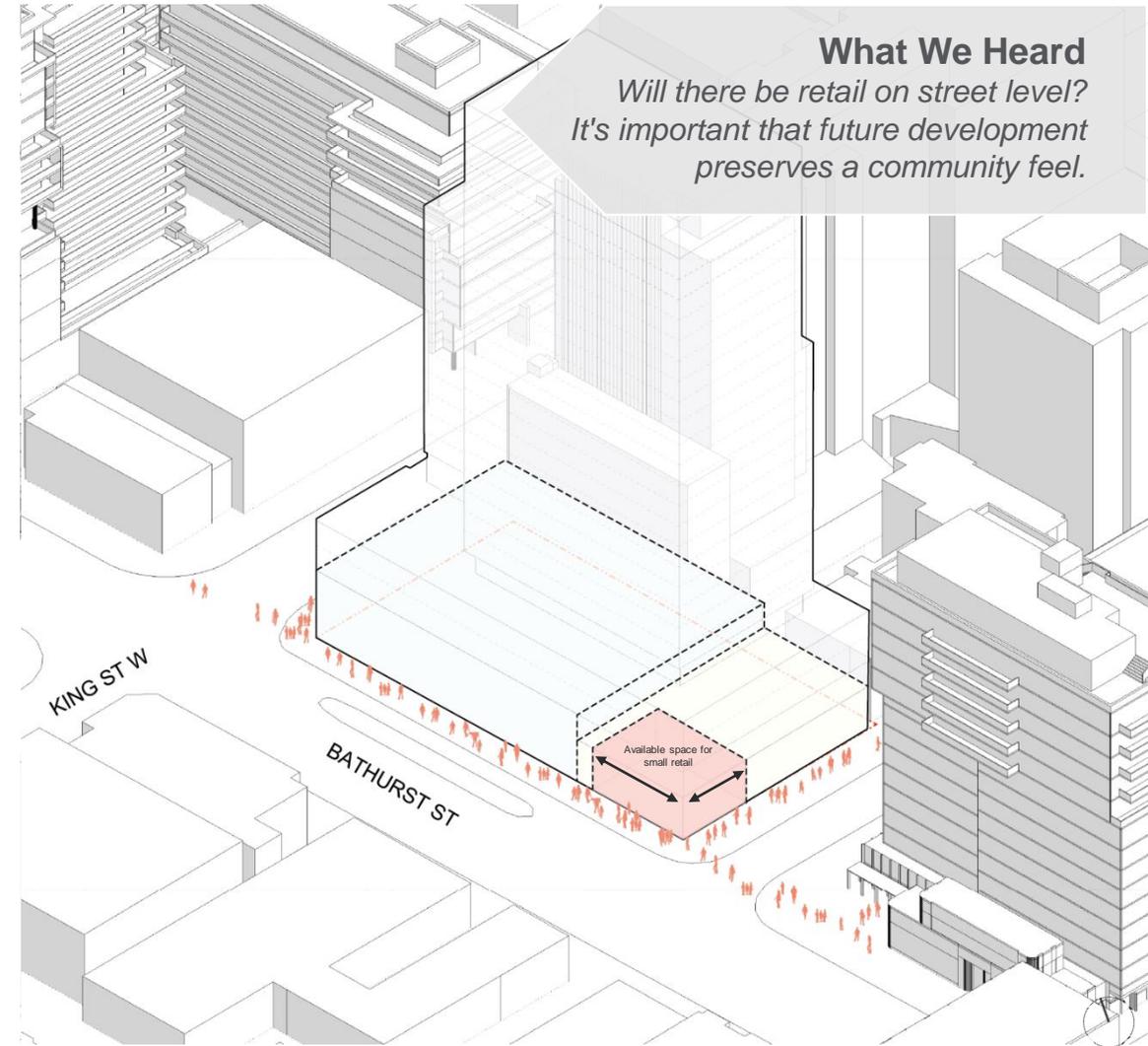


King-Bathurst South: Opportunities for Non-Residential Uses



Previously proposed program at grade

Demonstration of a retail program at grade



King-Bathurst North: Opportunities for Non-Residential Uses



Precedent: LUMA restaurant King St & John St

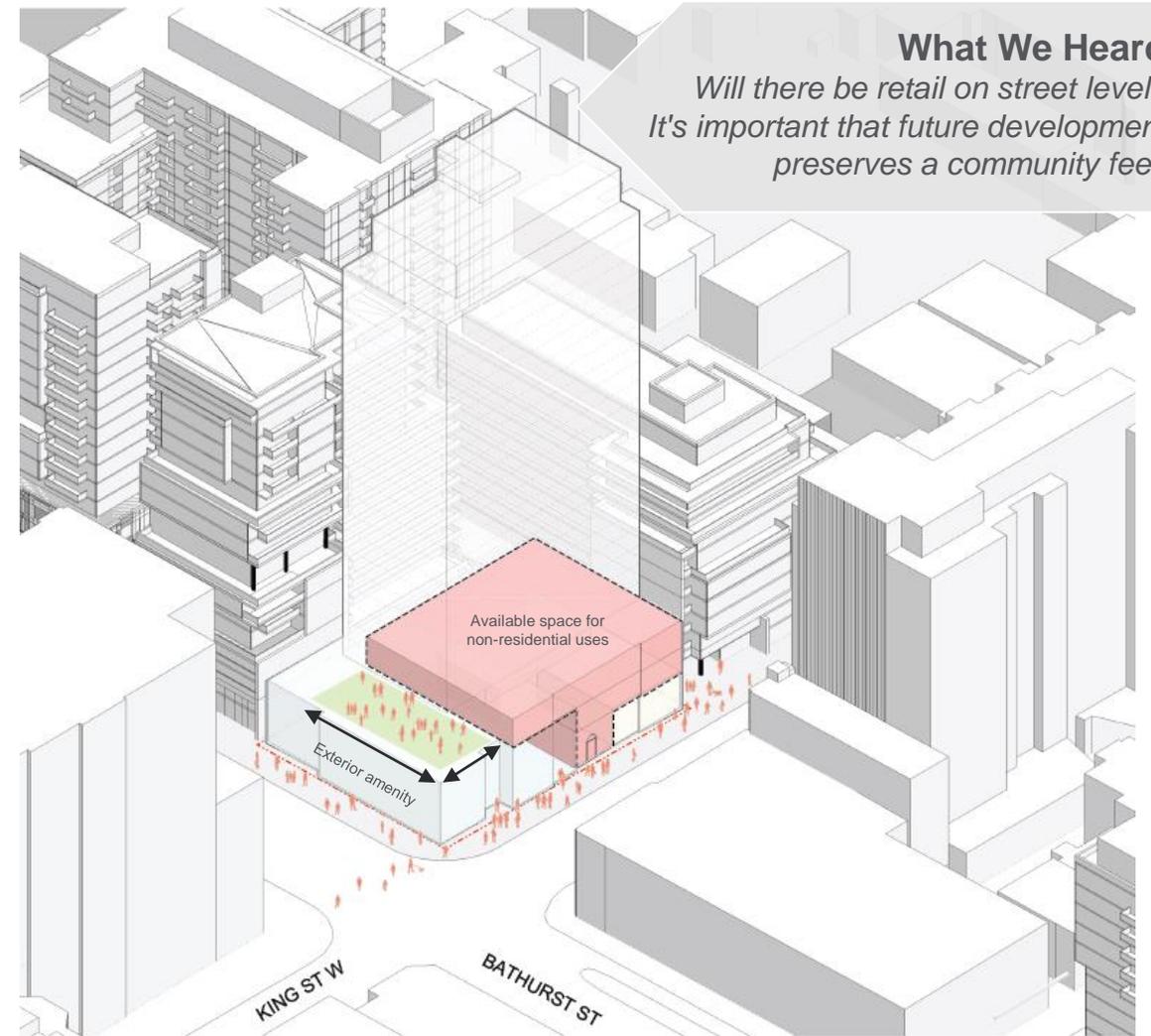


Demonstration of non-residential programming: restaurant

King-Bathurst North: Opportunities for Non-Residential Uses



Ground Floor Plan

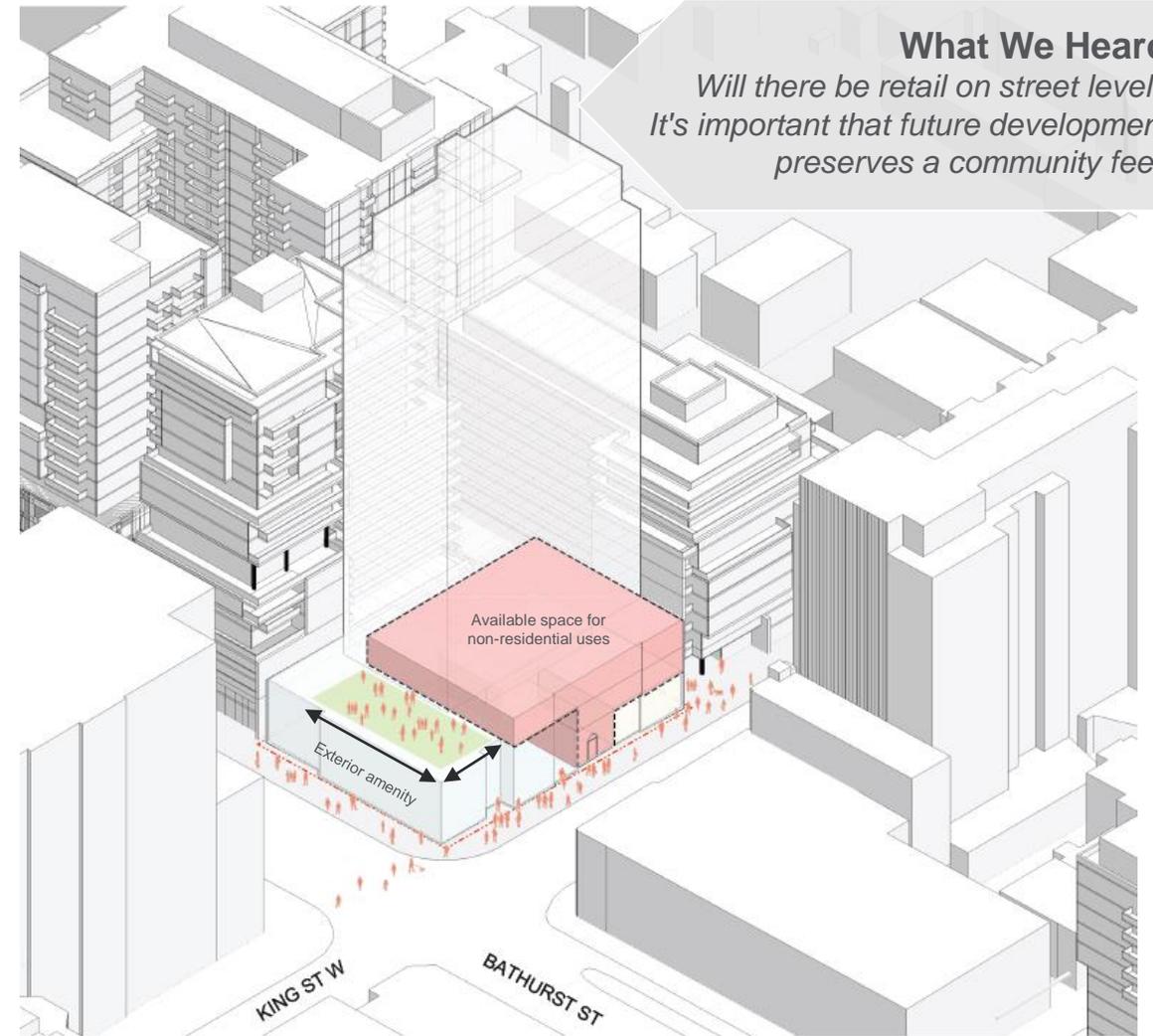


Demonstration of non-residential program

King-Bathurst North: Opportunities for Non-Residential Uses

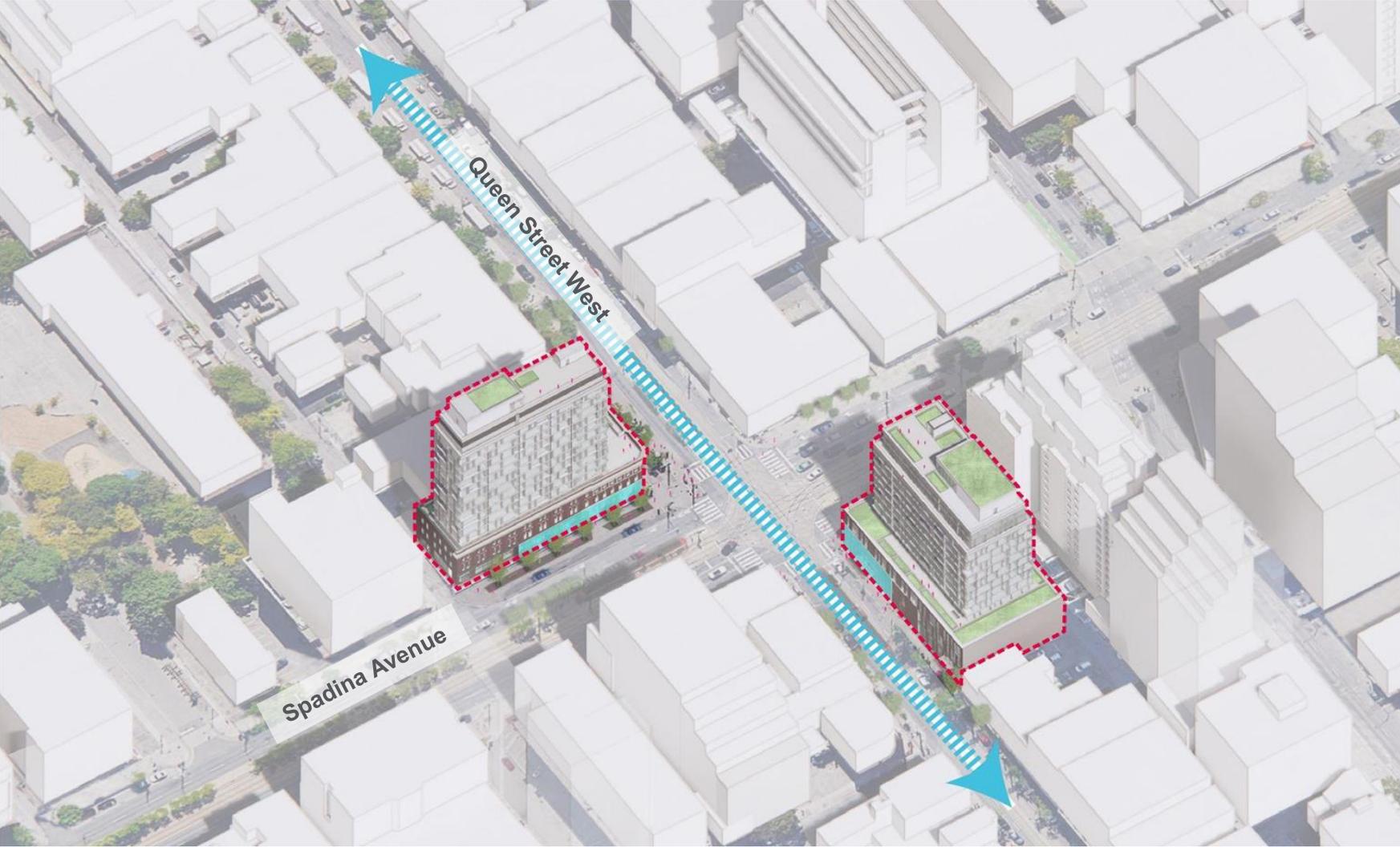


Third Floor Plan



Demonstration of non-residential program

Queen-Spadina: What We Heard



 OL Alignment



Queen-Spadina: What We Heard



Built Form

- Sensitivity to local context (heights & heritage)
- Relationship to adjacent buildings
- Station entrance locations
- Noise and vibration attenuation (from subway)



Uses/ Program

- Commitment to affordable housing
- Purpose built rental vs. condo



Public Realm

- Street design; sidewalk widths
- Impact on parks

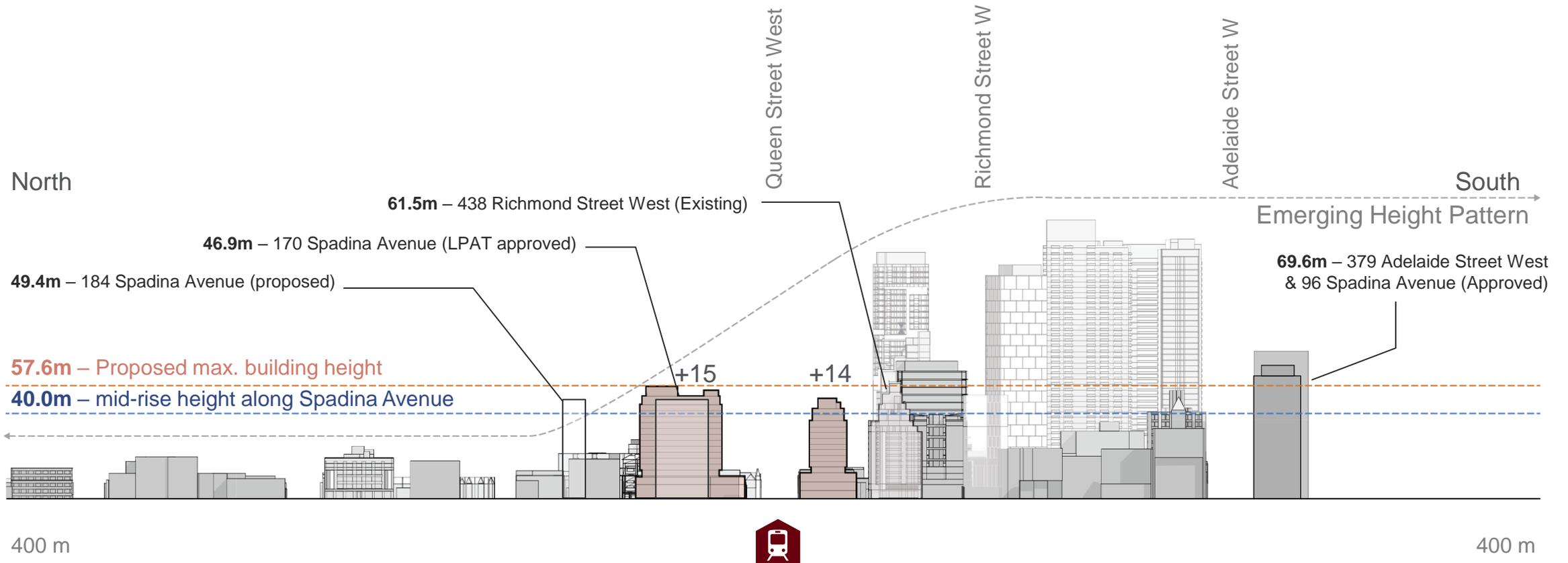


Impacts & Implementation

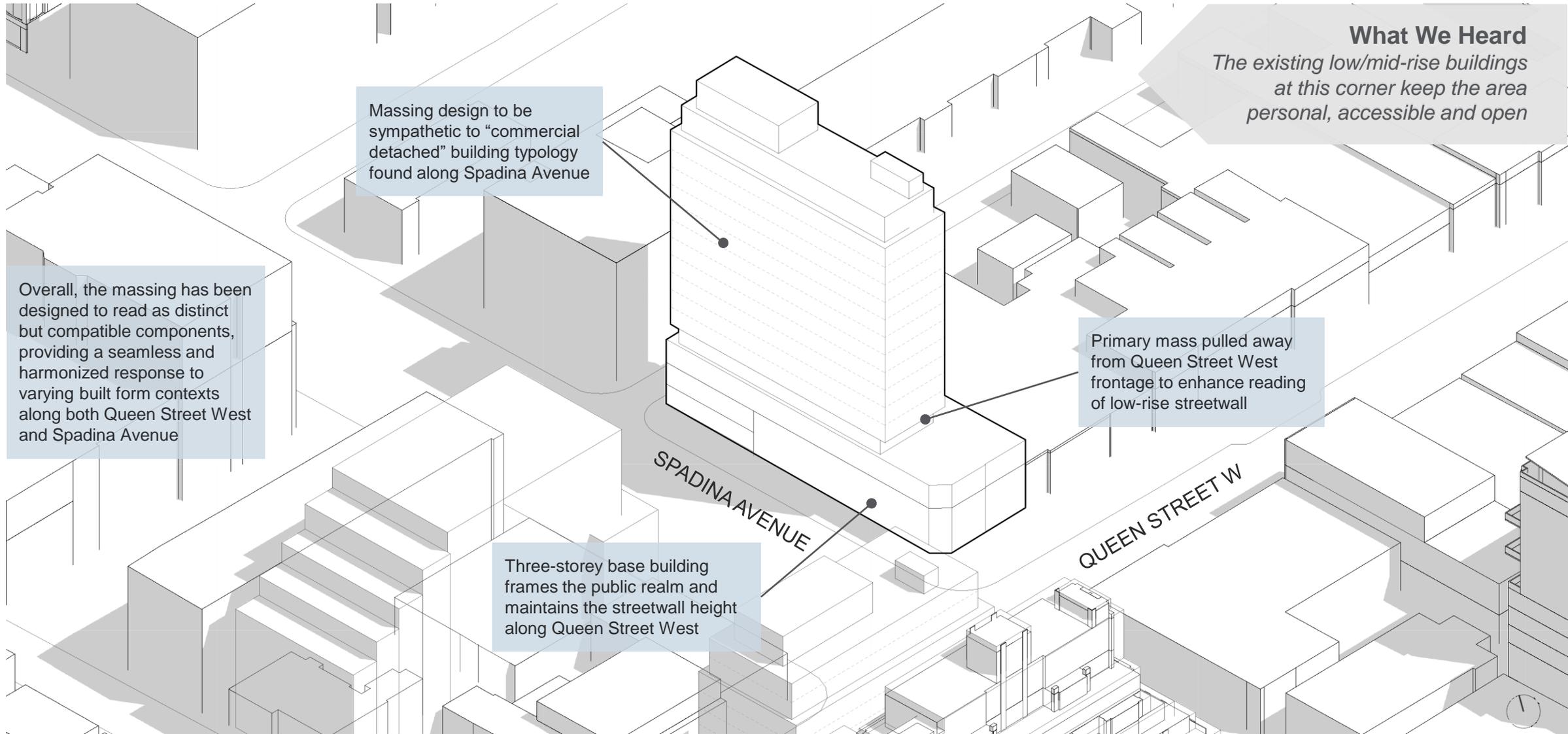
- Environmental impacts
- Wind & shadow impacts
- Development timeline
- Construction impacts

Queen-Spadina: Contextually Sensitive Built Form

What We Heard
How do the proposed heights fit with the height limitations found within Queen Street West Heritage District?



Queen-Spadina North: Contextually Sensitive Built Form



Massing design to be sympathetic to “commercial detached” building typology found along Spadina Avenue

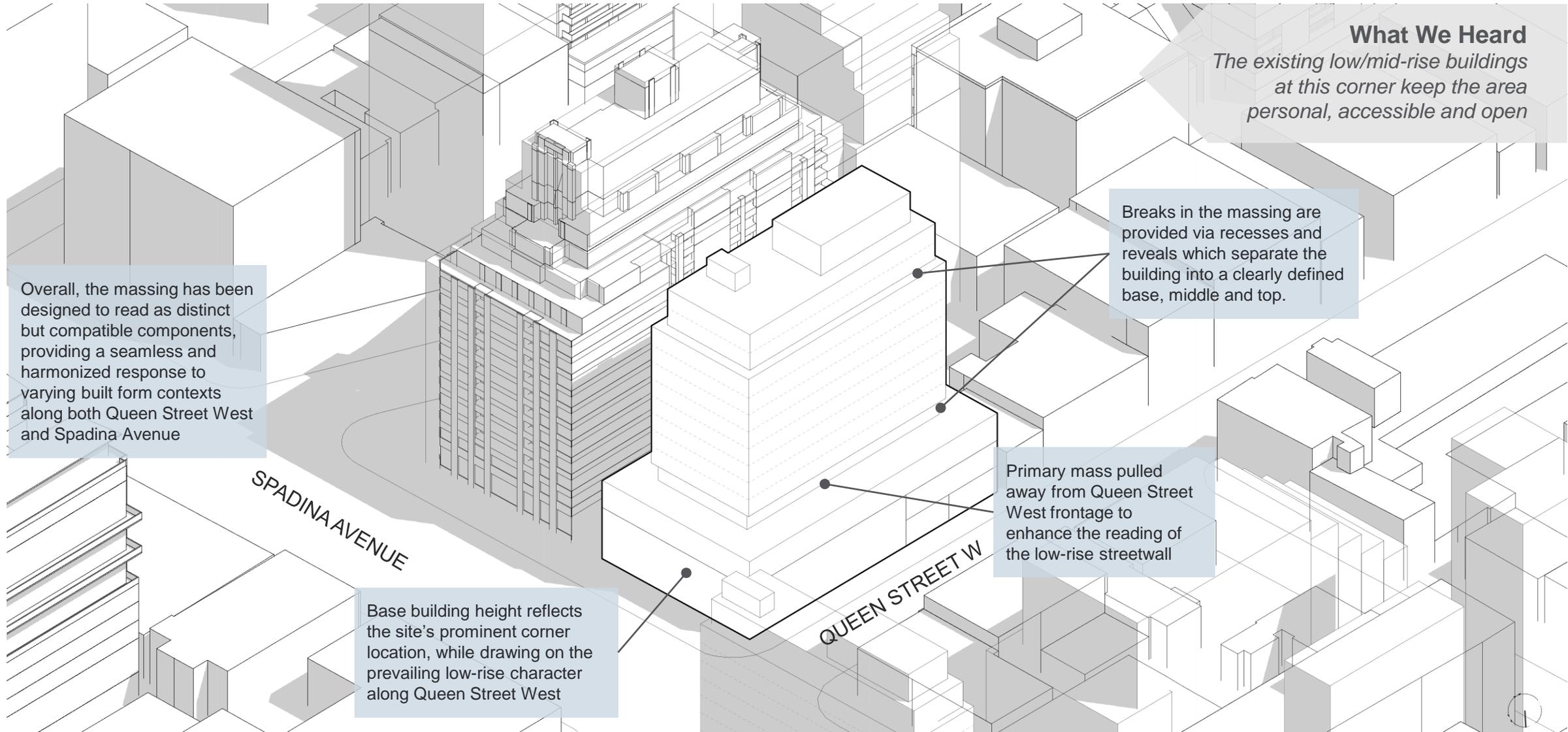
Overall, the massing has been designed to read as distinct but compatible components, providing a seamless and harmonized response to varying built form contexts along both Queen Street West and Spadina Avenue

Three-storey base building frames the public realm and maintains the streetwall height along Queen Street West

Primary mass pulled away from Queen Street West frontage to enhance reading of low-rise streetwall

What We Heard
The existing low/mid-rise buildings at this corner keep the area personal, accessible and open

Queen-Spadina South: Contextually Sensitive Built Form



Overall, the massing has been designed to read as distinct but compatible components, providing a seamless and harmonized response to varying built form contexts along both Queen Street West and Spadina Avenue

What We Heard
The existing low/mid-rise buildings at this corner keep the area personal, accessible and open

Breaks in the massing are provided via recesses and reveals which separate the building into a clearly defined base, middle and top.

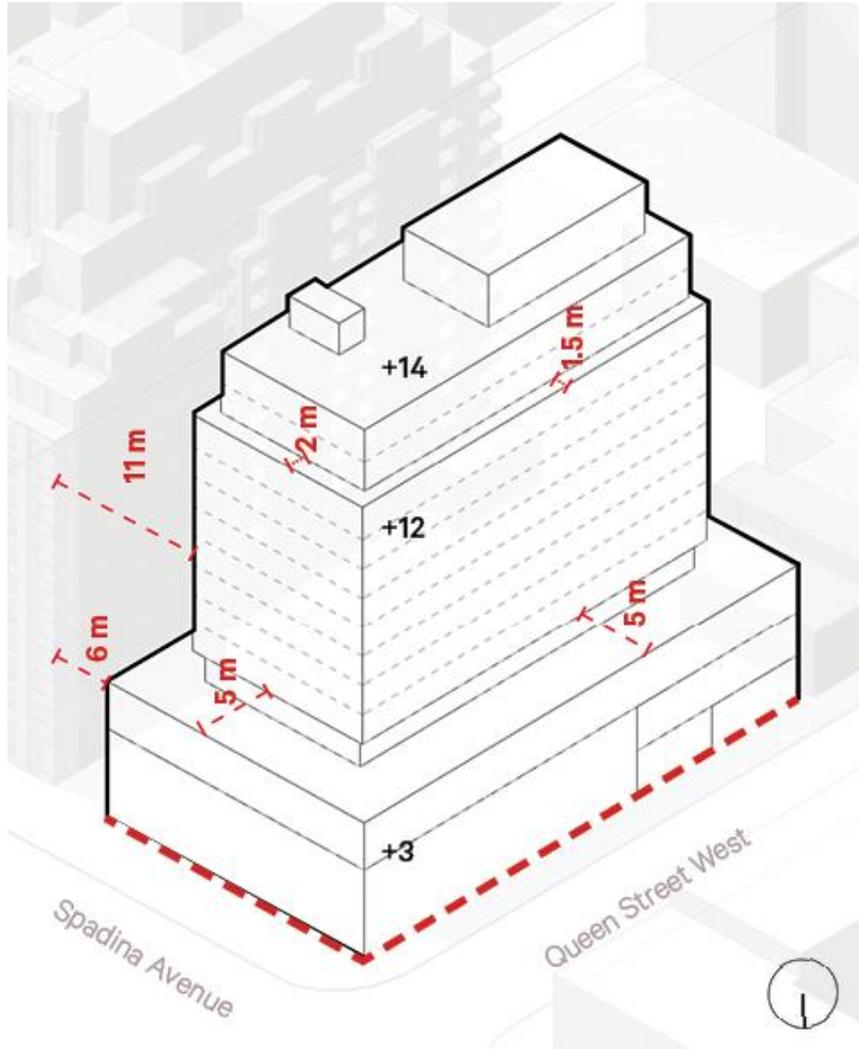
Primary mass pulled away from Queen Street West frontage to enhance the reading of the low-rise streetwall

Base building height reflects the site's prominent corner location, while drawing on the prevailing low-rise character along Queen Street West

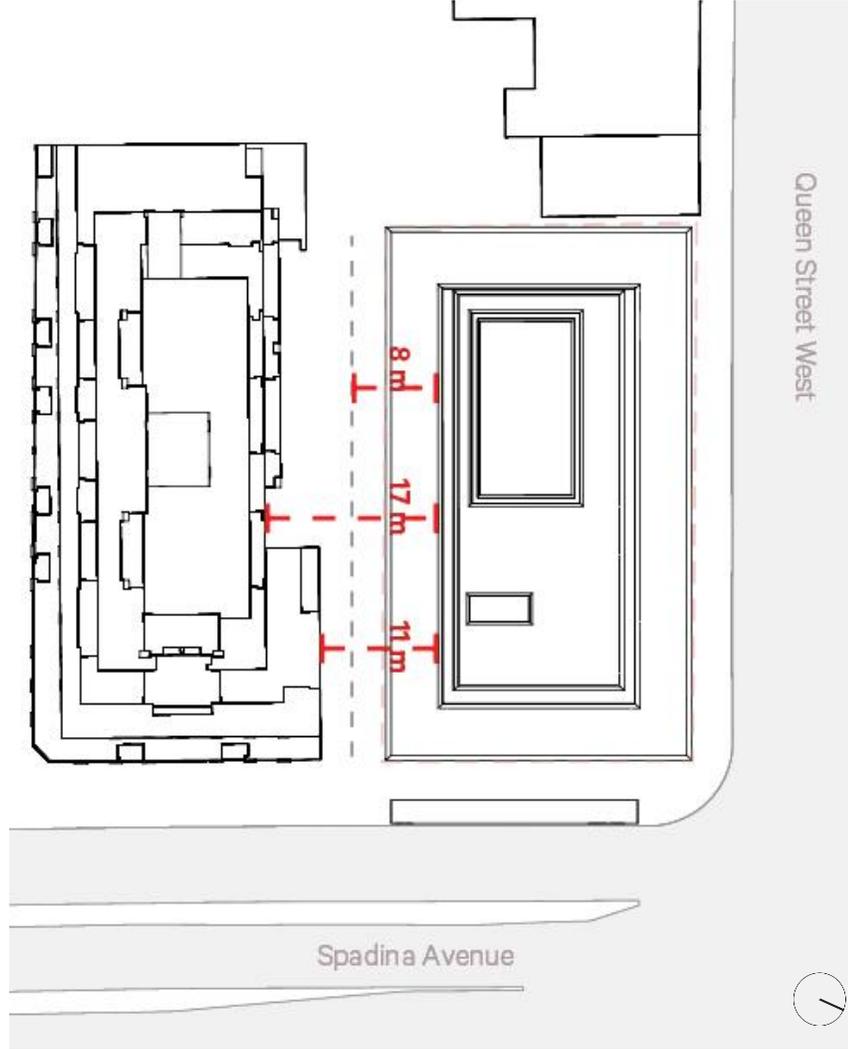
SPADINA AVENUE

QUEEN STREET W

Queen-Spadina: Impact on Adjacent Buildings (South)



Building Step backs



Building Separations

What We Heard
What is the impact on the adjacent Morgan Building? [438 Richmond St. W.]

Queen-Spadina South: Updated Base Building Exterior



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



Illustrative rendering, showing updated base building exterior, southwest corner of Queen Street West and Spadina Avenue

4 Discussion

For more information, please visit our website:

[EngageO.ca/en/King-Bathurst](https://engageo.ca/en/King-Bathurst)

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

