

CORKTOWN

Open House #1
September 27, 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 Corktown.
- Gather input on the development concept.
- Use tonight’s discussion to inform our next Virtual Open House.

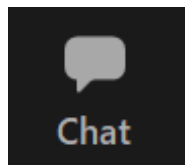
Agenda

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

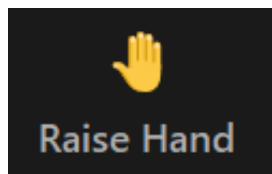
Rules of Engagement

- 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.

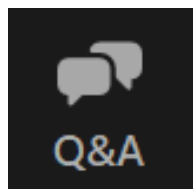
Zoom Webinar Controls — Main Controls



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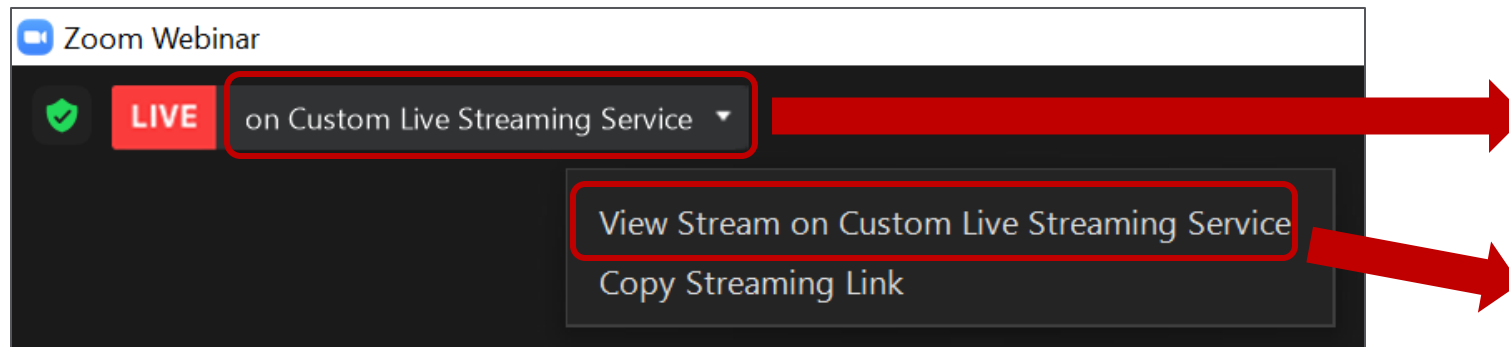
When using the phone:

***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

Opening Remarks



Ward Councillor

Councillor Kristyn Wong-Tam

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).
- Corktown was identified by the Province as one of the first TOCs.
- The Corktown 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

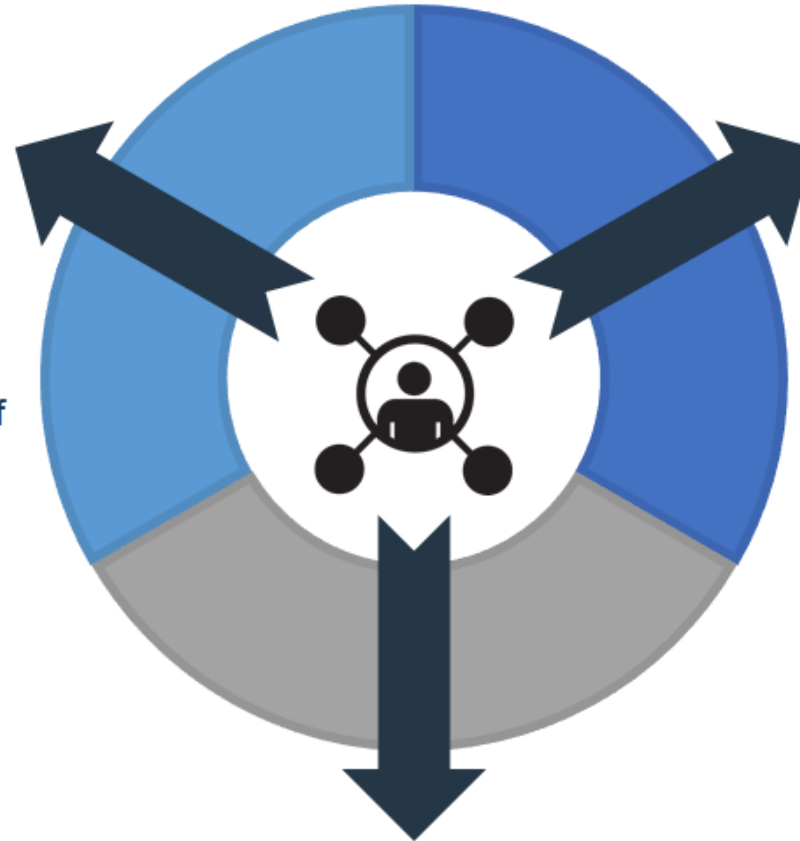


- Increasing **transit ridership** and reducing traffic congestion.
- Increasing **housing supply** (including affordable housing) and jobs.
- **Catalyzing complete communities** based on good planning principles.
- **Offsetting the cost of station construction** which would save taxpayers' money.
-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

Engaging with Local Partners

City of Toronto

IO has shared a suite of planning materials in March related to Corktown development and has been meeting regularly with its staff since to gather feedback.



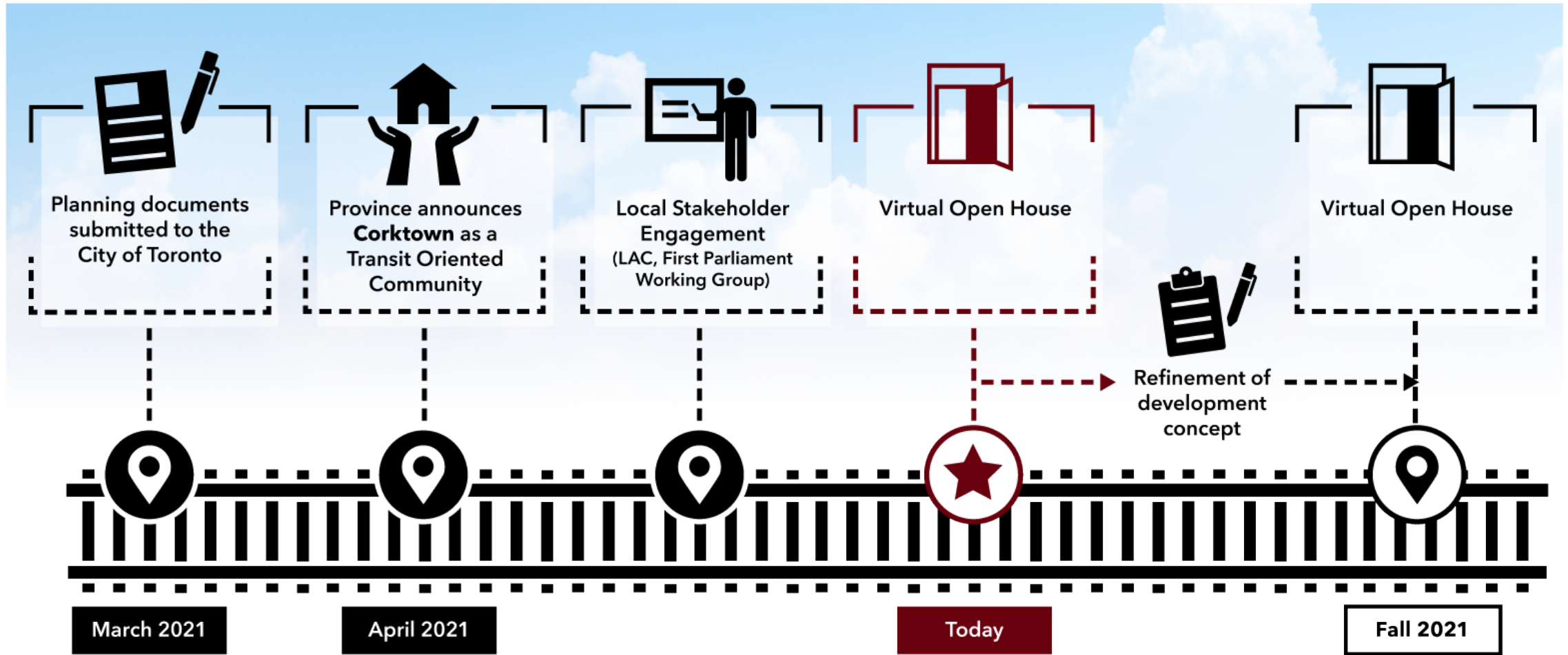
First Parliament Working Group

IO has participated in several meetings with Councillor Wong-Tam, partners, and community members; and presented the vision and ambitions of the Province for the Corktown sites.

Local Advisory Committee

IO has started engaging with 9 community/stakeholder representatives to receive early feedback of the priorities for the community.

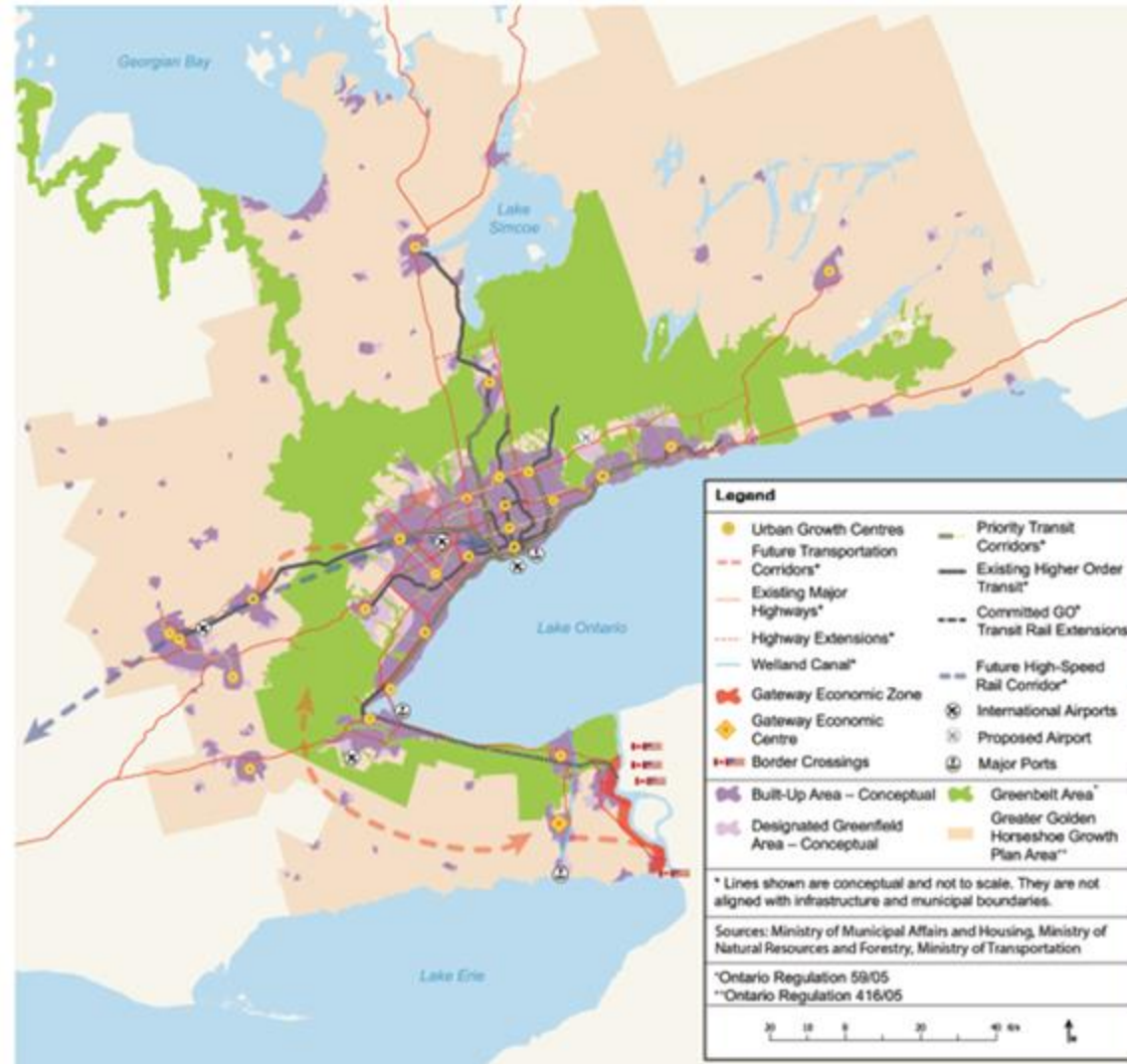
What is the Timeline for Corktown?



3 TOC Concept — Site Context

Provincial Planning Context




Growth Plan for the Greater Golden Horseshoe (2019)

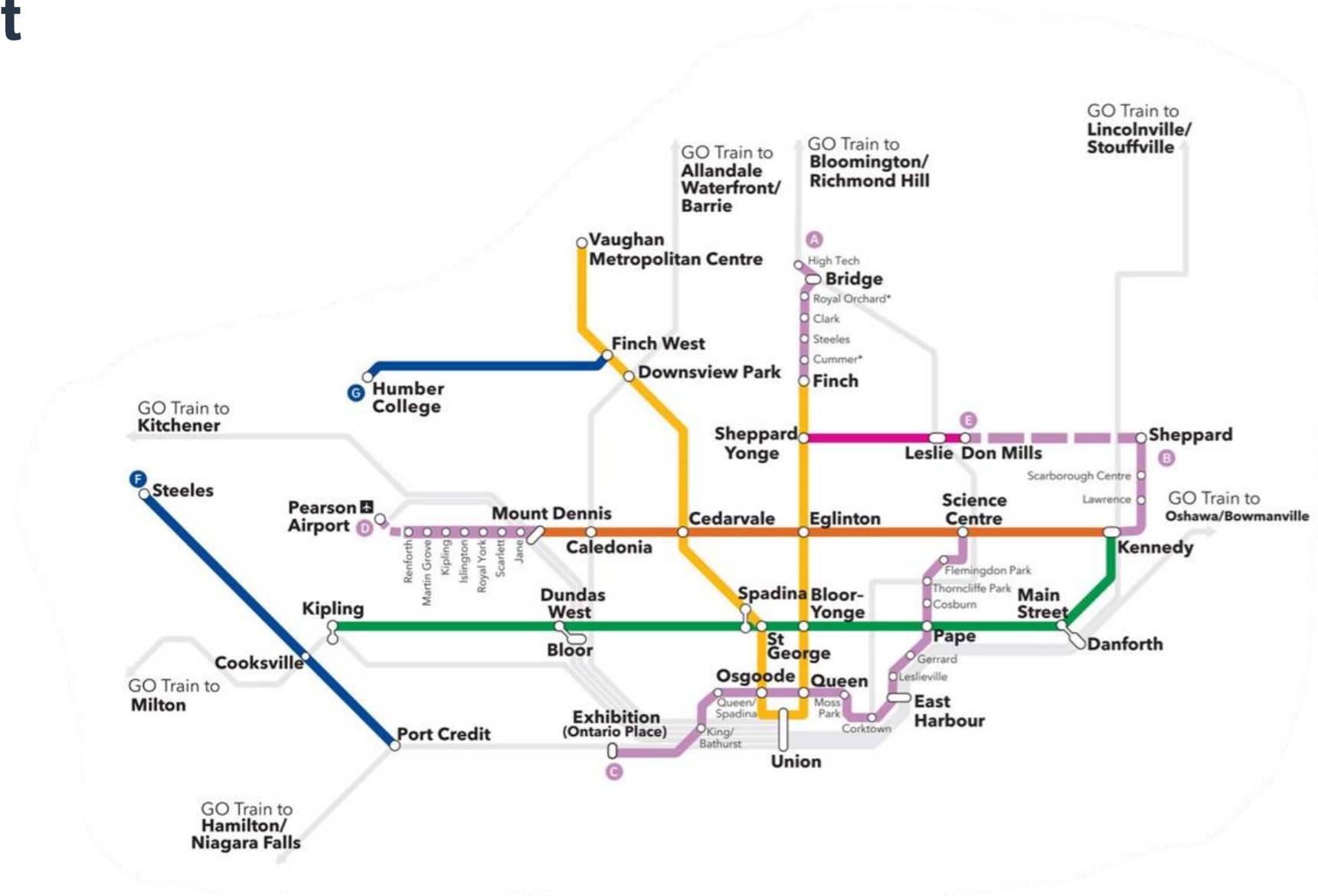


Regional Context

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

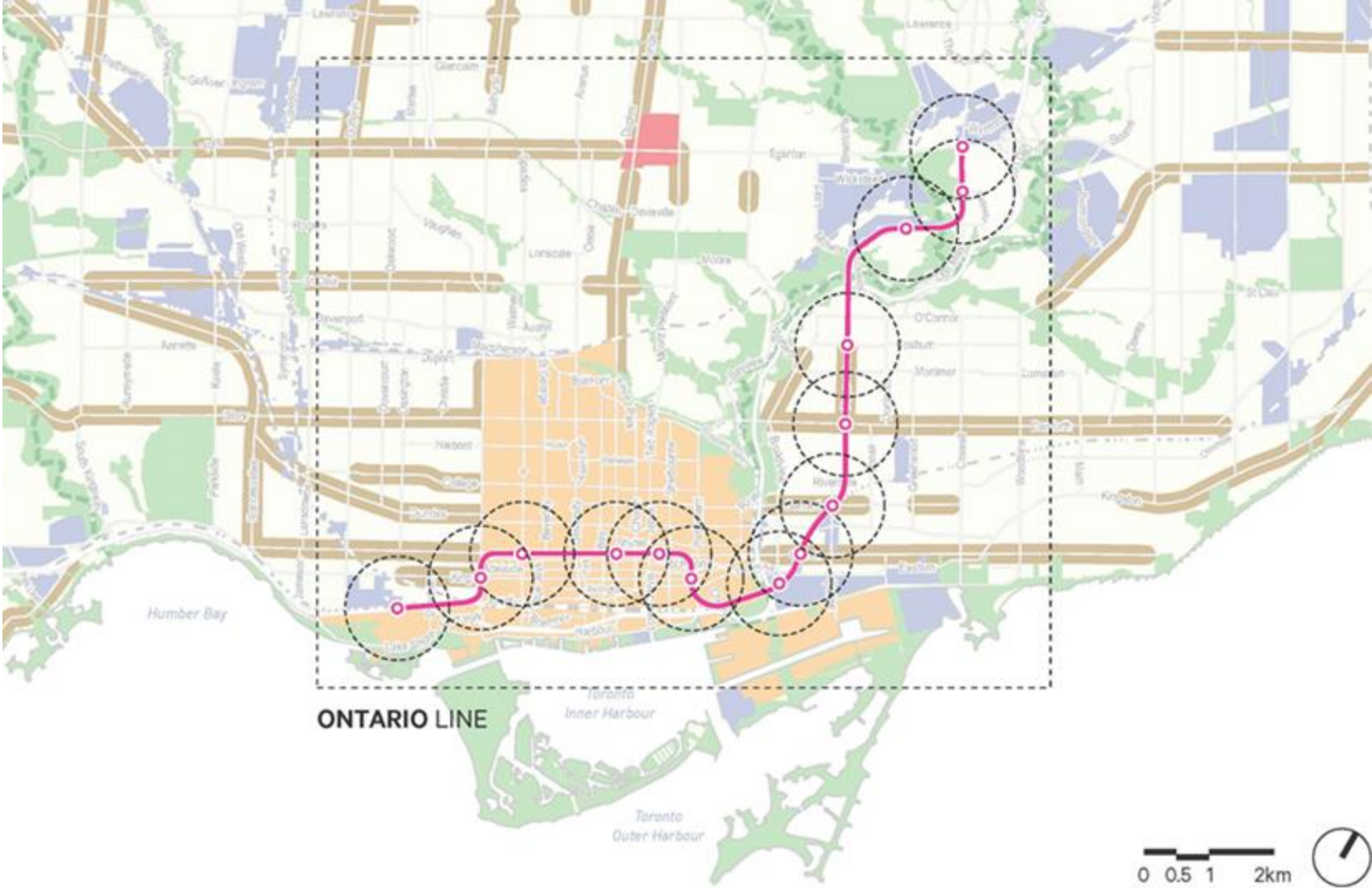
Ontario Line (Alignment)



City Context

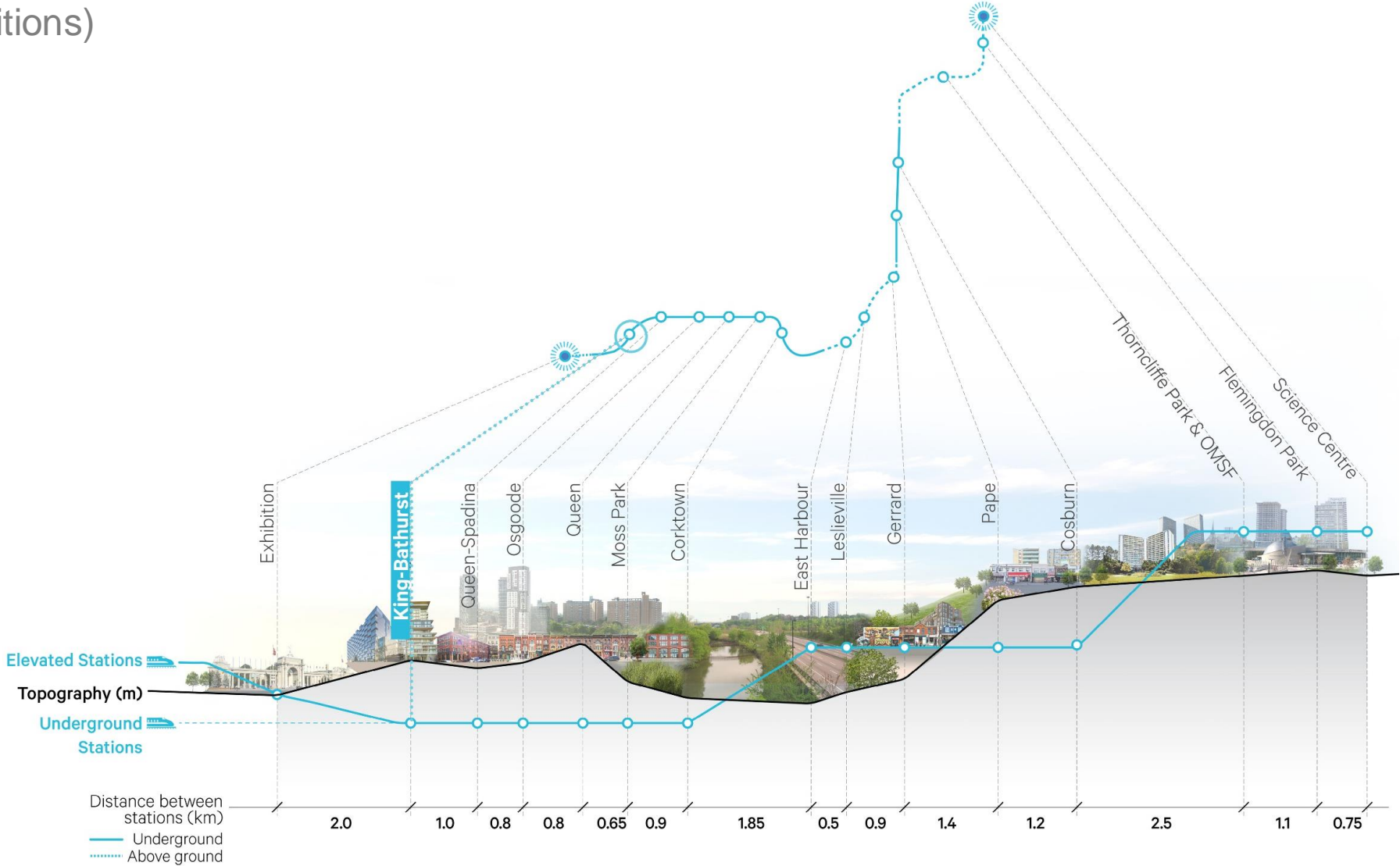
Ontario Line
(Urban Structure)

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

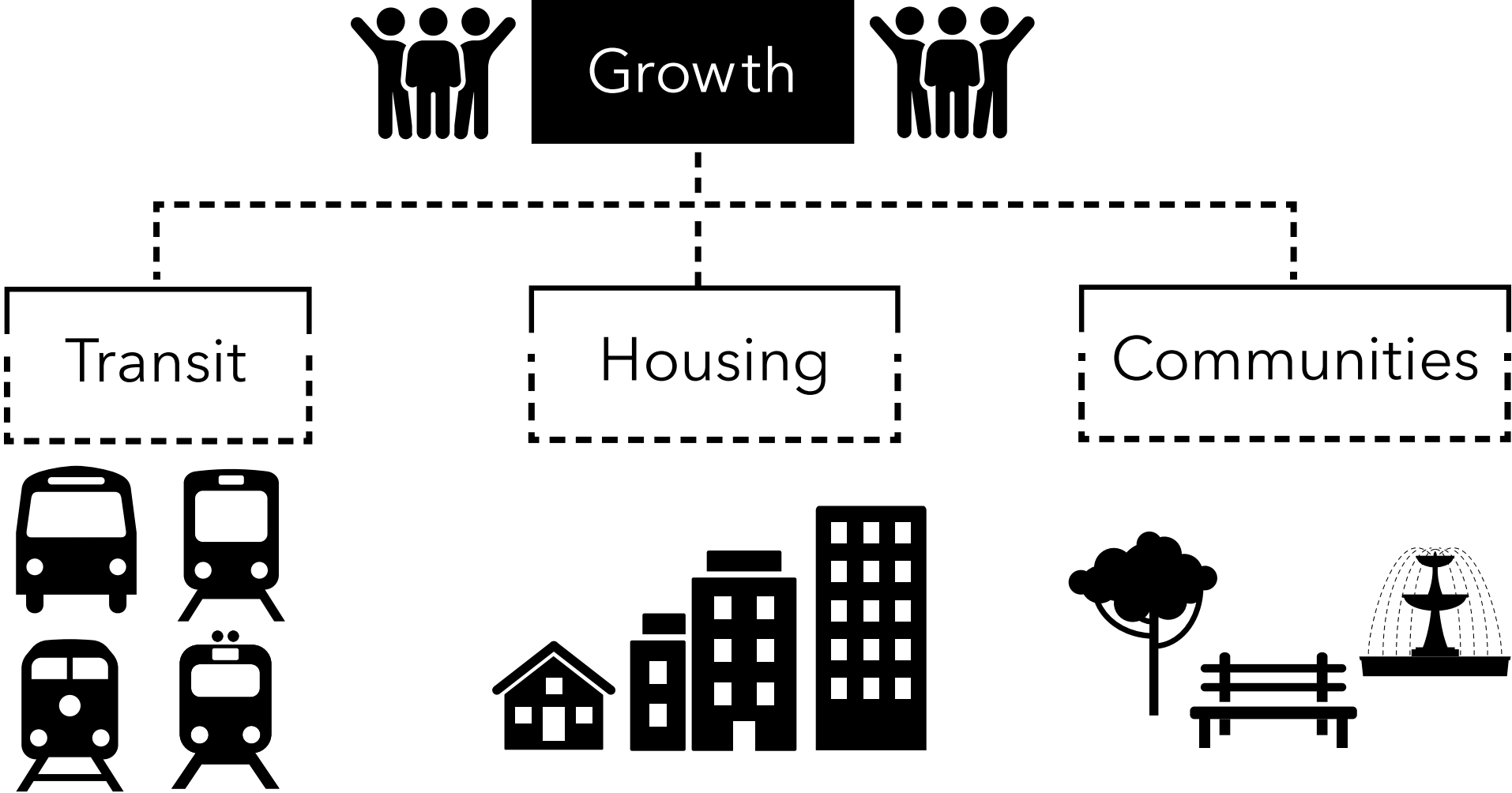


City Context

Ontario Line (Spatial Conditions)



Transit Oriented Communities (TOC)



TOC Planning Principles

1

Encourage transit supportive **densities**

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**

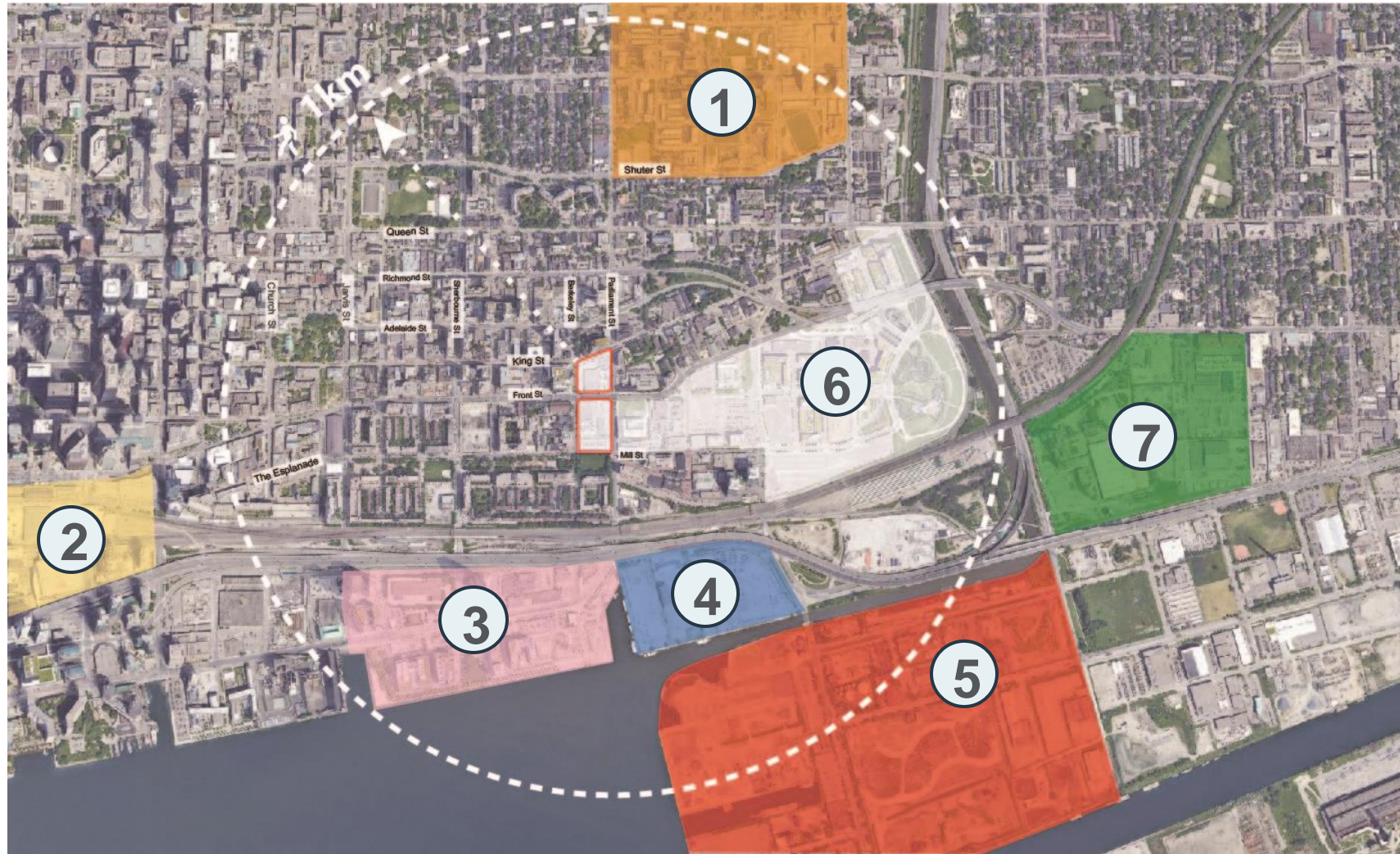
4

Establish **appropriate fit** with station area

8

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

Surrounding Context: Areas of Major Change



- ① Regent Park Revitalization
- ② South Core
- ③ East Bayfront
- ④ Quayside
- ⑤ Portlands
- ⑥ West Don Lands
- ⑦ Unilever Precinct (East Harbour)
- Subject Site: Corktown TOC



Local Context: King-Parliament Station Neighbourhood

A broad district that includes a number of the City's oldest streets, evolving into a distinct and vibrant mixed-use area, on the east side of Toronto's downtown core.



Jarvis-Parliament, Parliament Street



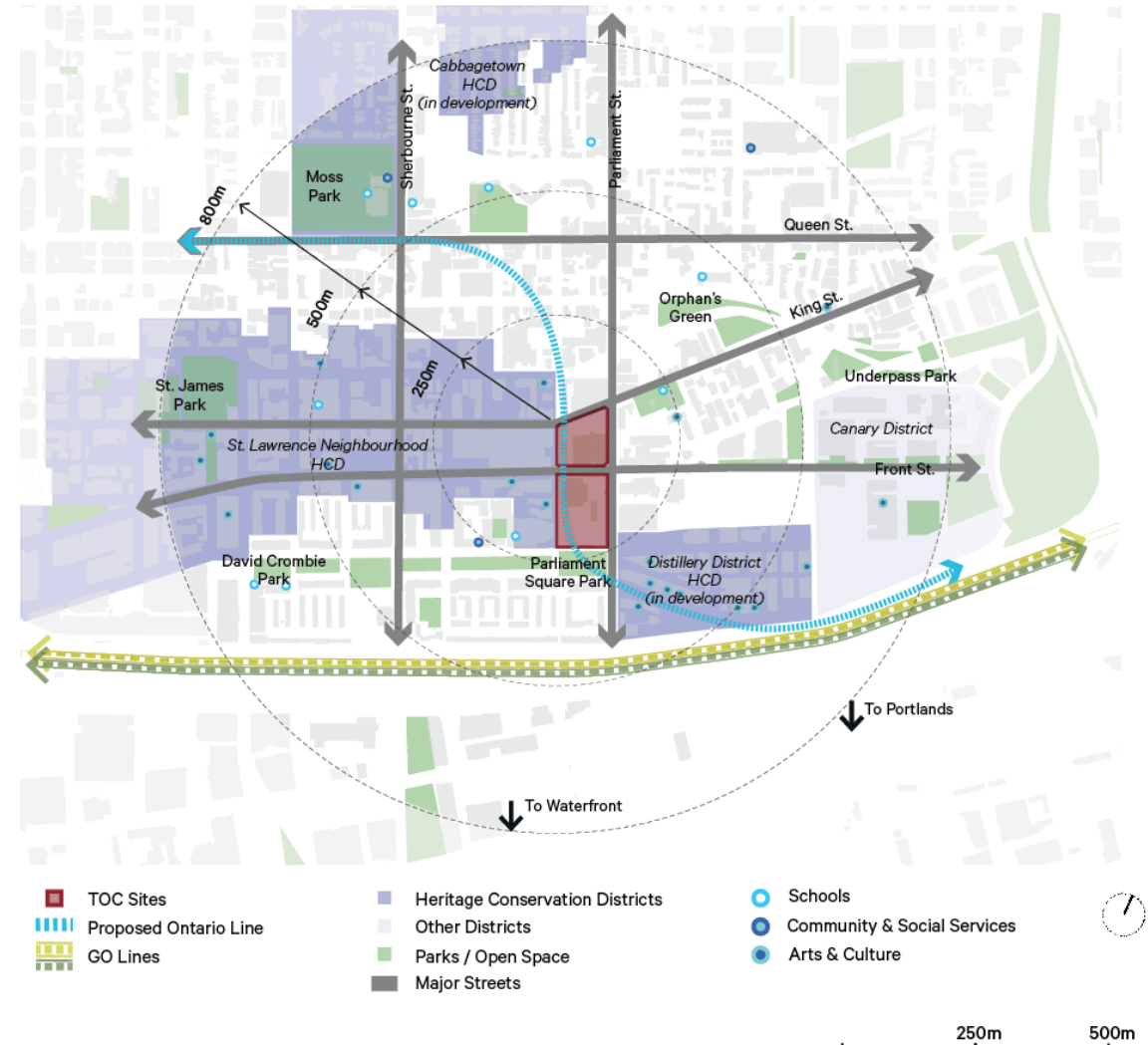
Corktown, Sackville Street



West Don Lands, Bayview Avenue



Distillery District



Station Neighbourhoods

Local Context: Active Development Applications

Significant level of development occurring within the King-Parliament area, featuring primarily new residential condominium development with some office development.



158 Front Street East



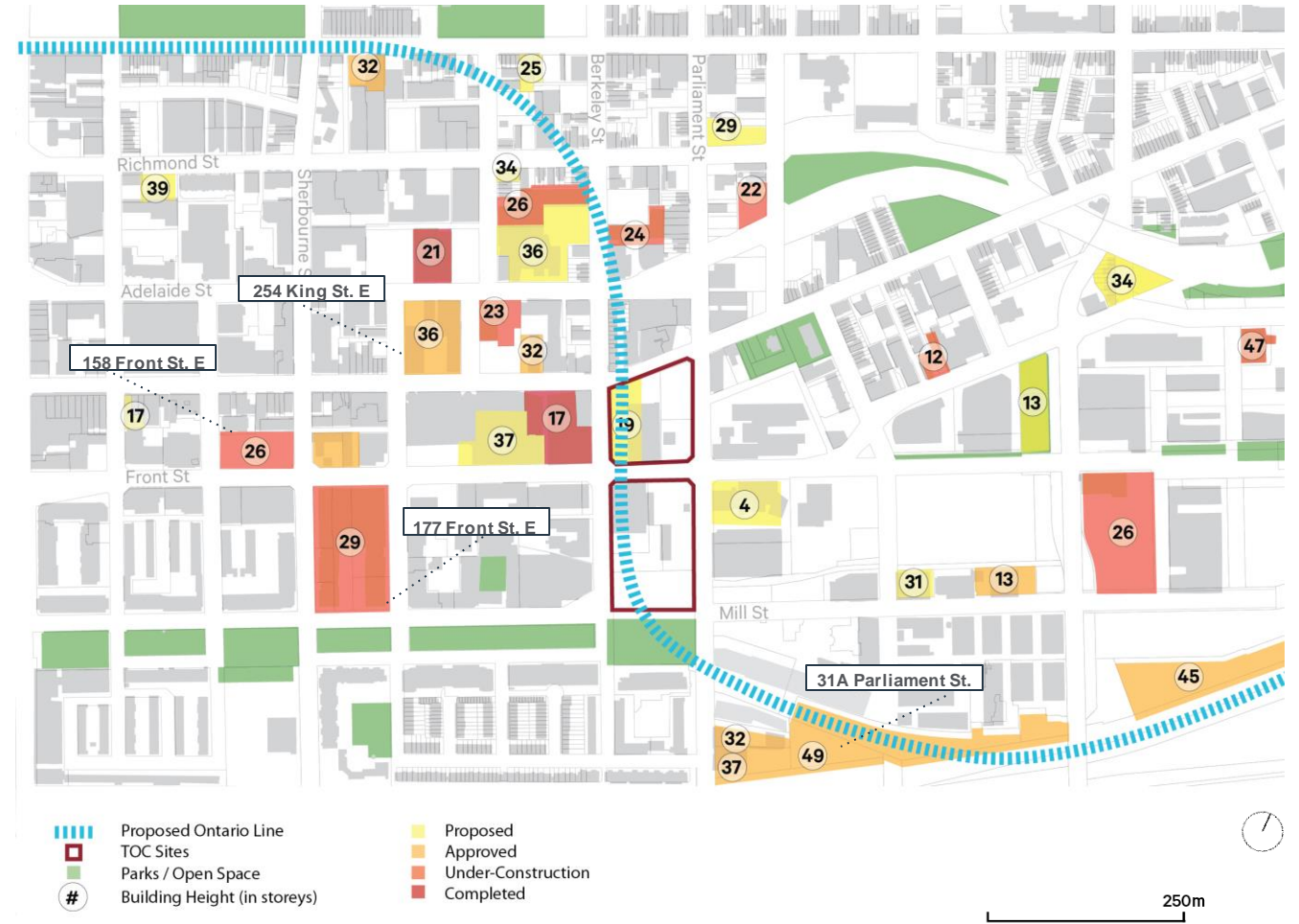
254 King Street East



177 Front Street East



31A Parliament Street



Development Context

Local Context: Integrated Transportation Network

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



504 TTC Streetcar along King Street



Adelaide Street bike lane



Bike Share docks



Transportation Context

Local Context: Public Realm & Open Space Network

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



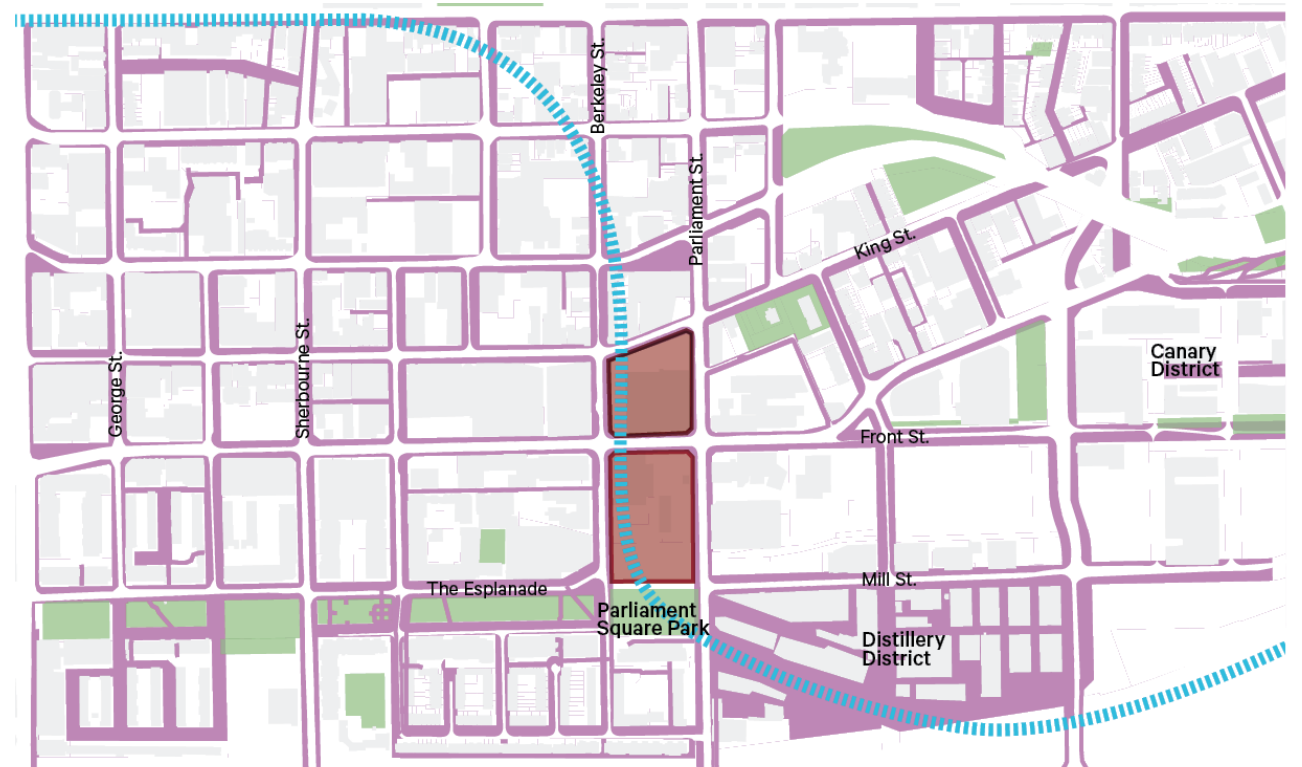
Parliament Square Park



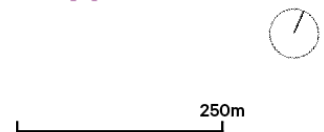
David Crombie Park



Berkeley Street looking south



- TOC Sites
- Public Realm Space
- ▬▬▬▬ Proposed Ontario Line
- Parks / Open Space



Public Realm Context

Site Context

Existing Condition



King-Parliament neighbourhood with TOC sites in foreground, looking northwest

Image Source: Urban Toronto

Site Context

North Site (“King Site”)

383 King St E, 39 Berkeley, 250-260 Front St E, 68-70 Parliament St

Site Area: 8,643 sq.m.

Current Use: Commercial

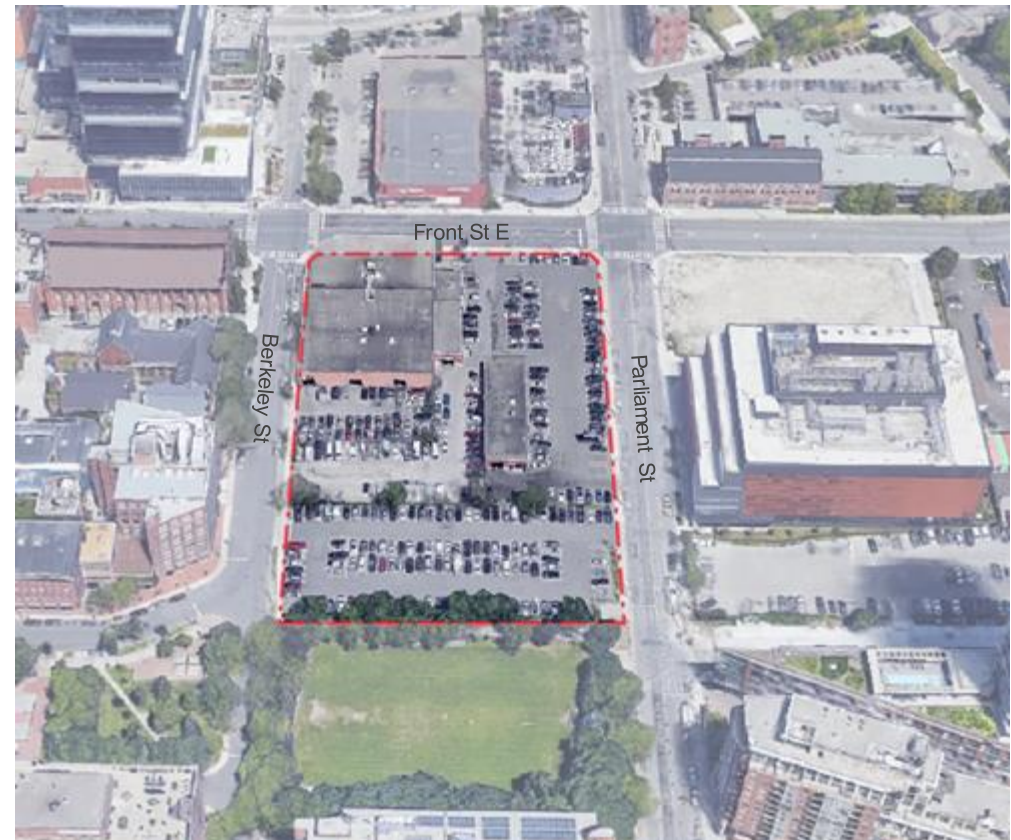


South Site (“Front Site”)

265-271 Front St E; 3-25 Berkeley St

Site Area: 12,472 sq.m.

Current Use: Commercial



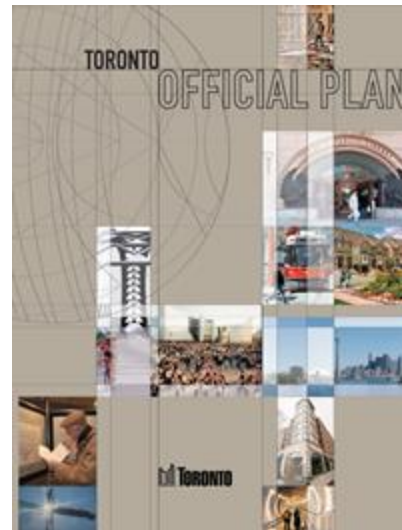
Planning Policy Context

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

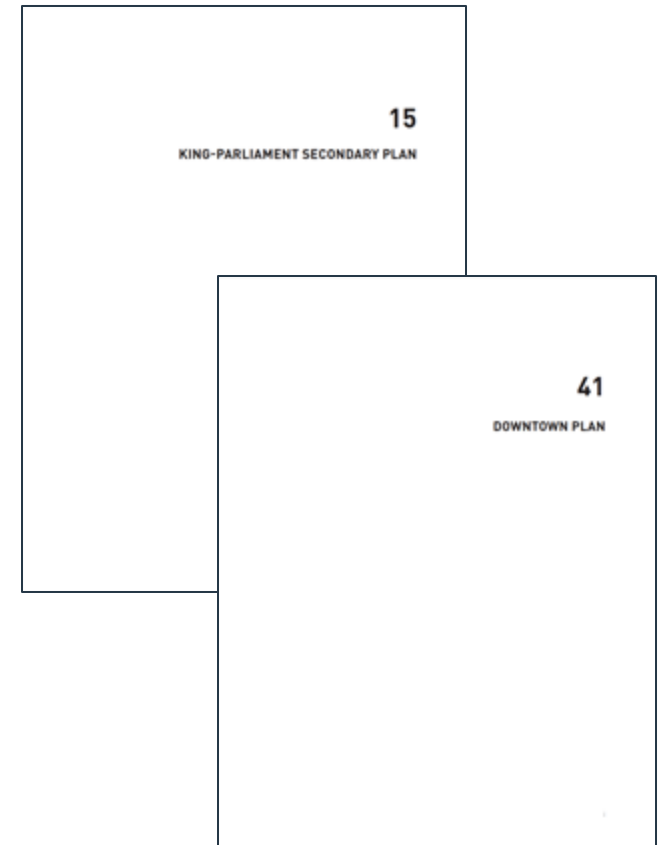
Provincial



City of Toronto



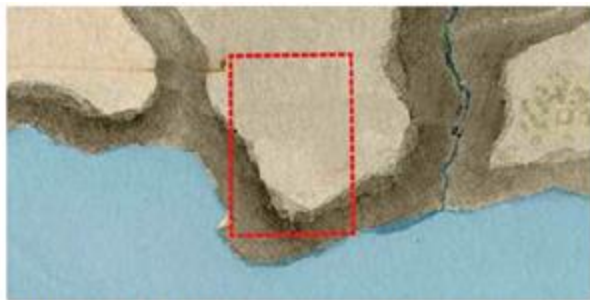
Local Area



First Parliament Heritage Interpretation Strategy (2018)

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

(City of Toronto First Parliament Master Plan Presentation)



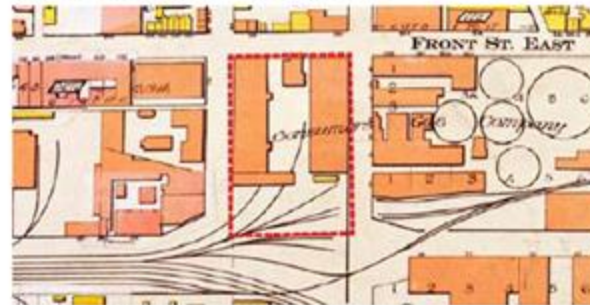
Natural and Indigenous History - 7,000 Years



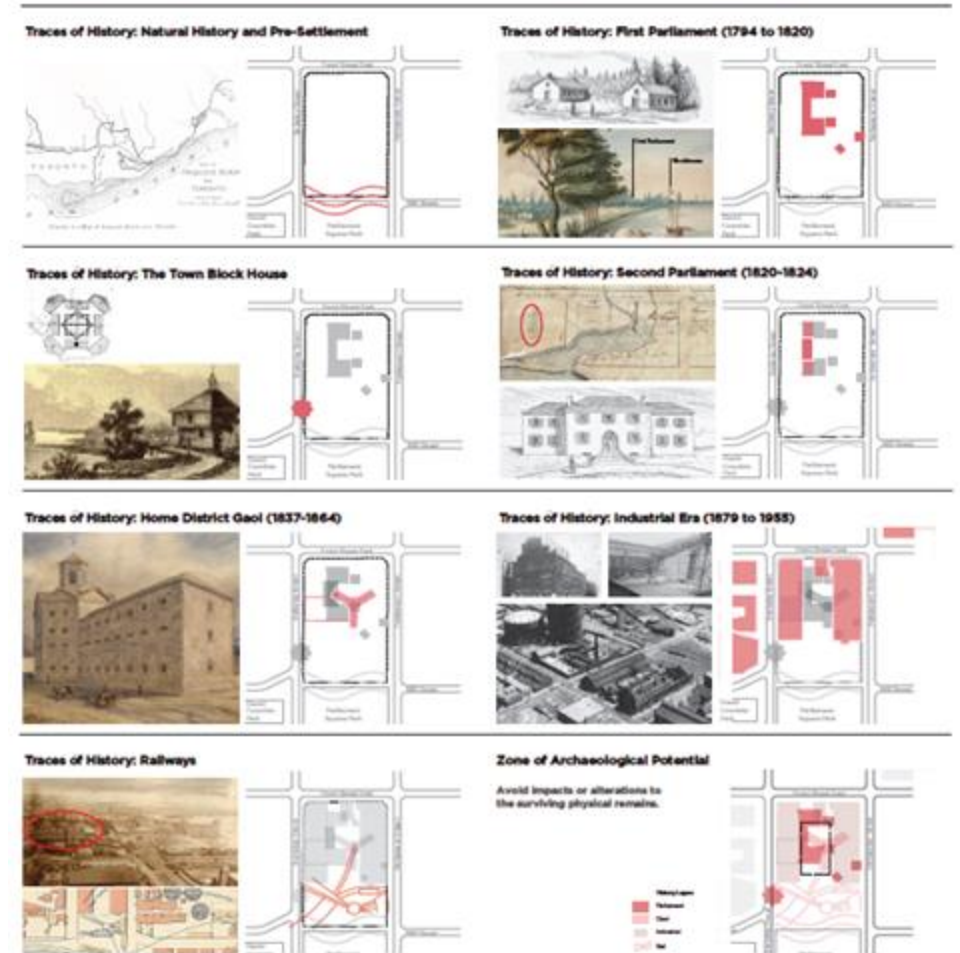
Parliament Buildings - 1794 to 1824



Home District Gaol - 1840 to 1864



Consumers' Gas - 1879 to 1955



Source: First Parliament Heritage Interpretation Strategy and Master Plan Long Range Master Plan

First Parliament Heritage Interpretation Strategy and Master Plan (2018-2021)

“First Principles” for First Parliament:

1. Conserve the site’s cultural heritage value and resources.
2. Optimize the value of the site as an important public asset.
3. Reveal the site’s history through every planning move.
4. Plan the site as a single entity for the long term.
5. Make the site safe and comfortable for all users.
6. Develop a design character that is sympathetic to the site’s heritage, but complementary of its time.
7. Collaborate with municipal and provincial stakeholders, and with Indigenous Nations and the general public.



4 TOC Design Concept

Structuring Elements

Subway Alignment and Station Location



Expanded Park and Commemoration Opportunities



Enhanced Connectivity between Transit and Key Destinations



- OL Alignment
- Corktown Station
- Heritage Interpretation
- Pedestrian Connection

Programming Anchors

Transit Supportive Housing



Priority Location for Institutional Space

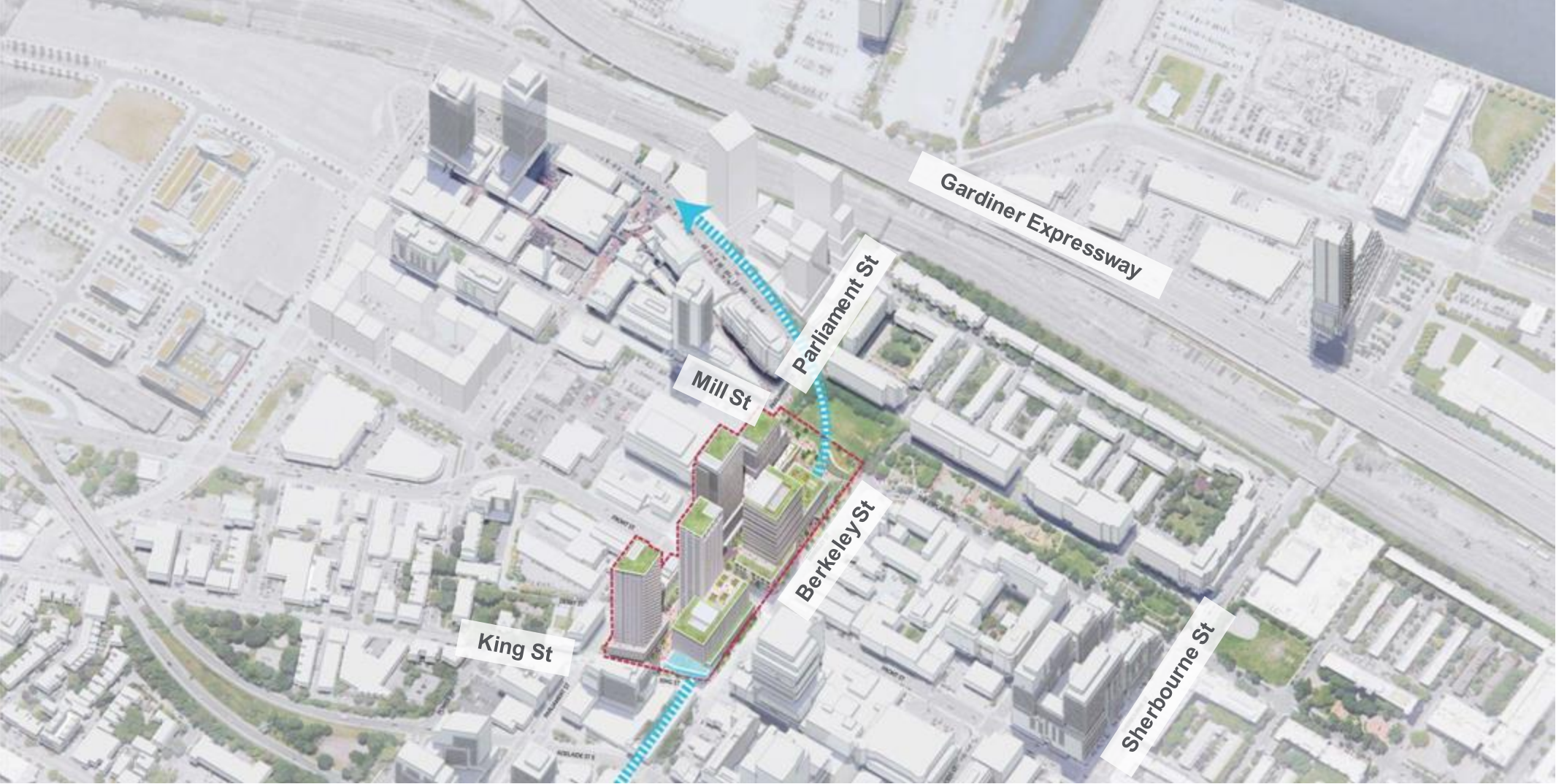


Purpose-Built Retail and Commercial Space



Residential Institutional Office Retail

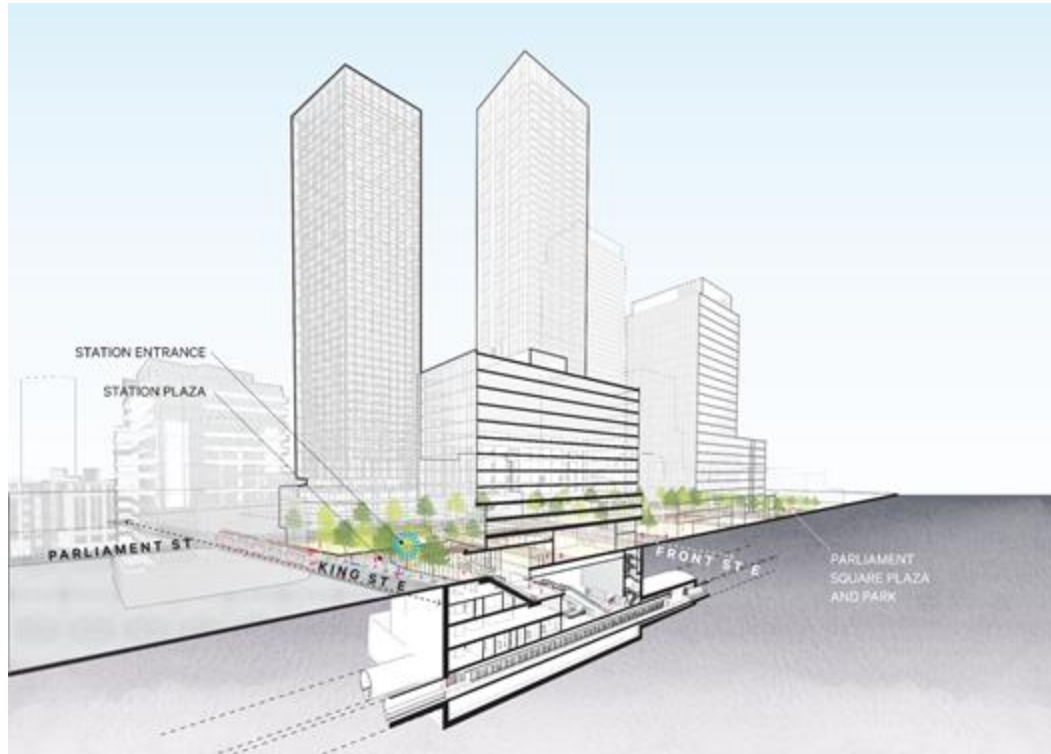
Corktown TOC Concept



 OL Alignment 

Station Location and Integration

The development on the north site is structurally integrated with the planned subway station, with station access provided off both the King Street and Berkeley Street frontages.



Cross-section showing below-grade Station infrastructure, with the north site in foreground.



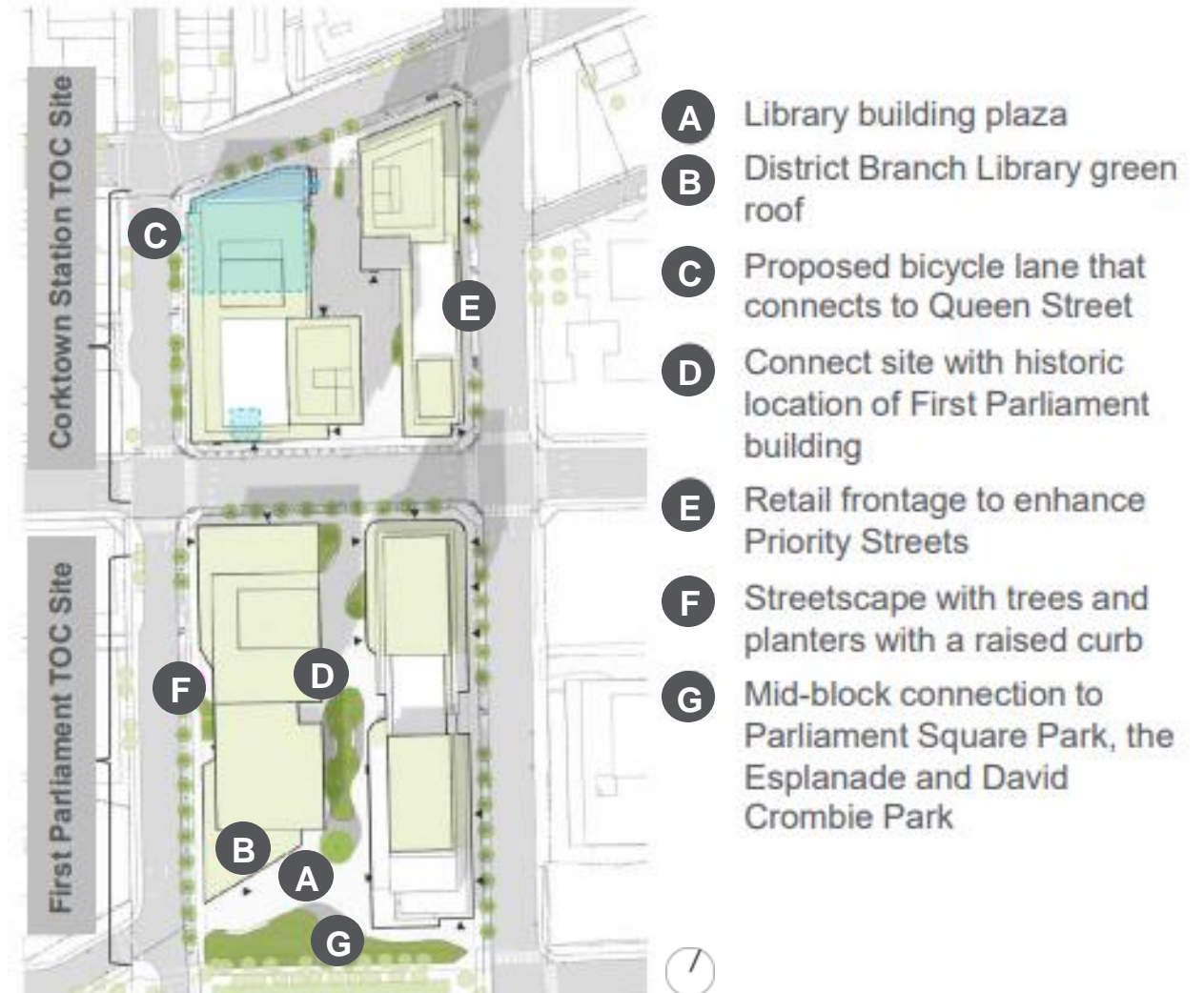
Illustrative render showing view of Station from King St. E. and Berkeley St.

Key Public Realm Features

The site organization considers and reinforces established street and block patterns, and is guided by a landscape and public realm strategy which maximizes connectivity to surrounding streets, open spaces, and neighbourhood destinations.



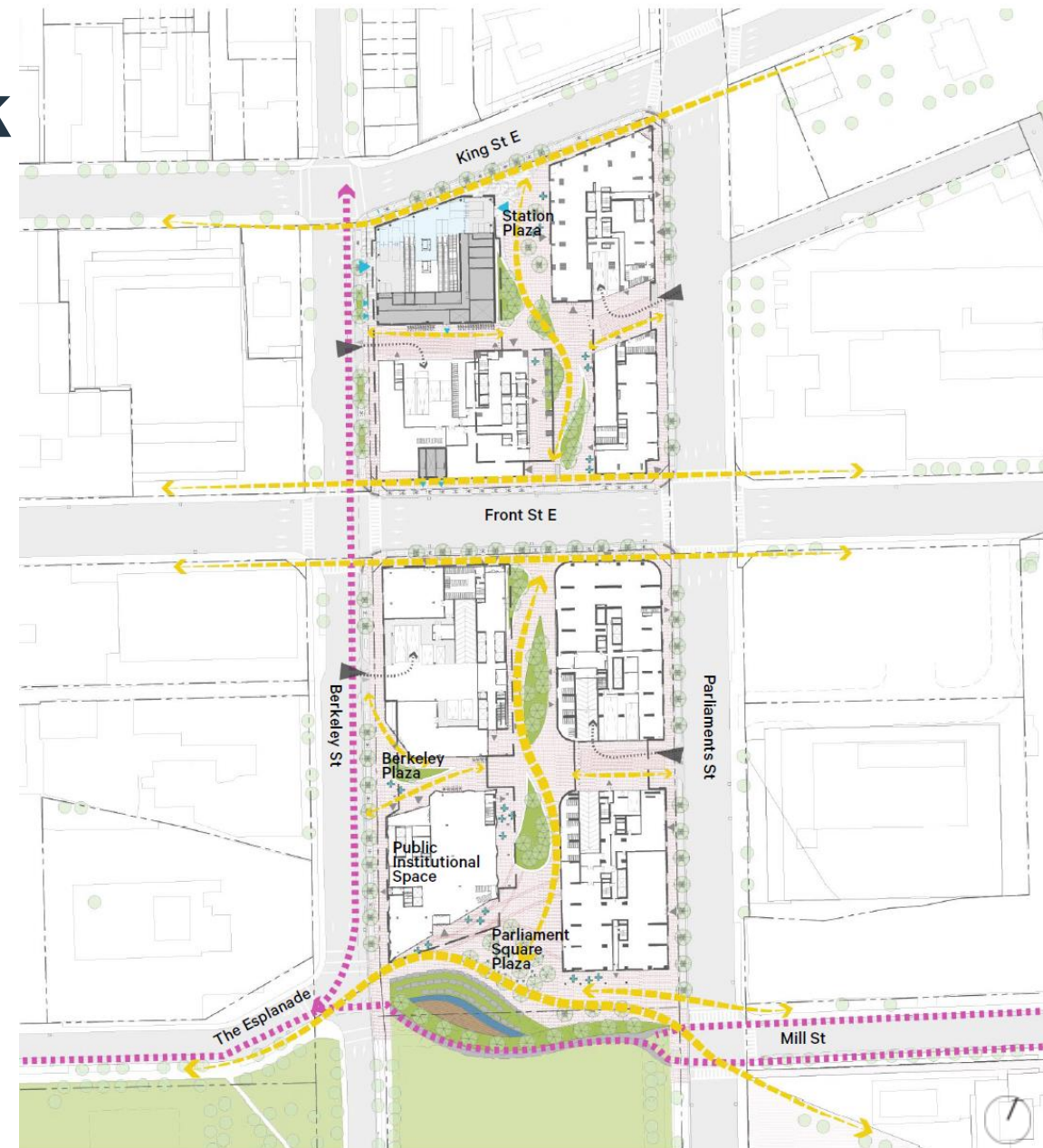
Illustrative render showing view looking northeast from Berkeley St. and The Esplanade.



Active Transportation Network

Mid-block connections prioritize pedestrian circulation and connectivity to transit, while the expanded bike network features a new connection between The Esplanade and Mill Street and accommodation for a proposed bike lane along Berkeley Street.

- | | | | |
|----------------------|-------------------|-------------------------------------|------------------------|
| Existing bus shelter | Bollards | Station entrance | Pedestrian circulation |
| Proposed bench | Proposed tree | Building entrance | Vehicular circulation |
| Proposed bike ring | Existing tree | Servicing and loading entrance/exit | Proposed bike lane |
| Table and chairs | Planter and grass | Extent of tower above | Property line |



Circulation and Public Realm Plan

Poll Question



There will be a discussion covering the following topics this evening. Which three would you most like to comment on?

1. Parks and open space
2. Site history and commemoration
3. Streetscape design
4. Built Form
5. Land use mix
6. Institutional space
7. Other

North Site: Public Realm and Open Space

The North Site will deliver transit-oriented and pedestrian-friendly streetscape improvements along King St. East, Front St. East, and Parliament St., while enhancing pedestrian and cycling movements along Berkeley St.



Illustrative render showing station headhouse and entrance from mid-block connection along King St. E.



- | | | | |
|-----------------------------------|-----------------------------|-------------------|--------------------|
| Unit paver | Proposed tree | Station entrance | Proposed bike ring |
| Reinstated furnishing zone paving | Existing tree | Building entrance | Proposed bench |
| Large litter receptacle | Existing tree to be removed | Green roof | Wayfinding totem |
| Existing bus shelter | Planter and grass | Table and chairs | Property line |

North Site – Landscape Plan

North Site: Built Form

North Site

Maximum Height
(incl. mechanical) 46 ST/164.1m

Density (FSI)* 11.0

Total GFA (sq. m) 93,992

Residential GFA 65,258

Non-Residential GFA 28,734

Residential Units 840

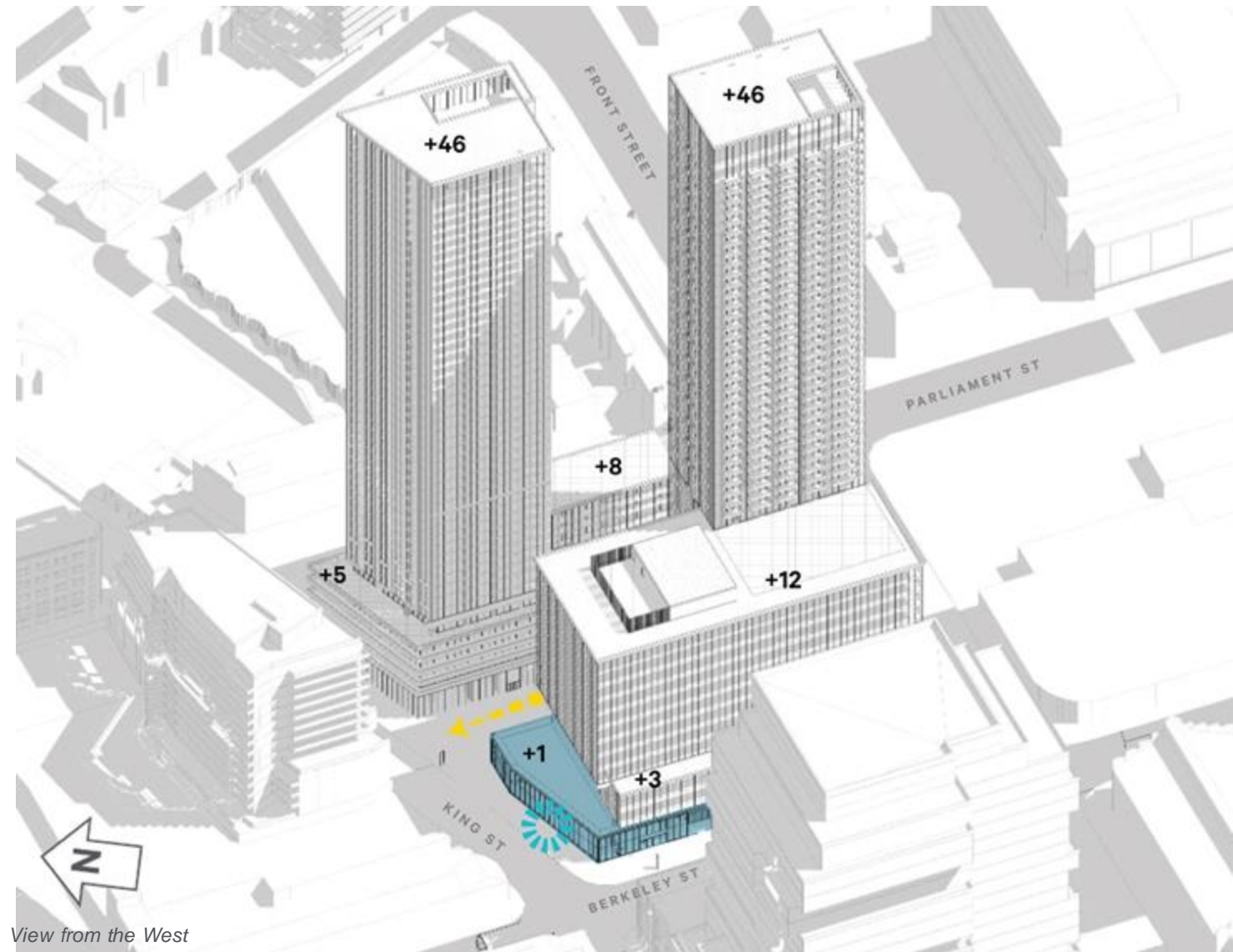
Larger Sized Units 348

Vehicular Parking 271

Bicycle Parking 1135

Stats based on indicative concept

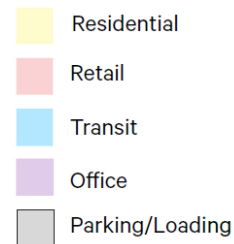
*inclusive of transit station (provided through separate process)



North Site: Mix of Uses

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

The West Building is comprised of transit, retail, residential and office uses, while the East Building is made up of largely residential uses, with the exception of retail on the ground floor.

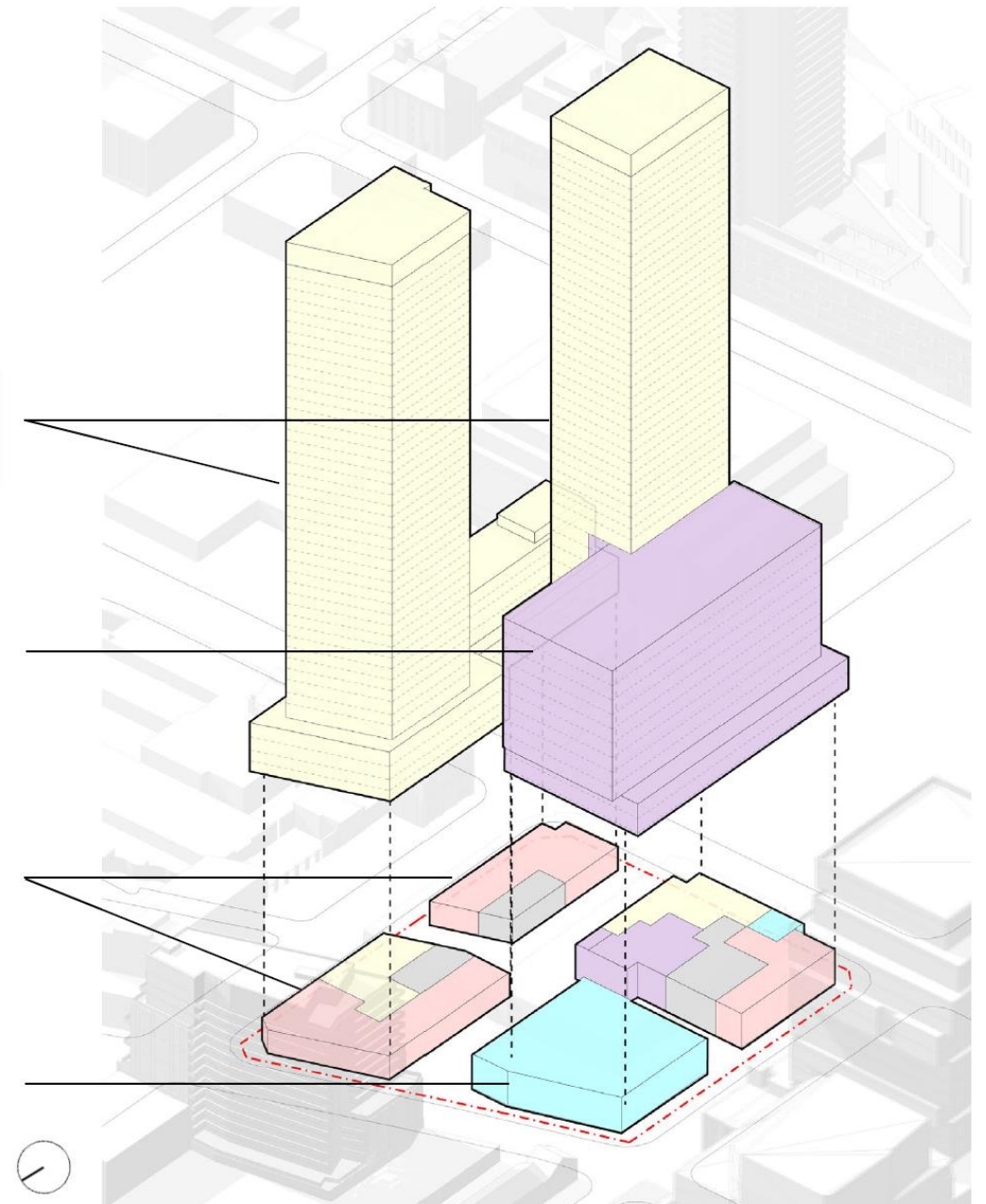


Total Residential GFA:
65,258m²

Total Office GFA:
26,996

Total Retail GFA:
1,738 m²

Total Transit GFA:
(excluded from proposed development)
1,351 m²



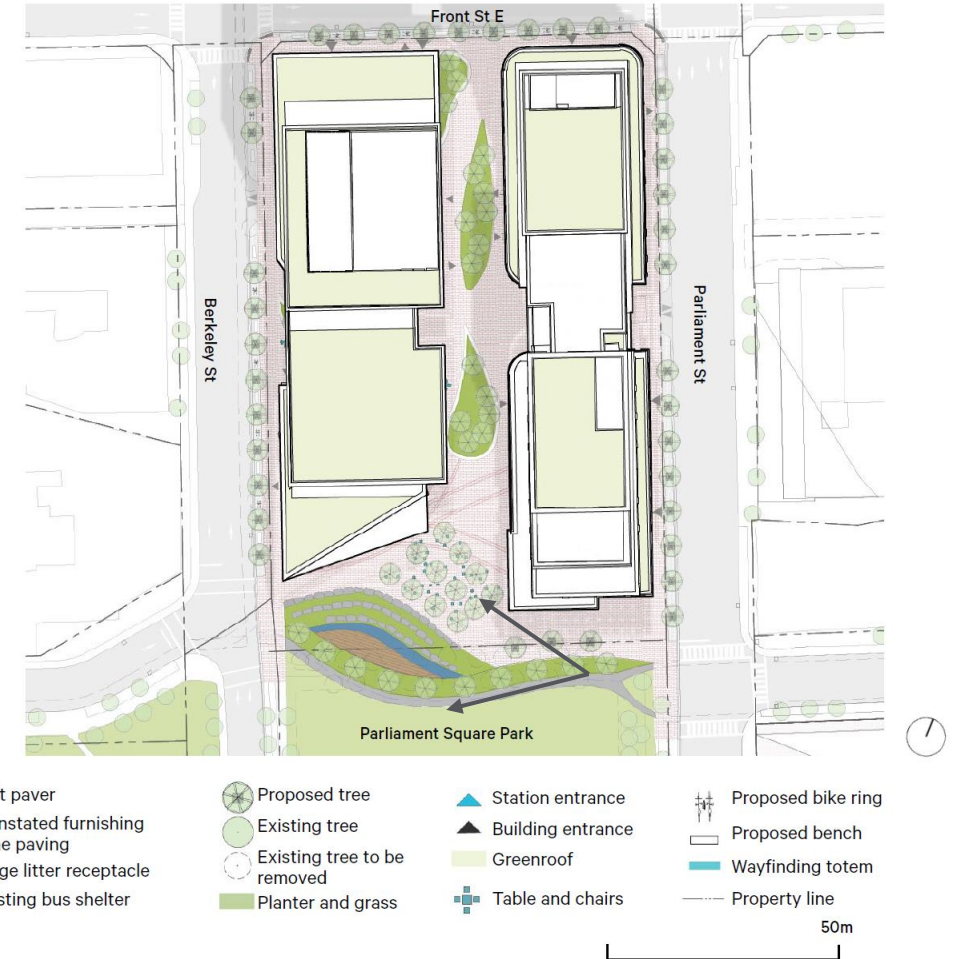
North Site Programming

South Site: Public Realm and Open Space

The proposed strategy for the South 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.



Illustrative render showing 'First Parliament Plaza' and public institutional use adjacent to outdoor public amenities



South Site – Landscape Plan

South Site: Built Form

South Site

Maximum Height (incl. mechanical) 46 ST/152.0m

Density (FSI)* 8.6

Total GFA (sq. m) 107,218

Residential GFA 60,129†

Non-Residential GFA 47,089

Residential Units 740

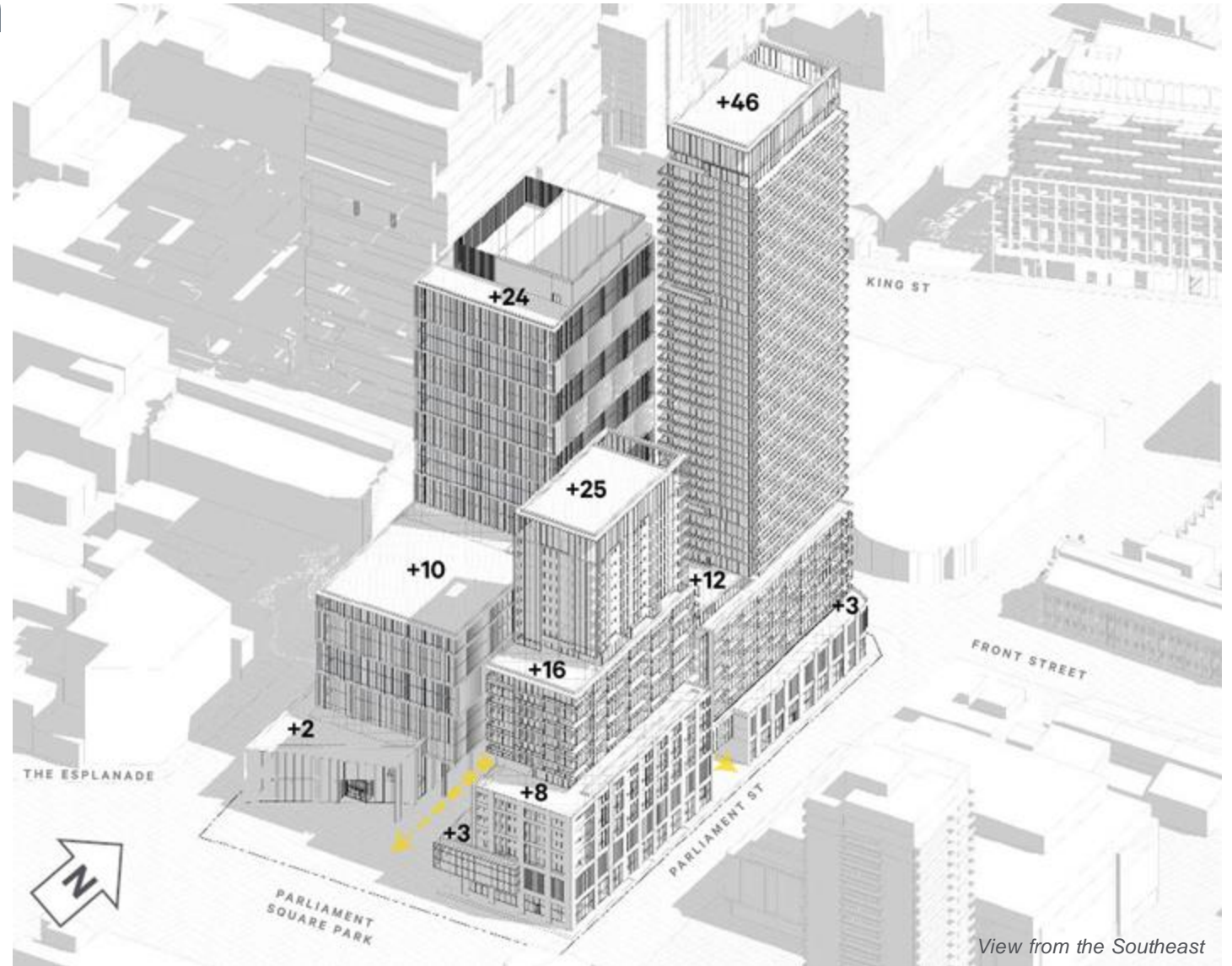
Larger Sized Units 284

Vehicular Parking 297

Bicycle Parking 941

Stats based on indicative concept

†inclusive of above-grade parking GFA



South Site: Mix of Uses

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

The West Building is comprised of non-residential uses including office, institutional and retail, while the East Building is made up of largely residential uses, with retail at-grade.

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

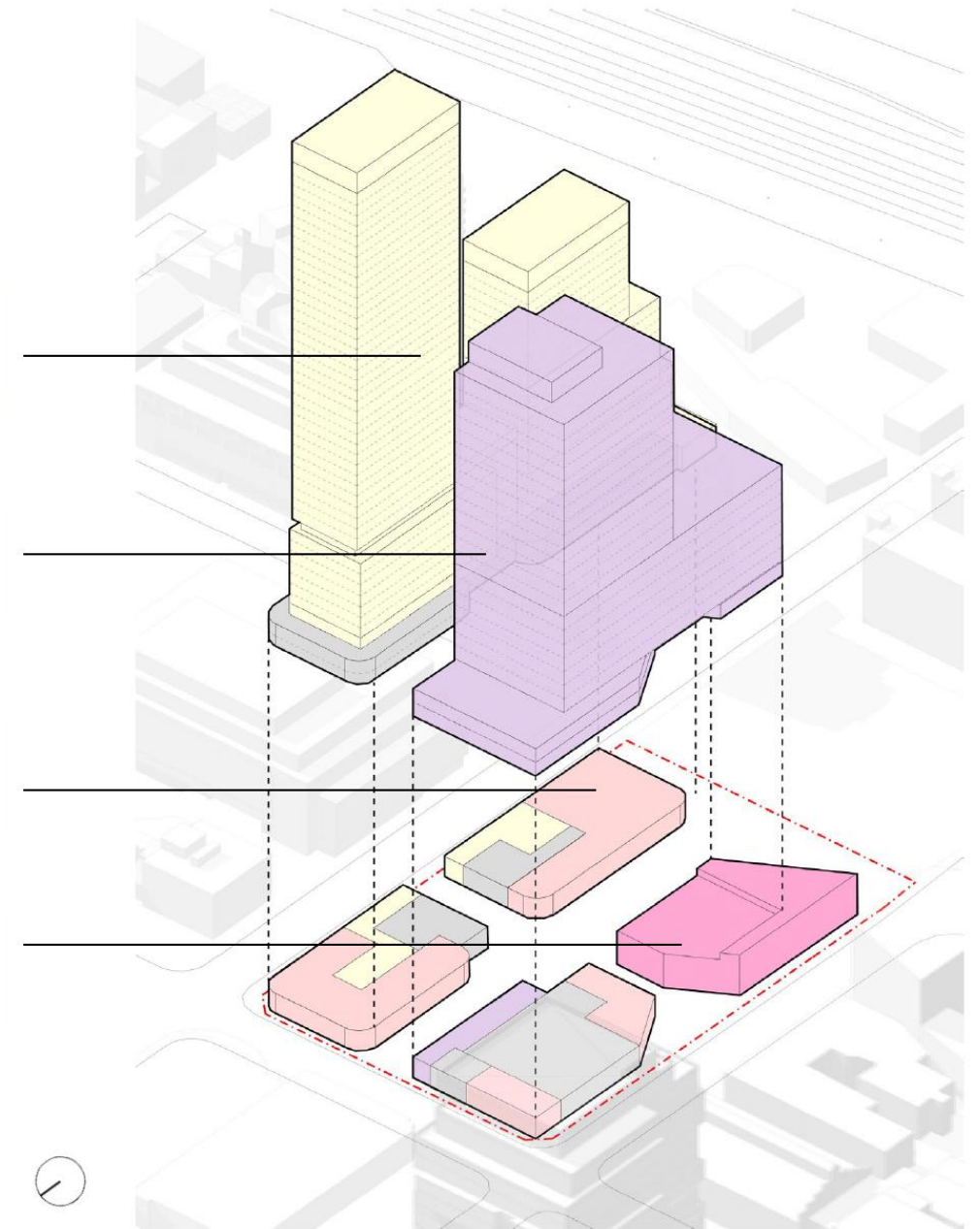
Total Residential GFA:
60,129* m²

Total Office GFA:
42,281 m²

Total Retail GFA:
2,441 m²

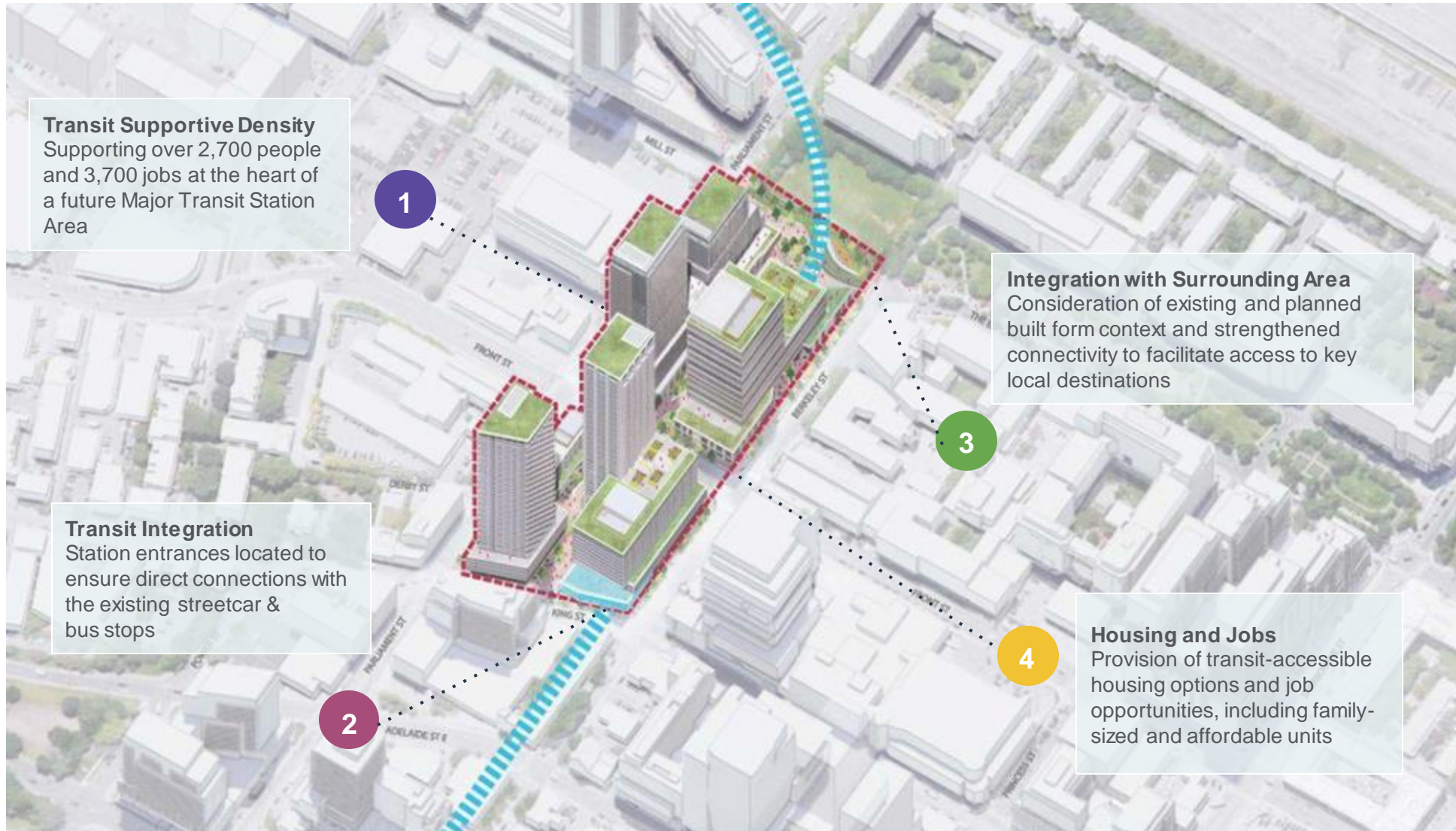
Total Institutional GFA:
2,367 m²

*inclusive of above-grade parking GFA

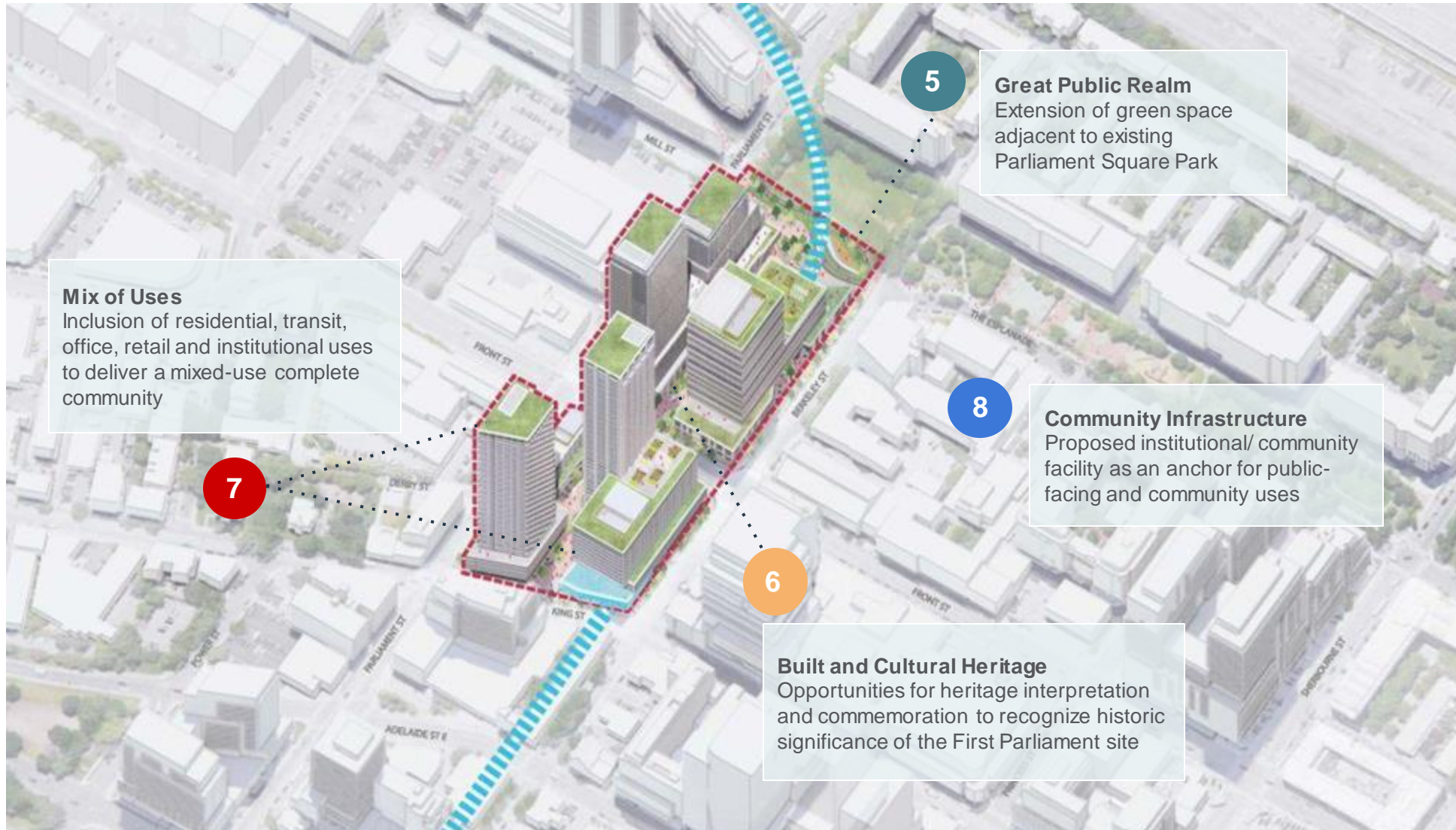


South Site Programming

Design Concept — TOC Planning Principles



Design Concept — TOC Planning Principles

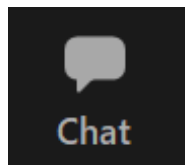


- 5 Foster a great **public realm**
- 6 Protect natural, built and cultural **heritage**
- 7 Provide an appropriate **mix of uses**
- 8 Enhance **community amenities and infrastructure**

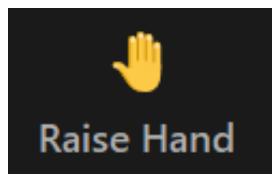


5 Questions & Answers

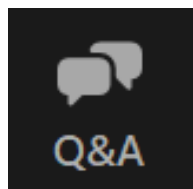
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Tonight's Q&A



EngageIO.ca/en/Corktown



Future Open Houses

What are the Next Steps?

Open House#2
Fall 2021

**Transit Station
Construction**
Commences 2022

TOC Construction
Commences ~2029

For More Information/Input, Please Visit Our Website:

EngageIO.ca/en/Corktown

