

**Exhibition Transit-
Oriented Community
Public Engagement
Final Summary Report**



**Virtual Event
(November 30, 2021)**



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Introduction

Transit-oriented communities (TOC) are part of the government's plan to build new, sustainable transit. TOC will enhance Ontario's "[New Subway Transit Plan for the GTA](#)" by placing more housing and jobs near or at transit stations along the routes of the four priority subway projects being delivered by the Province of Ontario (the Province), including the [Ontario Line](#), the [Yonge North Subway Extension](#), the [Scarborough Subway Extension](#), and the [Eglinton Crosstown West Extension](#).

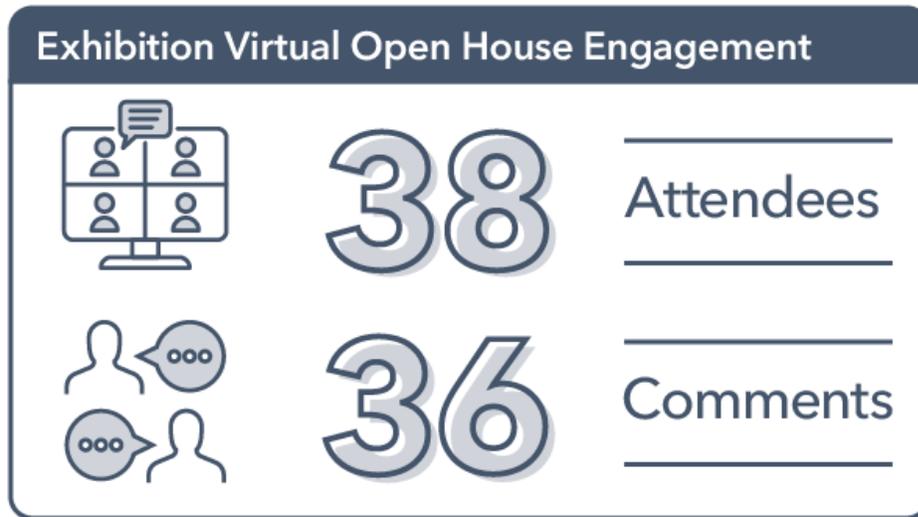
The TOC proposal would transform the Ontario Line's Exhibition Station into a connected transit hub with new housing, office, and retail space. Transit riders will be able to connect to GO Transit, the TTC and the Ontario Line subway, making it more convenient to get to this popular destination for sporting events, concerts and other attractions, as well as the growing Liberty Village community. The Exhibition Station site consists of two sites, which have been identified as TOC opportunities. The sites will be developed by the Province in line with the [stated objectives of the TOC program](#).

Outreach Materials

- Postcards distributed to area residents and businesses within a 500 m radius to proposed station site.
- One (1) social media post from Ontario's Ministry of Infrastructure (MOI) on Twitter and LinkedIn.
- Community input received through the EngageIO website at engageio.ca/en/exhibition.

Presentation

As part of the public engagement process, on Tuesday, November 30, 2021, Infrastructure Ontario (IO) held a second virtual public meeting (meeting) for the Exhibition TOC with an attendance of 38 unique viewers and a third-party moderator serving to facilitate the presentation and questions. The meeting provided an overview of the TOC program, feedback received from community and stakeholder groups from the first open house, and changes to the development concept as a result of the feedback. A 'virtual site tour' was also facilitated to discuss and explore items of interest. The meeting included a discussion period during which the public provided additional feedback and project team members answered any outstanding questions regarding the TOC.

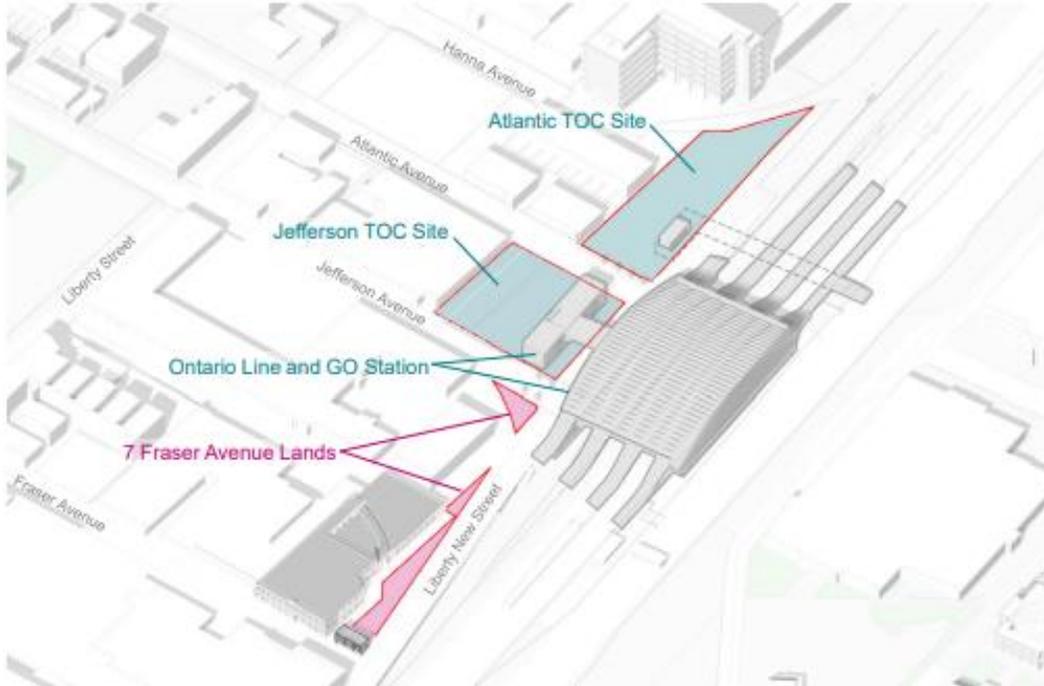


Feedback from stakeholders and the public from [Open House #1](#)

Open House #2 focused on reporting back on feedback and key details heard in the first open house. These key areas included density, heights, public spaces and facilities, affordable housing and rental housing, green and open spaces, community services, active transportation infrastructure and mid-block connections.

Incorporating your feedback

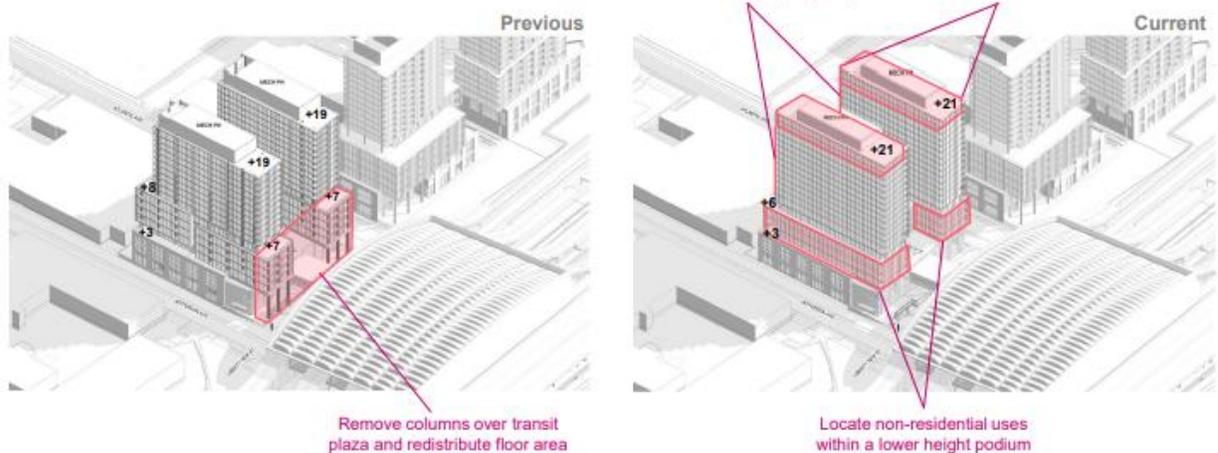
Aaron Budd, SvN, concluded the presentation by providing a virtual tour of the area and highlighting key areas and concepts that have been refined. The walking tour took the attendees through West Liberty Village from the Carpet Factory to the future Ontario Line and GO station. During the virtual tour, Budd highlighted the existing and emerging urban form that was used to inform the TOC development concepts. The tour also included 7 Fraser, where Budd highlighted opportunities for the public to provide input on the potential use of the remaining lands after the completion of the Ontario Line and Liberty New Street.



7 Fraser Avenue Lands

The presentation also highlighted the change in massing that no longer includes the overbuild of the plaza fronting the Liberty New Street right-of-way. The change included removing the columns that were proposed to support the massing and redistributing the floor area by increasing the overall height from 66 m to 72 m. The proposed massing also demonstrated a lower podium height that concentrated the non-residential uses with larger floor plates in the lower six floors.

Proposed TOCs + Transit Integration



Changes in Massing to the TOC concept

For more information and related materials, please visit engageio.ca/en/exhibition.

Question and Answer

Following the presentation, a question-and-answer period was conducted. Responders submitted questions over Zoom and on the phone, including questions and comments, which are categorized below into the following themes: Building Height and Density, Infrastructure, Transit, and Miscellaneous.

Building Height and Density

A few responders asked specifically about the interface between the TOC (specifically the Atlantic site) and the Liberty Market Lofts (Lofts) at 5 Hanna Avenue. Responders asked about the separation distance between the Lofts and the Atlantic site with concerns about privacy and windows facing each other. Responders asked about shadow impacts from the Atlantic site. A responder asked if the units in the Atlantic building could be oriented east-west to reduce the imposition on the Lofts. The Project Team assured responders that the separation distances between the buildings (20 m apart on the ground floor and 24 m apart above the 4th floor) are appropriate and designed to ensure privacy is maintained within and adjacent to the TOC. The Project Team noted that for units that face each other, a 50 m separation distance was provided for maximum privacy. Further, the Project Team referred to open space provided at grade on the east side to facilitate separation between the two buildings and to accommodate heritage features.

Some responders were concerned about increasing the height of buildings and density in Liberty Village given the lack of community infrastructure like parks, libraries, and community centres. The Project Team intentionally determined the height and land use to reflect the objectives of the TOC program to create a vibrant and dynamic transit hub with mixed-use buildings. The Project Team noted that it was important to be respectful of the character of the area while balancing it with the objectives of the TOC program. The proposed development is reflective of these ideas and introduces an appropriate amount of density for a major rapid transit node. The Project Team acknowledged the responders' concerns about community infrastructure. It is noted that the City is currently undertaking a Liberty Village Public Realm and Community Services study that will help inform community infrastructure choices and priorities in the future.

Responders raised questions about affordability in the TOCs, referencing a City Council request that a minimum of 30% of all new housing be affordable. A responder asked how the Project Team defined affordability and how it will be secured. The responder situated their question by noting that Liberty Village lacks variety in housing mix and that larger units (beyond one and two bedrooms) would benefit the area. The Project Team referred to the City of Toronto's affordable housing program, Housing Now, for definitions of affordability. At present, the City and the Province are in continued discussions about affordability and TOCs. The Project Team referenced two tools

available to secure affordable units: inclusionary zoning and commercial agreements with the developer. Responders were also curious about the housing mix provided on the TOC sites, specifically asking about the size of units, and noting that one or two-bedroom units were dominant in the area. The Project Team pointed toward the proposed housing mix at the TOC, ensuring that 25% of residential units are larger (two- or three-bedroom), as required by the City's Growing Up Guidelines and the need to include appropriate family-sized units.

Infrastructure

A responder asked about plans to upgrade existing infrastructure in the community to accommodate the influx of new residents. The Project Team acknowledged the concern, noting that their mandate is limited in scope to the specific TOC sites and existing infrastructure upgrades falls under City jurisdiction. The Project Team noted that while out of scope, the TOC program can assist in the provision of community services or amenities, should they be appropriate matches for the built form.

A responder asked about parking within the TOC given the anticipated changes in City requirements for minimum parking in new developments. The Project Team pointed toward 200 below-grade parking spaces within the proposed TOC development and referenced bike parking in addition to vehicular parking spaces.

Some responders asked about the future Liberty New Street and its eventual delivery. The Project Team informed the open house that the stretch that is adjacent to Exhibition Station would be delivered as the transit hub is developed. Otherwise, further coordination is underway with the City on the delivery of Liberty New Street, and it is hoped that it can be delivered in conjunction with transit infrastructure. A responder asked if the name "Liberty New Street" was final, and the Project Team was unsure about the final name for the new street.

Transit

Responders asked if there were plans to have the Union-Pearson (UP) Express stop at Exhibition Station, to which the Project Team directed responders to Metrolinx for questions about transit service. Another responder asked about transit service, wondering about the future surface transit service in Liberty Village and the primary streets used for routing. The Project Team responded that development of a detailed surface transit service plan is underway with the City and the TTC. It is anticipated that frequent service (5 minute or less) will be part of a future Liberty Village surface transit plan.

If participants have technical questions or want to learn more about transit-related matters, including their timelines, they are invited to visit [Metrolinx Engage](#).

Miscellaneous

Responders asked a variety of miscellaneous questions about the TOC program and site in Liberty Village. A responder asked about the local groups that are being consulted for the TOC program in addition to the Open Houses. The Project Team explained that they spoke with City Councillor Joe Cressy for suggestions on who to include and have had discussions with the local BIA, local residents' associations, and other area stakeholders. A responder asked about mitigating noise and pollution from the smokestack. The Project Team explained that they are working on a plan for noise mitigation using existing strategies for homes near the rail corridor and will have more detail as designs enter advanced stages. The Project Team also noted that the smokestack and boiler room have not been active for years and the TOC program has no plans to utilize them, aside from showcasing them for heritage recognition.

Additional comments included suggestions for the site and area like open air markets, ice skating, skateboard parks, recreation, green space, and public parks.

More Information

Please visit engageio.ca for more information about the Exhibition TOC.

Community input is an important part of the process, and we would like to thank everyone who has participated in the TOC engagement.