



**King-Bathurst and
Queen-Spadina
Transit-Oriented
Community Public
Engagement Final
Summary Report**

**Virtual Event
(December 2, 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 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](#).

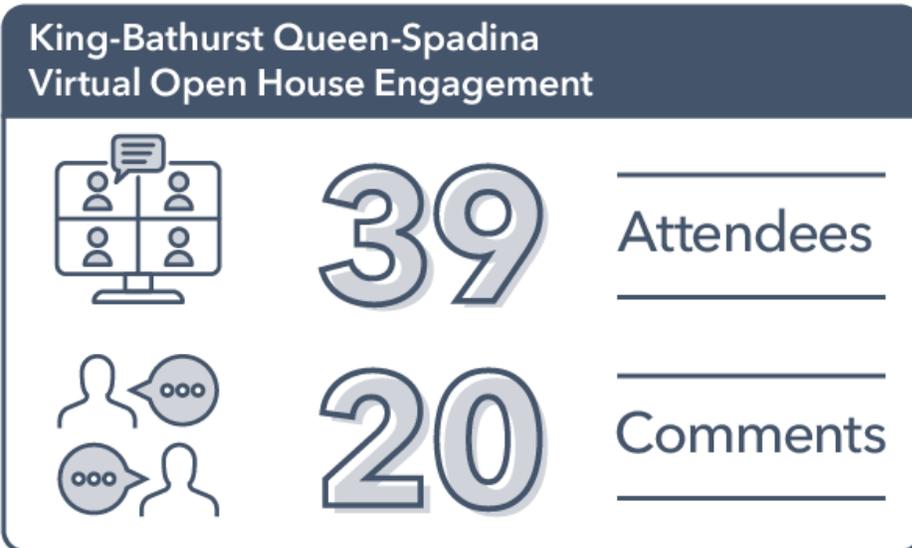
The TOC proposal for King-Bathurst station looks to add more housing and office spaces while retaining heritage buildings and structures, recognizing the character of this vibrant neighbourhood. The TOC proposal for Queen-Spadina station would provide more housing, retail spaces for businesses and convenient access to transit, including the TTC streetcar and Ontario Line subway. Both station sites consist of two sites each, 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/king-bathurst and engageio.ca/en/queen-spadina.

Presentation

As part of the public engagement process, on Thursday, December 2, 2021, Infrastructure Ontario (IO) held a second virtual public meeting for both the King-Bathurst and Queen-Spadina TOCs with an attendance of 39 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. 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.

From the first King-Bathurst open house, responders generally supported the TOC concept with some responders expressing concern for building heights and shadow impacts. Responders were supportive and passionate about public realm enhancements. Responders expressed desire for an integrated subway station and TOC with opportunities for local retail. Responders were passionate about affordable housing onsite and providing an appropriate housing mix in terms of type and tenure. Responders were keen to incorporate sustainable design into the TOC.

From the first Queen-Spadina open house, responders expressed a desire for contextually sensitive design as it related to height and heritage and the TOC's relationship to other buildings. Responders were supportive and passionate about public realm enhancements including increased sidewalk widths. Responders were passionate about affordable housing onsite and providing an appropriate housing mix in terms of type and tenure. Generally, responders were concerned about potential wind and shadow impacts. Responders were interested in sustainable design.

Incorporating your feedback

The following section provides the latest project updates for both the King-Bathurst and Queen-Spadina TOC.

King-Bathurst

- Station entrances have been placed at the most direct, least disruptive, and most economical path from the ground surface to the underground station.

- The station access points will have doors that are facing both King Street and Bathurst Street.
- Certain service areas have been relocated and readjusted to create some space for pop up stores or smaller local business on the ground floor.
- 130 square metres have been made available by reducing the residential lobby entrance and relocating services that would typically be on the ground floor onto other floors.
- The corner retail space will be an optimal location for a business because of the pedestrian traffic coming from the south and this will help activate Bathurst Street.
- Opportunities for retail and other non-residential uses have been created at the north site.
- Most of the heritage building space will be dedicated to non-residential use.
- Efforts will be taken to ensure that smaller spaces are made available to maintain a community feel.
- The third floor will become a destination with its rooftop outdoor space located above the station.



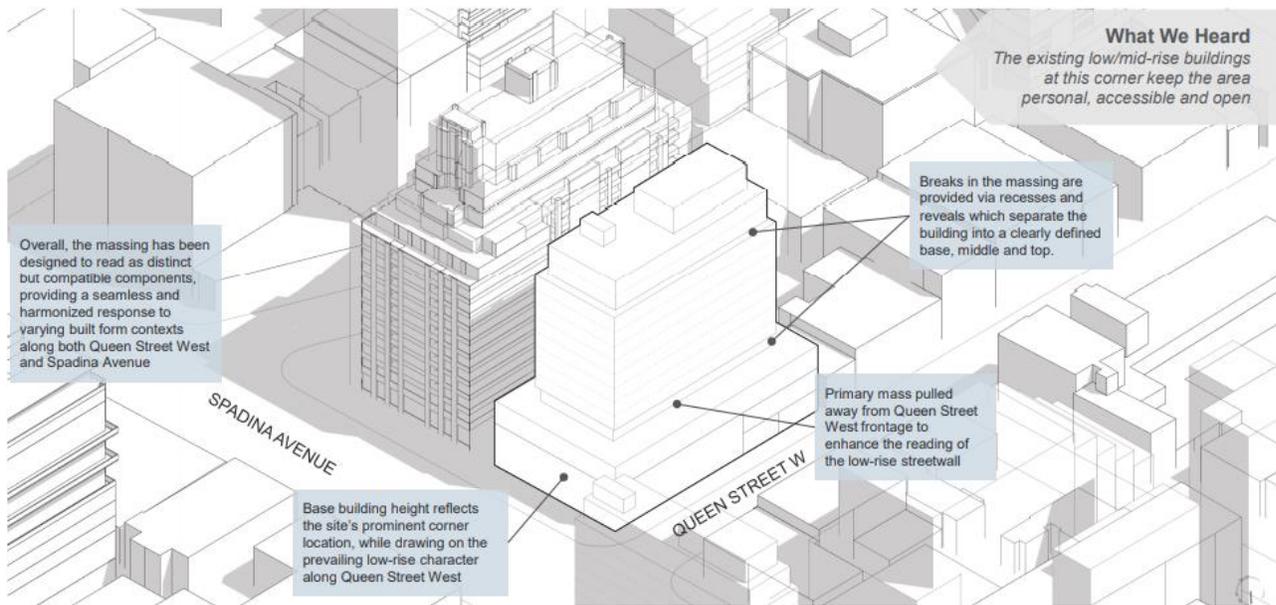
Opportunities for Non-Residential Uses, South Site



Opportunities for Non-Residential Uses, North Site

Queen-Spadina

- The corner of Spadina continues to have taller buildings being approved on the site and the development will relate to the height that we are seeing in the surrounding context along Spadina.
- The existing building at the northeast corner will be conserved.
- The mass on the north site has been pulled back with a generous step back above the building value of approximately 10 metres in recognition of the typology that exists on Spadina.
- The mass on the south site above has been pulled back to maintain that experience from the street level and distinguish it from the base of the building.
- The south site of Queen-Spadina will have a 17-metre separation between the upper portion of our building and the Morgan building.
- 25% of residential units are larger-sized (two- or three-bedroom).



Contextually Sensitive Built Form

For more information and related materials, please visit engageio.ca/en/king-bathurst and engageio.ca/en/queen-spadina.

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: Transportation, Construction Impacts, Community Infrastructure and Amenities, and Miscellaneous.

Miscellaneous

A responder asked about existing tenants and potential relocation, and whether they would be located in the new TOC project. The Project Team ensured that tenants directly impacted would be contacted by the Property Acquisition team with information.

Construction Impact

Responders were curious about impacts during the construction phases for the Ontario Line and the subsequent TOC. Responders asked what disruptions neighbouring residents could expect and how vibration would be mitigated. Responders asked about when to expect impacts and whether temporary accommodation would be required.

Though Metrolinx is responsible for the construction of the subway stations and tunnels, the Project Team explained that tunnels are five storeys below grade and impacts are anticipated to be minimal. The Project Team referred responders to Metrolinx for more detail about tunnelling and the construction of the subway. Regarding the TOC construction, the Project Team suggested that construction impacts would be typical and not dissimilar from existing construction impacts. The Project Team did not anticipate any long-lasting or majorly impactful disruptions to the nearby community as

a result of the TOC construction beyond regular construction conditions. The Project Team reiterated that the TOC construction would begin after the construction of the stations at Queen-Spadina and King-Bathurst.

Transportation

Many responders had questions about cycling infrastructure and services. A responder asked if the Project Team had considered including space for bike repair and cleaning as part of the proposed development. A responder asked how the safety of cyclists travelling within and to the TOCs would be prioritized. A responder mentioned that the TOC development was an opportunity to rethink the broader cycling network and asked if the Project Team had considered this. Another responder asked about protected bike lanes in the area and prioritizing safety for cyclists. One responder suggested transforming laneways into cycling infrastructure.

The Project Team responded generally to questions about cycling, referring to bicycle parking spaces that exceed current by-law minimums. At this time, the proposals are conceptual and details about potential bike repair stations would be determined at a later stage through discussions with the City. The Project Team mentioned that the City is responsible for questions about the larger cycling network and that cycling infrastructure discussions cannot be site-specific as they must relate to the broader City network. It was noted that the City has undertaken cycling work within the area including the existing St. George Street bike lanes, planned upgrades to the Adelaide cycle track, and a study of new north-south facilities west of Bathurst Street. The Project Team will continue to coordinate with the City on cycling infrastructure and how the TOCs will interface.

In addition to questions and comments about cycling, responders asked about conditions for pedestrians. A responder mentioned that both TOC sites were busy pedestrian intersections with good access to restaurants and retail, despite narrow sidewalks. They asked how sidewalks would be able to handle the increased capacity from the TOCs and if sidewalks would be expanded. The Project Team noted that streetscape improvements have been planned to include additional trees and street furniture. The Project Team acknowledged concerns about sidewalk width and mentioned they are looking at widening sidewalks along the TOCs where space is available, taking care to preserve heritage façades.

A responder asked about additional parking spaces at the King-Bathurst site given the site's location close to the Spadina-Gardiner exit. The Project Team responded that there would be no additional parking at the site but existing spaces in the area would not be impacted. Other TOC sites would host additional parking and the Project Team is working closely with the City's Transportation Services Division.

Community Infrastructure and Amenities

Responders were interested to learn about the proposed amenities included within the TOC concepts. A responder asked how the TOCs compare in terms of tenant amenities (parking, public space, etc.) to existing planned residential projects in Toronto. Another responder asked the Project Team how they planned on addressing requirements for schools and parks as they introduce greater density to these neighbourhoods. The responder added that they were aware the Project Team was not responsible for all aspects of community building but expressed general concern for addressing these aspects in their community. The Project Team acknowledged the responder's concerns and explained that the footprint of both sites is tight and that there is not an abundance of space to include uses like schools on site. They noted that additional infrastructure (like pick-up and drop-off spaces) would be required. In general, the TOC concepts exceed minimum requirements for both indoor and outdoor amenity spaces. Further, as development partners are brought on board, they will be required, through the development fees, to financially contribute to amenities and community infrastructure in the area when they cannot provide physical space onsite.

Responders were also interested in the proposed uses within the TOCs. A responder asked about including office space within the TOC when it appears that the future of work may be hybrid or remote. The responder asked about the rationale for including office space. The Project Team responded by clarifying that non-residential space does not just refer to office space and that facility-fit testing is underway to determine the best use of the non-residential space and ensuring there is as much flexibility in space as possible given that the development is about 10 years away from completion and the landscape for working and shopping may change.

A responder asked about affordable housing and purpose-built rental. They asked if IO was consulting with CMHC and their federal and municipal counterparts to deliver affordable housing onsite. They asked how IO will define their commitment in terms of the number of affordable and rental units. The Project Team acknowledged that affordability and rental units are priorities, but at this time, it is an ongoing conversation between the Province and with the City's Housing Secretariat, City Planning Division, and Transit Expansion Office.

More Information

Please visit engageio.ca for more information about the King-Bathurst and Queen-Spadina TOC's.

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