

# King-Bathurst TOC Public Engagement Summary Report



**Virtual Event (September 29,  
2021) & Online Engagement**



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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 province's four priority subway projects, including the [Ontario Line](#), the [Yonge North Subway Extension](#), the [Scarborough Subway Extension](#), and the [Eglinton Crosstown West Extension](#).

The TOC proposal at the future King-Bathurst station looks to add more housing and office space while retaining heritage buildings and structures, recognizing the character of this vibrant neighbourhood. The King-Bathurst station includes two sites that have been identified as TOC opportunities. The sites will be developed by the Province of Ontario (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.
- Three (3) social media posts on Twitter from the Ontario Ministry of Transportation (MTO) supported (i.e., shared) by Infrastructure Ontario (IO).
- Community input received through the EngageIO website at [engageio.ca/en/king-bathurst](https://engageio.ca/en/king-bathurst).

## Presentation

As part of the public engagement process, on Wednesday, September 29, IO held a virtual public meeting for the King-Bathurst area TOC, with an attendance of 89 unique viewers and a third-party moderator serving to facilitate the presentation and questions. The meeting began with a land acknowledgement, introductions, opening remarks from Associate Minister of Transportation Stan Cho, followed by a presentation on the King-Bathurst TOC by IO and the Ontario Line Technical Advisory team.

Minister Cho outlined the purpose of the King-Bathurst TOC—to bring together housing and employment opportunities within a 20-minute mixed-use, walkable community. Minister Cho reiterated that through sound planning, the King-Bathurst TOC will retain heritage while building more residential and office spaces, which will play into the larger vision of Toronto's world-leading transit future.

The presentation started with a declaration of the provincial objectives for the TOC program: increasing transit ridership, increasing housing supply, and catalyzing a complete community. Next, there was a discussion about engaging early and often with multiple stakeholders to make sure the TOC program is a success. Two forums were mentioned to gather initial feedback and consultation: the City of Toronto (the City) and Local Advisory Committee (LAC), which run parallel to the open house sessions. These

forums provide a thoughtful opportunity to collect feedback and information to help build complete communities that retain community character.

The timeline for the King-Bathurst TOC was provided—the planning documents were submitted in May 2021, which was followed up with the Province’s announcement of the King-Bathurst TOC in June 2021. Since then, there have been LAC meetings leading up to the first virtual open house in September 2021, with a final open house to occur in the coming months.

Following this, the TOC site concept was discussed in detail. From a provincial planning context, the TOC offers incredible growth opportunities, addresses housing needs, and offers an efficient use of the land, infrastructure, and assets available to protect the environment. Details on the surrounding context, station neighbourhood, active development applications, heritage context, planning policy context, and proposed TOC concept can be found in the presentation and related materials at <https://engageio.ca/en/engagement-initiatives/king-bathurst>.



Transportation Context

## Question and Answer

Following the presentation, a question-and-answer period was conducted. Responders submitted questions over Zoom and on the phone. Those interested were also able to

continue to submit their feedback via the EngageIO site following the meeting. A summary of the live discussion and the comments received online is presented below by theme. Questions and comments were categorized into the following themes: Stakeholder Consultation and Project Governance; Built Form; Sustainability; Mix of Uses; Heritage; and Public Realm.

## **Stakeholder Consultation and Project Governance**

Open house responders asked about the proposed construction timeline, phasing of the subway and subsequent TOC, and potential impacts to the intersection and neighbourhood during and post-construction. Open house responders asked about the future of existing businesses on-site. Open house responders were curious about the impacts of existing transit service and stop alignment along Bathurst Street and King Street West. Questions were received about the delineation of responsibilities between IO, Metrolinx, and the City.

In response to questions about the proposed construction timeline, the project team explained that Metrolinx is responsible for transit construction staging and phasing, with plans to begin construction on the segment soon. The project team informed responders that construction on the TOC project could not begin until transit construction was completed, estimated to be around 2029. Questions about existing transit service and impacts will be addressed as the design phases mature and impacts are better understood.

The project team explained the delineation of responsibilities between collaborating partners. Metrolinx is responsible for the delivery of the Ontario Line subway alignment and station, IO is responsible for the TOC program for subways, and the City provides comments on proposals and is a major partner in delivering all aspects of the Ontario Line and TOC program. It was described that these responsibilities were intentionally delineated to allow the community to engage in focused discussions about different aspects of the project. Though responsibilities are delineated between organizations, collaborating partners remain in close contact about each project.

Generally, the project team informed responders that more details will be confirmed and shared as the design phases progress. [EngageIO.ca](https://www.engageio.ca) has further information about the TOC program, designs, and technical studies.

## **Built Form**

Open house responders were curious about the alignment of the Ontario Line and location of the station in their neighbourhood. Open house responders asked about the accessibility of the station, specifically about its vertical circulation, the depth of the platform, and the availability of public washrooms. Related to the depth of the platform, questions were raised about emergency exits. Open house responders were interested to know about station connections and the possibility of connections to nearby developments.

The project team assured responders that the station and TOC would be subject to accessibility requirements, as per the Ontario Building Code and Metrolinx's accessibility standards. The TOC project team is not closely involved in decisions about the station or platform and referred the responders to Metrolinx regarding questions about public washrooms. In response to accessibility questions regarding the vertical circulation, the project team pointed to the proposed escalators and elevators as measures to assist with vertical circulation. The project team pointed to two entrances to the station on Bathurst Street and another entrance on King Street West as emergency exits. Regarding potential connections to other developments, the project team responded that presently there were no other plans for below-grade connections, though this process is typically developer-initiated and is not always possible due to existing below-grade infrastructure.

Responders asked for clarification on the height of the proposed TOC developments and extent of property boundaries for the TOC sites. Questions were raised about servicing access to the site (i.e., garbage collection). Referencing the proposed concept, the project team confirmed that the proposed heights of the TOC are 25 storeys, excluding mechanical penthouse. The project team reiterated that the proposed heights respond to planning policies and the site's location in a designated Urban Growth Centre. The project team added that as part of the TOC program, increasing housing supply at higher order transit stations represents good planning and maximizes value in the transit investment. The TOC boundary on the North site extends from 662-668 King Street West and 91 Bathurst Street. The South site's boundary extends from 69-73 King Street West and 58-69 Stewart Street. The project team referred respondents to the EngageIO website for vehicle manoeuvring plans in response to questions about site servicing.

## **Sustainability**

Open house responders asked about the energy efficiency of the proposed TOC and potential sustainability measures, including the use of sustainable building materials. Open house responders asked about the estimated production of greenhouse gases for the development and whether they were considered as part of the costing estimates.

The project team appreciated the responders' desire for energy efficiency, but noted that many of the decisions about materiality and efficiency would come later when a development partner is brought on board. The project team assured responders that the TOC would be required to adhere to the Toronto Green Standard. The project team noted potential for green roofs in the development and that opportunities for enhanced sustainability could be included as a condition for the developer.

## **Mix of Uses**

Open house responders were curious about the mix of uses proposed within the TOC, with specific questions about housing tenure and affordability. One open house responder asked about increasing the size and density of the TOC to incorporate

affordable housing on site. Responders asked if affordable housing would be included in the proposed development. Open house responders asked about the inclusion and consideration of schools within the area and the potential to include childcare on site. Open house responders asked about animating the streetscape with at-grade retail and noted that there is a deficiency in commercial necessities in the area like hardware stores, medical offices, services, etc.

When asked about the number of units on each site, the project team referred to the concepts noting that the North site would host 187 residential units and 82 units would be larger (two or three bedrooms). The South site would host 235 residential units and 111 would be larger units. The project team noted that there is a small commercial space on the North site, while the South site is mainly residential. Generally, the project team explained that the sites were quite constrained and highlighted the challenge of incorporating a multitude of uses within the development. The project team acknowledged the suggestion to include childcare on site.

## Heritage

Though there were few questions about heritage, one open house responder asked about showcasing heritage elements of the existing buildings. The project team acknowledged the importance of heritage preservation and noted that both existing heritage structures are planned to be conserved. Details about commemoration will be discussed with the City.

## Public Realm

Open house responders were generally curious about potential public realm enhancements to be paired with the TOC. Open house responders asked about potential open and park space proposed with the development, specifically noting concern about an influx of dogs to the neighbourhood. Open house responders were concerned about potential tree loss and asked about tree retention plans.

The project team assured responders that it is important for the TOC program to contribute to functionality, livability, and beauty. They noted the development is intended to make positive contributions to the public realm through design. The project team discussed plans to relocate some street trees from King Street West to Bathurst Street. Concerns about an increase in dogs and the potential for open space for dogs can be addressed when the developer is on-board.

Open house responders were concerned about potential impacts to streetcar usage during and after construction and were interested in providing priority to pedestrians at the intersection to access the subway station entrances. A pedestrian scramble intersection was suggested by an open house responder. The project team noted that they were not aware of pedestrian scramble plans for this intersection, but that signal timing and phasing are being considered. Open house responders asked if there were connections to the PATH, and the project team confirmed that PATH connections would not be applicable in this context.

Open house responders were curious about the traffic impacts during and after construction at the intersection of King Street West and Bathurst Street and the project team noted that details will come later in the design phase. Open house responders asked about bike lane construction in the area. The project team noted that the City currently has no plans for bike lanes at this intersection, though the King Street Transit Priority Corridor accommodates cyclists in its design and the Adelaide cycle track one block to the north exists currently and is planned be reconfigured to the north side of the street.