

## **PUBLIC MEETING #2 – Design Day**

Sunday, June 23, 2013

1.00-7.30 pm College Street United Church

425 College Street

Toronto, ON, M5T 1S9 Canada

### **FINAL MEETING SUMMARY**

*On June 23rd, 2013, approximately 50 people participated in Public Meeting #2 (Design Day) for the Bathurst Land Use and Built Form Study. The purpose of the meeting was to test and share ideas about Bathurst's land use, heritage, built form, and streetscape. The day consisted of a presentation from the study team, a bus tour, a facilitated discussion, and a mapping activity. Councillors Mike Layton (Ward 19) and Adam Vaughan (Ward 20) attended the meeting, as did several City staff and members of the Study Team.*

*Bianca Wylie, Ian Malczewski, and Magdalena Vokac of Swerhun Facilitation & Decision Support prepared this Meeting Summary, which draws on advice participants shared through verbal comments, written feedback, annotations on maps, and email. This summary was shared with participants for their review prior to being finalized.*

*Note that this summary identifies key themes discussed at the meeting and is not intended a verbatim transcript. Also, please note the following attachments: A. Detailed Area-Specific Comments & B. Meeting Agenda & Discussion Questions.*

### **KEY MESSAGES FROM FEEDBACK RECEIVED**

- 1. Bathurst should be predominantly Mixed Use.** Most participants felt that maintaining a diversity of uses was important to the future of Bathurst. Many participants felt that Mixed Use should mean diversity *within* buildings as well as *between* them, and that residential blocks should allow for small-scale commercial and retail uses on the ground floor with residential uses above.
- 2. Some intensification is appropriate, but growth should respect the existing context.** Many participants felt that some growth would be beneficial for Bathurst Street, although opinions differed on the scale and location of that growth. Participants generally like a 3 – 4 storey scale, with potential for greater heights at major intersections.
- 3. The Study should incorporate transportation considerations.** Many participants felt that car traffic on Bathurst was a problem that the study should be examining. Many participants also wanted to explore opportunities to improve cycling transportation by adding bicycle routes and bicycle parking.
- 4. Celebrating Bathurst Street's heritage and identity is important.** Because Bathurst Street has an eclectic character with many places of distinct identity, many participants felt that recognizing and respecting this heritage was important.
- 5. The streetscape needs improvement.** Many participants felt the streetscape could be improved through strategies like planting trees, setting back new buildings to create wider sidewalks, encouraging maintenance of front yards, increasing green space, and encouraging small gathering spaces.
- 6. People care about Bathurst's future.** Many participants were happy that the City was undertaking this study and suggested that an extended project timeline would help the community give more thoughtful input.
- 7. The devil is in the details.** Participants shared many place-specific suggestions, stating that planning for Bathurst's future requires looking very closely at what makes the street unique.

## QUESTIONS OF CLARIFICATION

After a presentation, participants asked questions of clarification, listed below. Answers from the City and their consultant team, where provided, are noted in *italics*. The questions are listed chronologically.

**1) How is this meeting different from the first meeting?** *We're looking in more detail and organizing our activities around the four key themes that came out of Public Meeting #1.*

**2) At the last meeting, participants gave lots of place-specific feedback. Is that feedback tracked somewhere?** *Yes, the place-specific feedback is included in the appendix of the Public Meeting #1 Summary.*

**3) How is the project incorporating the input of developers? Are there separate meetings?** *There is currently no separate meeting for the development community. The City could organize a meeting with developers and bring the summary of that meeting back to the community.*

**4) How binding will this study be on developers?** *Staff will report back to Council with recommendations in 2014 and may include recommendations to amend the Zoning By-Law and Official Plan. Council will vote on whether to act on any recommendations.*

**5) At the stakeholder meeting, you undertook to prepare a list of sites being consolidated for development. Have you done this?** *We have initiated the process. It is a difficult thing to do because the many of the purchasers are numbered companies, so it's difficult to identify specific owners. But we can identify where many properties are being purchased in close proximity to each other and extrapolate from there. We will provide this at the next meeting.*

**6) Do we have the option of decreasing the overall intensification targets for Bathurst?** *There are no identified targets for this segment of Bathurst Street. The point of this study is to create a vision for Bathurst Street, so we will take your question as a suggestion to minimize intensification.*

**7) Is there a radical way we can prevent the assembly of land? Can we require land assemblers to break their land up?** *No, we cannot prevent people from assembling land. But to address large lot sizes, we can create policies to encourage a smaller scale form or urban development.*

**8) Is it even possible to have a half-mile of heritage-designated buildings?** *While it is possible to have a long stretch of properties designated individually, district designation may be more appropriate as it protects the special character of an area or group of properties and may include streets and open spaces.*

## DETAILED FEEDBACK SUMMARY

We have summarized participants' detailed feedback into three geographic sections: Dupont to Lennox, Lennox to Dundas, and Dundas to Queen. We have also included a section that summarizes participants' comments about the study process.

### A. Dupont to Lennox

Participants shared four over-arching messages about Bathurst Street from Dupont to Lennox:

- 1. Give careful thought to the area covered by the Avenue Designation.**
- 2. Ground-floor retail and commercial activity is good for this part of Bathurst.**
- 3. There are several areas of distinct identity that the Study Team should capture.**
- 4. The pedestrian environment and public realm could be much better.**

#### **1. Many participants suggested that the Avenue Designation be reconsidered to better respect the surrounding context.**

- Many participants felt the Avenue Designation encouraged out-of-scale development and should be removed, while some felt it could encourage better development and should be maintained.
- The policies for this part of Bathurst should set clear height limits that respect the surrounding residential community.
- Participants felt that encouraging Mixed Use was important because it would allow ground-floor retail to positively define the street.

#### **2. Some participants felt that the new retail on Bathurst north of Bloor was positive and should be encouraged and maintained.**

- While many participants liked the retail, some suggested that more parking in the area was needed to support it.
- Other participants liked the residential character of the street and felt it was important to maintain a residential presence.
- The pedestrian environment could be improved with wider sidewalks and a stronger commercial presence.

#### **3. There are areas of distinct identity along this part of Bathurst that should be recognized.**

- Many participants liked the older buildings along Bathurst north of Bloor but felt that they were in poor condition. Some participants saw preserving and / or improving these buildings as an important goal, others felt that they were too-far deteriorated to save, while others felt preserving their façades would be a good approach.
- Several participants suggested heritage designation would be appropriate for St. Peter's Church. Some participants also suggested designating the older buildings in Mirvish Village.
- Participants offered different opinions on Honest Ed's. A few felt the building itself should be saved, while others felt that only iconic elements of the building, like its signage, were worth preserving. Some participants felt neither the building nor its sign were worth saving.

#### **4. The pedestrian environment should be more pleasant and include small-scale gathering spaces.**

- Mirvish Parkette, in front of Bathurst subway station, is underused and under-designed, and it could be improved through adding benches and picnic tables. Some participants suggested creating an urban square in front of St. Peter's Church to visually connect with Mirvish Parkette.
- Many participants felt that street trees would contribute a great deal to this part of Bathurst Street.

## **B. Lennox To Dundas**

Participants' advice for Lennox to Dundas contained five key messages:

- 1. Bathurst should be Mixed Use, and the bulk of that mix should be Residential.**
- 2. It is important to get the built form right.**
- 3. Respect the distinct character and heritage elements of the street.**
- 4. Try to find ways to improve the public realm.**
- 5. Consider the traffic and parking implications of land use and built form recommendations.**

#### **1. Most participants felt this stretch of Bathurst should be mixed use, with some qualifications:**

- Mixed use means a mix of uses *within* buildings, not just *between* them. Many participants cited the proposed single-use retail centre proposed for the west side of Bathurst, north of Nassau, as an example of an undesirable large-scale single-use.
- While Mixed Use is preferable, many participants felt the majority of the land use should be residential. Many participants liked the residential character of this part of the street and felt that it was important in creating a neighbourhood feel on the street. In particular, many felt that the stretch between Lennox and College should maintain a residential feel.
- New residential development should encourage retail on the street-level.
- Some participants felt the institutional uses associated with the hospital should be allowed to expand if required.

#### **2. Getting the built form right is crucial to this part of Bathurst.**

- Participants shared a variety of opinions on what they considered acceptable heights, including 3 – 4 storeys, 4 – 5 storeys, and 4 – 6 storeys. Most participants felt that tall buildings were not appropriate.
- Many participants felt that setbacks would be helpful in increasing space on sidewalks, particularly south of College Street.
- Some participants felt environmental sustainability should be incorporated into the built form, such as requiring green roofs on new development.

#### **3. This part of Bathurst has some distinct character elements that should be recognized and maintained.**

- Many participants felt that the older buildings between Lennox and Dundas were worth preserving. There was some discussion about the most appropriate way to do so: some felt that individual buildings should be given heritage designation, while some felt a Heritage

Conservation District designation would be appropriate. Others felt guidelines or facade improvement programs would be best.

- Participants cited the Centre for Social Innovation, Randolph Academy for the Performing Arts, Central Technical School, King Edward School, and St. Volodymyr Church as examples of character-defining buildings.
- The small-size of most commercial spaces on the other parts of Bathurst sets a good example for what retail along this part of the street should look like. Many participants felt narrow store-widths were more suitable to attract local, independent retail, and that tools to require such store-widths would be appropriate.

#### **4. Enhancing existing open spaces and adding new ones would improve this part of Bathurst.**

- Many participants felt that the southwest corner of College and Bathurst, when redeveloped, should include some kind of park space. The existing parking could be relocated beneath the park, similar to Dundas Square.
- The existing green spaces at Central Tech School and King Edward PS should be preserved and opened up for more community uses with family-friendly programming. Many participants felt that removing the fences around these spaces, or creating portals through them, would improve access to and use of these spaces.
- Although they recognized there was limited space to do so, many participants felt that improving the streetscape was important. Suggestions to do so included widening sidewalks where possible, burying hydro wires, discouraging front yard garbage bins, removing advertising from telephone poles, encouraging café life through requiring setbacks from new development, creating gathering spaces outside institutional uses (such as Toronto Western Hospital), creating pedestrian-level lighting, adding public art, considering vertical farming, adding narrow flower beds, and adding benches or other street furniture.

#### **5. Most participants felt that traffic was a problem on Bathurst Street and that the study should consider transportation in its proposals.** Specifically:

- Many participants felt that it was important to maintain parking in the area, particularly to support retail.
- Some participants suggested there should be bicycle lanes on Bathurst, saying bicycle infrastructure (such as raised bicycle lanes) was more important than wide sidewalks. Others felt adjacent streets, such as Palmerston, would be safer and more appropriate for cyclists.
- Creating a connection between Bathurst and Markham Streets would improve connectivity. Some participants gave the example of the existing laneway south of Kromer Radio as an important connection.
- Some participants suggested removing streetcars, others suggested replacing them with elevated vehicles to reduce on-street congestion.

### **C. Dundas Street West to Queen Street West**

Participants shared four key messages about this stretch of Bathurst:

- 1. Encourage Mixed Use that incorporates small-scale, independent retail.**
- 2. Low- to mid-rise is desirable for this part of the street.**
- 3. Improve access to existing open spaces and improve the public realm.**
- 4. Preserve the existing heritage on the street.**

### **1. Mixed Use, small-scale development would be appropriate for this part of Bathurst Street.**

- As with the other two sections of Bathurst Street, participants felt that new development should incorporate small-scale retail on the street and residential above.
- Some participants felt that Scadding Court and Market 707 were good examples of diversifying uses. Some suggested wrapping Market 707 around Scadding Court so its street-animating benefits could extend to Bathurst Street.
- Some participants felt that a residential-focus was appropriate for this part of Bathurst, especially south of Alexandra Park. Others felt that West Side of Bathurst from Queen to Robinson should respect the commercial zoning currently in place.
- One participants felt that independent businesses could be encouraged by offering tax relief to property owners who provide commercial leasing opportunities in community.

### **2. The built form on this segment of Bathurst should be a combination of low- to mid-rise.**

- Some participants liked the newer development on Carr Street, saying it was a good scale.
- Participants offered a range of suggestions for what could be considered an appropriate height, ranging from 4 – 6 storeys. Some felt that the southwest corner of Dundas and Bathurst could accommodate greater height and density. Some also felt that the west side of Bathurst between Queen and Robinson could also accommodate greater height and density
- Many participants felt that customized mid-rise guidelines would be appropriate for this part of Bathurst.
- Setbacks on new development should be used to improve the public realm.
- Participants felt the façade of Scadding Court could be softened, either through the addition of ivy or artwork.

### **3. Address access and safety to improve the public realm.**

- Some participants felt that a pedestrian and cyclist connection between Bathurst and Markham would improve access to Alexandra Park from residential neighbourhoods to the west. A curb cut from Bathurst into Alexandra Park would also make access to the park easier for pedestrians and cyclists.
- Many participants felt that the green space at the Wolseley Streetcar loop could be turned into a more useful public space, such as a rock wall or small amphitheatre.
- Alexandra Park could be improved with benches and activity-focused infrastructure, such as chess or ping pong tables.
- There should be more green space anywhere there is opportunity to do so.
- The jog in the road at Queen and Bathurst is dangerous for pedestrians, motorists, and cyclists.

### **4. Recognize the character's identity and history.**

- One participant mentioned that recreating the Gzowski Gate to Alexandra Park (similar to that gate at Trinity Bellwoods) would be a good way to recognize the history of the area.
- Participants identified potential heritage sites along the street, including the Orient building and a collection of houses south of Alexandra Park on the east side.
- Any redevelopment of lands should integrate older buildings, similar to the Bahen Building at the University of Toronto.

## D. The Study Process / Other

Participants shared three key messages about process and other considerations:

- 1. Add a transportation element to this study.** Bathurst Street is very congested and there is an important relationship between land use, built form, and transportation to consider.
- 2. Consider extending / broadening the scope of public consultation.** Participants appreciated the opportunity to inform the study and felt that more time would give them a chance to give more meaningful input.
- 3. Any redevelopment should reflect a sustainable approach to managing existing resources.** One participant suggested that Habitat for Humanity could re-purpose any discarded materials as part of renovation or redevelopment projects.

## NEXT STEPS

Bianca Wylie thanked participants for their time and input and told them that the Study Team would be sharing a Draft Meeting Summary in the coming weeks. She explained the Study Team would explore ideas that consider participants' feedback over the summer and that it would bring those ideas back to the community in the fall.

## APPENDIX A. DETAILED AREA-SPECIFIC COMMENTS

We collected these comments from participants' annotated maps and submitted worksheets.

### Dupont Street to Lennox Street

#### General

- Be more consistent around land use for both side of the street
- Ground floor commercial is good, but needs density to survive
- Allow four to six storeys on both sides of street; depending on depth of lot
- I'd like to see restricted heights maintained East side of Bathurst
- I'd be ok with Avenues designation on West side of Bathurst
- Keep lower built form
- If no laneway access to back of business then create a communal receiving unloading area reserved for the businesses just off Bathurst on a side street
- Commercial on east side will help to support business on west – creating a critical mass
- Bathurst between Dupont & Lennox is dreadful – need's more trees to make it easier for pedestrians in summer (sidewalk are too hot for pedestrians)
- We like the 'village experience' in Seaton Village; easy walking and a real sense of community; most cities grew from places like this

#### Specific

- Dupont West of Bathurst: Allow medium box stores on north side
- Remove Avenue Designation on West side of Bathurst
- Row of buildings (16) along the east side of Bathurst from Dupont & Bathurst corner are not heritage; it is a good example of buildings type could be up to 2 Storeys taller
- Designate houses from Dupont Street to Bathurst Station (east side) as heritage
- East side from Dupont to Olive Avenue: Remove parking during rush hour
- Corner of Vermont & Bathurst: Not have parking as use
- Between Barton & Follis, west side: Laneway presence can better support non-residential uses
- Between London & Follis, west side: Keep built form but allow for broad range of use
- Corner of Follis and Bathurst: Desirable neighbourhood support
- Southwest corner of Markham & London: Designate Horse Stable Ambulance as heritage
- St. Peters: Heritage Square option?
- St. Peters: Preserve + increase green space
- St. Peters: Designate St. Peters as heritage
- Mirvish Parkette: Rethink this park; move Honest Ed's sign here
- Mirvish Parkette: Dog park for Mirvish Parkette
- Mirvish Parkette: Increase use. Is there a way to keep green space but add seating?
- Bathurst Subway: Redevelop station with retail/cafes/bakery at street open to public – urban square
- Southwest corner of Bathurst and Bloor: Medium Density mixed use: to include both commercial residential
- Southwest corner of Bathurst & Bloor: Start angular plane at three storeys on the Bloor and Bathurst Street sides and reduce height to Lennox.
- South of Bloor & Bathurst; west side: continue Commercial / residential but; lower heights (3-4 floors)

- South of Bloor & Bathurst; west side: Designate buildings North of Lennox Street along Markham as heritage (not including Honest Ed's).

## Lennox Street to Dundas Street West

### General

- Plant more trees in large development lots
- Trees planted at street level, not in planters.
- Why not have very narrow beds at the edge of the sidewalk to grow flowers, to give a beautiful barrier from the cars?
- Develop a sequence of public squares along the street adjacent to busy institutional Bathurst Subway / St Peters, hospital, Honest Ed's, somewhere closer to Queen.
- Eliminate Hydro/TTC wires
- Increase setback requirements at streetcar stops
- Add green roofs
- Improve lighting
- Add sculptures, murals
- Wider sidewalks in certain sections at corners it would help have a consistent height all the way along the street fronts choose a height that all buildings should be
- Limit the commercial but still allow mixed uses. True mixed use
- Maintain most existing land use + rezoning Mixed use as truly mixed
- Mixed use must be developed as mixed use
- Facility for children is important!
- Find a way to re-purpose materials for Habitat for Humanity
- Develop programs for children – perm culture garden – interactive with High School – foster community
- Green space must remain green space
- Reduce / or remove surface parking lots
- Remove surface parking
- Allow four to six storeys on both sides of street; depending on depth of lot
- Wider sidewalks with any new development (4.8m minimum)
- Setback for new construction
- Set back at street level
- Larger-scale redevelopment must have setback at road wider sidewalk
- Mixed use ground floor commercial – upper residential or residential studio/office
- Do not use heritage to stop development only use it on properties that warrant its designation by quality of built form architecture of distinction not forcing people to preserve buildings tired & old and at the end of their life span
- Buildings owners are threatened when they are designated – this is not a creative way to encourage good development
- Incentivize front yard beautification, specifically garbage storage and gas meters
- Keep 14m height limit in mixed-use areas
- Keep commercial space small enough that it is still affordable for small business

### Specific

- Lennox and Bathurst: maintain built form as is
- Randolph Theatre: Designate as heritage (Part IV) to preserve interior and exterior
- Randolph / CSI: Should be protected
- Lennox and Bathurst: Designate the Centre for Social Innovation as a heritage site

- Lennox – Harbord: Central Tech; improve accessibility, make the gate permeable; the school’s field is well used by the community
- Lennox – Harbord: move central Tech Fence to east side of line of oak trees and add benches keep fence and add several indentation to include the oak trees with benches
- Harbord, east of Bathurst: Buildings should be set back
- Lennox – College: Maintain residential uses; 2 – 2.5 storey maximum in traditional buildings
- Lennox – College, west side: Single family homes on west side should be protected – a heritage area
- Lennox to College: Heritage potential for residential houses
- South of Harbord, east side: heritage should join Harbord Village HCD. Houses in good shape since 1808
- Ulster and Bathurst (N/E): Ensure set back, mixed use, low rise residential with first floor commercial
- Ulster – College: 2-3 storey maximum
- College & Bathurst (S/W): Bury parking and create public space above
- College & Bathurst (S/W): Make a small park with 2 level of parking below
- South of College: plant more trees
- South of College: protect the loft
- South of College: 15-16 metres along street stepping down to 10-12 metres at rear
- College – Nassau: Mixed use, entertainment, public space
- College – Nassau: Maintain residential
- Nassau & Bathurst: RioCan development should be true mixed use, including residential and more retail
- Nassau & Bathurst: On west side, make sure there is a public pedestrian walkway to Markham
- South of Nassau: Think of hospital as institutional land – up to 8 storeys
- South of Nassau: Preserve Ukrainian Church
- College – Dundas: ensure buildings are setback with room for benches, trees and awnings; 3-5 storey mixed-use, first floor commercial
- College – Dundas: Keep mixed use, favour commercial
- College – Dundas: 4-5 stories
- College – Dundas: 3-5 storey maximum

## Dundas Street West to Queen Street West

### General

- Add trees/plantings to all corners
- Ensure small lots sizes
- Customize ‘mid-rise guidelines’ for Bathurst St; consisting of 4 storey maximum height at street, 6 storeys at rear
- Ensure street lamps match TTC shelters; no Victorian style streetlamps
- Create green buffers between buildings and the sidewalk
- Widen sidewalks
- On one-way side streets, create contra-flow bicycle lanes.
- Bike curbs along Bathurst street on both sides
- No large, retail-only developments
- Restrict height to 5 storeys
- Allow four to six storeys on both sides of street; depending on depth of lot
- Maintain 14m height – Origami will look out of place
- All new construction should be setback from the street
- Improve house front yards

### Specific

- Dundas & Bathurst: When McDonalds redevelops, parking should go underground
- Dundas & Bathurst: Expand Market 707 down Bathurst
- Dundas & Bathurst: Concern about future high rise development; should be commercial / Mixed Use.
- Dundas & Bathurst: Scadding Court – add green walls
- Dundas – Wolseley: Mid-Rise is acceptable
- Alexandra Park: add features (e.g. ping pong tables, water feature, benches with backs, chess tables)
- Alexandra Park: add a walkway connecting to Markham St
- Alexandra Park: Create curb cuts so cyclists can access the park
- Alexandra Park: Recreate the historic Gzowski gate to Alexandra Park like Trinity Bellwoods Parkgate
- Streetcar Parkette: Keep it, but make it better (fence in rail, open daily)
- Robinson – Queen: Residential uses are good here.
- Wolseley – Queen: 4 storey maximum
- Wolesely – Queen: Mixed-Use
- Wolseley – Queen: buildings on both sides of the street should be designated heritage.
- Wolseley – Queen: Designate the orient building as heritage.
- North of Queen on the east and west sides of Bathurst: design buildings to reflect the residential character of the area; avoid big box design

## APPENDIX B. MEETING AGENDA AND DISCUSSION QUESTIONS

Bathurst Built Form and Land Use Study  
Design Day  
Proposed Agenda

Sunday, June 23, 2013

1:00 - 7:00 PM

College Street United Church - 452 College Street

1:00 **Welcome, Agenda Review, Presentation**  
Swerhun Facilitation, City of Toronto, DTAH

1:30 **Bus Tour**  
DTAH

2:30 **Facilitated Activities & Discussion**  
Swerhun Facilitation, DTAH

*Working through a series of interactive mapping activities, we will test and share ideas about Bathurst Street's land use, heritage, built form, and streetscape.*

6:45 **Wrap Up and Next Steps**

7:00 **Adjourn**

## Land Use

Review the elevations for your section and discuss the existing land use designations in your group. Do they make sense to you? Which ones do you like? Which ones could be different?

Using the maps on your table, write / draw the land uses that you would like to see. You can also use the table below to take any additional notes or submit to the project team.

Write Section Name →	Section 1	Section 2	Section 3

## Heritage

Review the places identified as heritage and places of interest on the elevations. Are there other areas or places of heritage value or landmarks you would like identified?

Using the maps on your table, identify any places of heritage value or landmarks you would like to see identified. You can also use the table below to take notes and / or submit to the study team.

Write Section Name →	Section 1	Section 2	Section 3

## Built Form

Review the elevations for your section and discuss the various permitted and proposed heights. Do these heights make sense to you? Which ones do you like? Which ones could be different?

On your map, write the heights you think would be appropriate on your section. You can also use the table below to take notes and / or submit to the study team.

Write Section Name →	Section 1	Section 2	Section 3

## Streetscape

Review the cross-sections for your section, which illustrate the width of the sidewalk, road, and streetcar tracks. Using the cards provided, explore different streetscape treatments.

Write the streetscape treatments you think would be appropriate on your map. You can also use the table below to take notes and / or submit to the study team.

Write Section Name →	Section 1	Section 2	Section 3

## **Other**

Use this page to write any other comments or advice for the study team.

**Please submit your completed sheets before you leave.**