

Community Consultation Meeting No. 1: Visioning

Community Feedback



January 28, 2020

St. Mary of the Angels Catholic School, 1477 Dufferin Street

Community Feedback

The Community Consultation Meeting held on January 28, 2020, was well attended by approximately 100 members of the local community. The meeting began with an open house component where attendees could view large format boards with information about Geary Avenue and chat with City staff. A [presentation](#) was then provided by City Planning describing the Geary Works study, the area context and planning framework. Attendees then broke out to rotate between the following 4 interactive stations, each facilitated by City staff with appropriate expertise:

Station 1 – Land Use

Station 2 – Urban Design and Heritage

Station 3 – Transportation and Public Realm

Station 4 – Economic Development and Culture

The following community feedback was received through discussions during the open house, at the 4 interactive stations, and through written comments received at and following the meeting.

The comments below have been categorized to help identify trends and an emerging vision. All written and oral comments received are included in this document to demonstrate transparency and to show which comments were expressed repeatedly.

The next step will be to identify common themes and a consensus vision for the future of Geary Avenue based on the community feedback received at this meeting, at the Stakeholder's Meeting held on December 4, 2019, and through two on-line surveys that ran from December 5, 2019 to February 14, 2020.

Station 1 – Land Use

Materials: Large format Official Plan land use map; zoning by-law map; list of permitted and potential uses

Points of discussion:

1. What types of uses are desired?
2. What types of uses are a problem for the neighbourhood? What are the negative impacts?
3. What changes would you make to the Official Plan – Land Use Map?
4. What changes would you make to the zoning map and/or land use permissions?

Comments:

The following comments have been organized into land use categories. The comments indicate the types of uses that the community values and would like to see in the future. Some comments also raise issues and objections to specific uses.

Office:

- Office uses will push out industrial uses since office space costs \$50/sq. ft. and industrial space costs \$15/sq. ft.
- Office uses have a much higher impact: high traffic since office space is occupied at 10x the number of workers per sq. m compared to many light industrial uses.
- Allow for office uses only if parking is provided on-site.
- Lots of support overall for office uses.
- Office buildings (like 22 Geary) must manage their own parking on their lot.

Live-work and residential:

- Permit a percentage of residential use on upper floors.
- Allow for live-work if true live-work can be assured.
- Don't allow ground floor residential use.
- Live-work uses ok.
- Provide for live-work uses with tax incentives to ensure work uses.

- Prevent Airbnb --- live-work uses could lead to Airbnb.
- Residential uses will displace employment uses.
- Small mixed-use / residential would be ideal on the street.
- New zoning to include more residential would have a negative impact as this will start to push out the cultural uses and manufacturing through complaints about noise/smell and increased prices of real estate. If residential is allowed in zoning it should be protected for artist live-work rentals (with criteria for the artist and its use) or be for rent-geared-to-income residential or other truly affordable housing options.
- Allow the couple of sites on Geary defined as Neighbourhoods to be mixed use instead.
- The only re-zoning to mixed use (no re-zoning to fully residential here) including the Brick site, should have the condition that the residential can ONLY be for co-operative housing and non-profit developments or the City keeps a share of the value from the uplift in perpetuity (these conditions are something that some of the Greater Vancouver Area municipalities have been considering in up-zoning its single-family neighbourhoods). If there is the condition for affordable residential, then the first floor facing Geary Ave (at least 30ft deep) and full second floor should be zoned to remain industrial/commercial.
- Introduce some low rise residential.
- Keep employment zone. That is key to maintaining and supporting the creative and culture – no residential.
- Developing residential will interfere with desired live music venues
- Low rise residential east of Dovercourt

Industrial, Workshops, Food and Drink Production:

- Industrial uses result in unkempt outdoor space – debris.
- Industrial uses keeps land value low.
- Lots of support overall for light industrial uses and workshops.
- Food and drink manufacturing is supported.
- Heavy industrial uses are not supported because the existing spaces are too small and the uses would have too much impact.
- Small-scale making/manufacturing (art fabricators, beer making – some could have a retail/restaurant space adjacent) is desirable.

Commercial / Retail / Restaurants:

- Provide more retail uses to serve the local community.
- Retail uses ok.
- New patio by-law is too restrictive – 3m minimum setback from front lot line is too restrictive.
- Personal service uses are supported.
- Restaurants supported but some say should be limited in size.
- Outdoor patios are generally supported provided they are not adjacent to residential uses.
- Retail and service uses are supported.
- Provide more commercial.
- Dislike bank use that does not engage or animate the street.
- Zoning for restaurants should not be allowed without including the current requirement for manufacturing because it is the mix of a restaurant/bar adjacent to the manufacturing space that makes the street unique and more affordable for new businesses.
- Relax the rules around restaurant/bar/retail space adjacent to the industrial/manufacturing a bit, but do not eliminate them entirely. Maybe a larger percentage of floor space, easier to get patios/permission.
- Allow patios/outdoor uses as of right, instead of owners needing to go through a lengthy approvals process.

Automotive:

- Automotive uses ok but ugly.
- Automotive uses causes traffic congestion and requires lots of parking.
- Automotive uses should not be permitted since they cause too much impact on the residential neighbourhood in terms of noise, paint fumes, parking supply.
- Reduce automotive uses since they use a high degree of public parking.
- Automotive uses cause late night noise.
- Most said too much automotive uses.

- Mechanic shops and other working class businesses should be able to stay, they are part of the area's character.
- Automotive uses represent the past, not the future

Arts and Entertainment:

- Provide entertainment uses for kids and seniors.
- Places of assembly and entertainment places of assembly are supported by most (3 informal votes indicate ~25 people in support and 3 people against).
- Creative arts and performing arts are supported.
- Pop-up live music venue at northeast corner of Dupont and Dovercourt causes excessive noise that impacts existing houses north of Geary Ave.
- Provide for artist studios, music practice/recording and performance spaces

Other uses and issues:

- Allow boutique hotel.
- Do not allow adult entertainment uses.
- Don't allow intensive uses within proximity of the rail corridor.
- Noise issue – private garbage pick-up occurring before 7 a.m.

Parking:

- More parking needed.
- Don't allow more intensive uses without more parking.
- Address parking and loading conflicts.
- I attended Ana Bailao's gathering at a tight club on Geary Avenue and found it pretty impossible to park. In my opinion I think the City is on the right track in evaluating the potential on Geary especially in providing parking for its visitors.

Geographic distribution of uses:

- Look at Geary Avenue in 3 sections:
 - o West of Dufferin – primarily industrial
 - o Dufferin to Dovercourt – primarily commercial
 - o Dovercourt to Ossington – primarily residential

- Geary is divided into two zones: music zone west of Dufferin (music practice space, etc.) and art zone east of Dufferin (artist studios, etc.)
- Transition to Neighbourhoods – do not use zoning to eliminate the uses/adjacencies and forms that already exist on Geary Ave.
- Keep the area as Core Employment on the Official Plan Land Use Map
- Western end of study area (at dead end) has consistent industrial character that should be conserved.

Station 2 – Urban Design and Heritage

Materials: Large format property map; shadow study drawings; bird's eye views; photos of existing streetscapes and buildings

Points of discussion:

1. What is the built form character of Geary Avenue (i.e. glazing, materials, etc.)
2. Are mid-rise buildings generally appropriate for Geary Avenue? How high (4, 5, 6, or 7 storeys)? Where?
3. Transition to *Neighbourhoods* – what are the most concerning impacts (e.g. shadow, privacy, view, etc.)
4. Are there any properties with potential heritage value?
5. What makes Geary Avenue a special area in Toronto?

Exercise # 2a: Place colour-coded sticky dots on the property map to indicate maximum height by block (yellow – existing height, green – 4 storeys, blue – 6 storeys)

Comments:

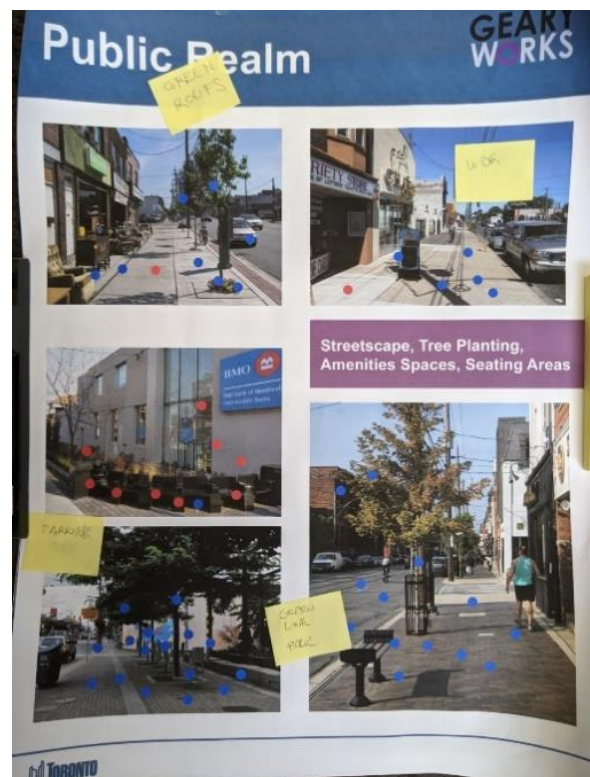
The following comments have been categorized based on urban design and heritage preservation themes.

Ground floor:

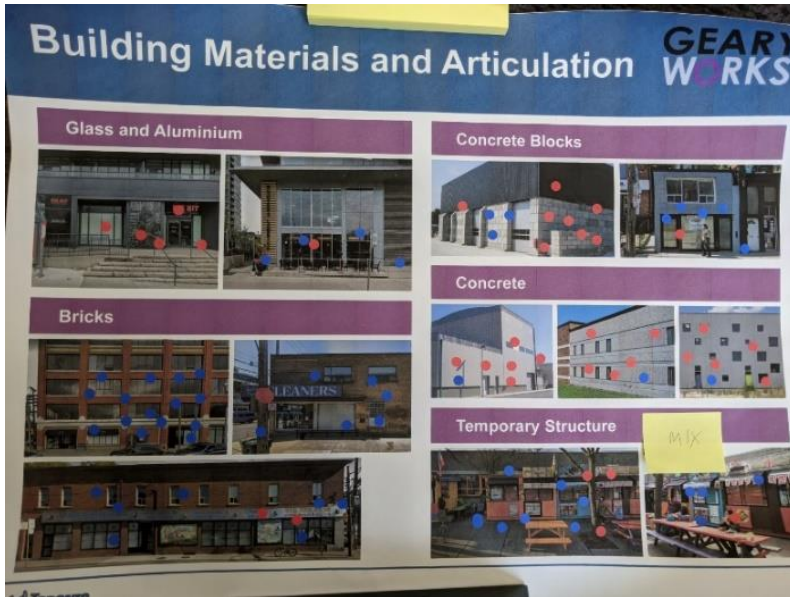
- Animate ground floor
- Provide fine-grain articulation
- Do not want homogenous ground floor
- Provide views to the rail corridor

Streetscape:

- Like wide sidewalks
- Like social seating areas
- Like interesting pavers / surface textures
- Streets are for people



- Provide lots of street trees
- Need better pedestrian lighting, especially at Dufferin & Geary

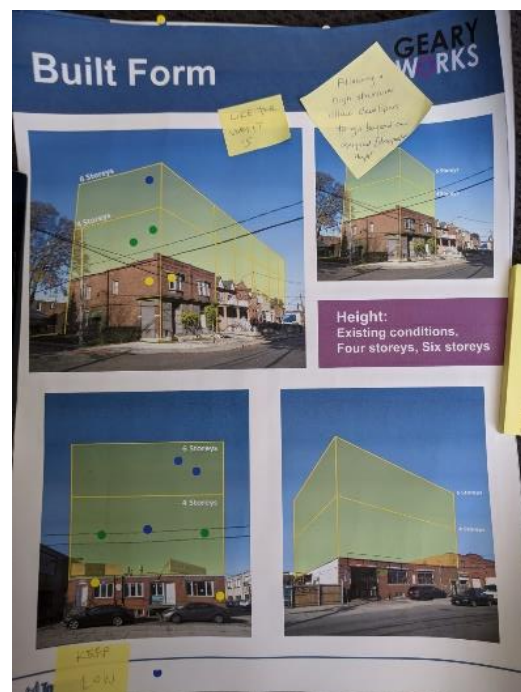


Materials:

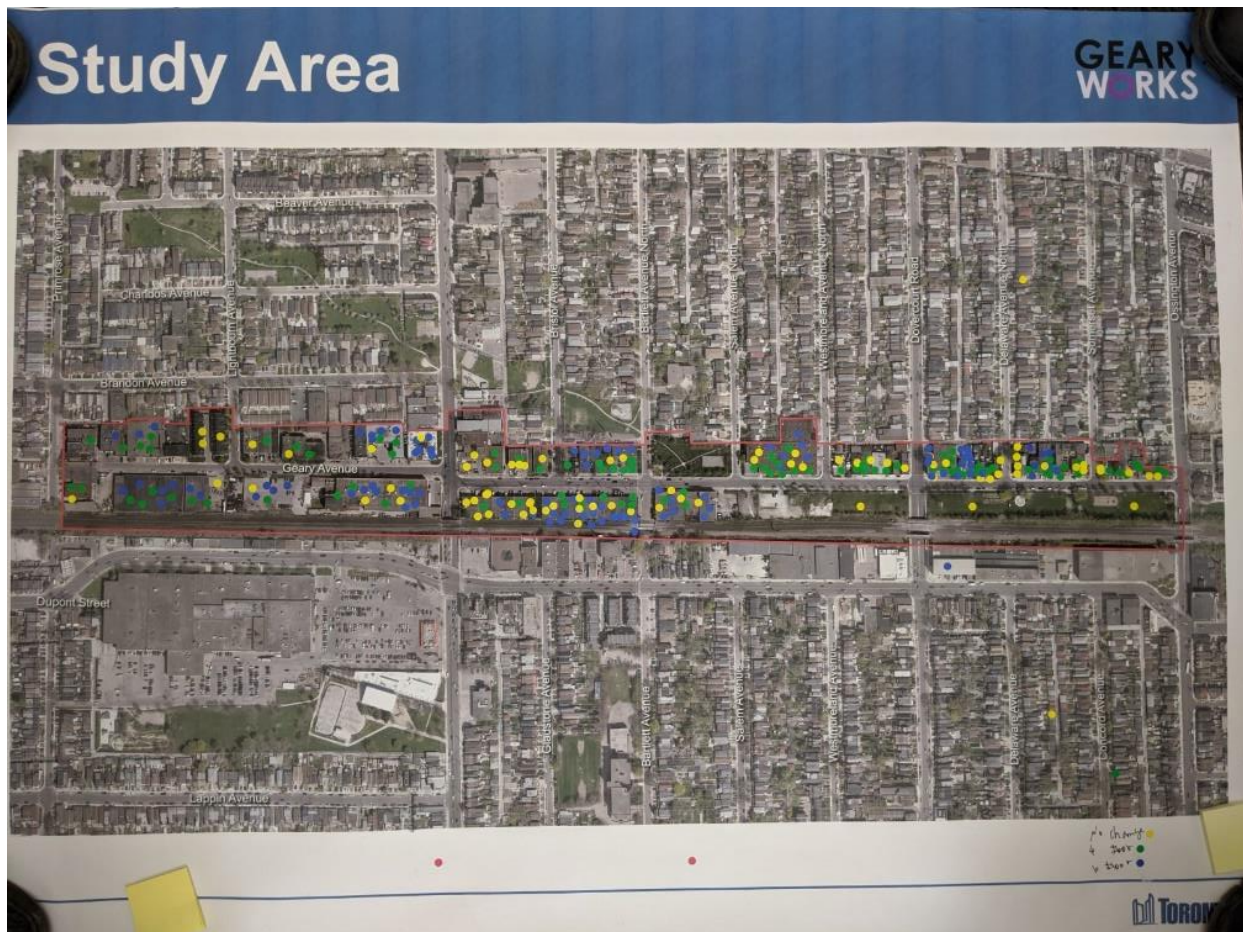
- Provide a mix that includes lots of brick.
 - Like glass if it's balanced with brick.
 - facades but dislike all glass facades.
 - Dislike metal cladding.
 - Dislike concrete blocks.
 - Dislike formed, paneled concrete
- Do not make rules on building form (like step backs) and materials (like glass on main street). Both of these lower the performance of the building envelope from an environmental perspective. Also, you don't control what goes into the spaces. Therefore, many of the buildings on main streets that the City has zoned in this way end up having storage up against the glass, or the glass is covered with pseudo advertising (see Rexalls and Shoppers Drugmarts in new builds across the city).

Building Height:

- "Limit height to 4 storeys"; "keep low"; "like it the way it is"
- Heights as zoned to 12m or 18m as existing are not an issue.
- 6 storeys is fine
- 6-7 storeys on south side of Geary Avenue, 4-5 storeys on north side.
- I understand we must build up to avoid sprawl but I feel sad at imagining our little blue collar street being buried in a forest of condos.



Height map exercise: No change vs 4-storeys vs. 6 storeys:



Yellow dots – maintain existing height; green dots – 4-storeys; blue dots – 6 storeys

	No change	4 storeys	6 storeys	Total dots
West of Dufferin, north side	7 (22%)	11 (34%)	14 (44%)	32
West of Dufferin, south side	6 (16%)	12 (32%)	20 (53%)	38
Dovercourt to Dufferin, north side	19 (35%)	22 (41%)	13 (24%)	54
Dovercourt to Dufferin, south side	24 (37%)	12 (18%)	29 (45%)	65
Ossington to Dovercourt, north side	21 (29%)	29 (40%)	22 (31%)	72
Ossington to Dovercourt, south side	2 (100%)	0	0	2
Total north side	47 (30%)	62 (39%)	49 (31%)	158
Total south side	32 (30%)	24 (23%)	49 (47%)	105
Overall total	79 (30%)	86 (33%)	98 (37%)	263

Potential Heritage Value and Features:

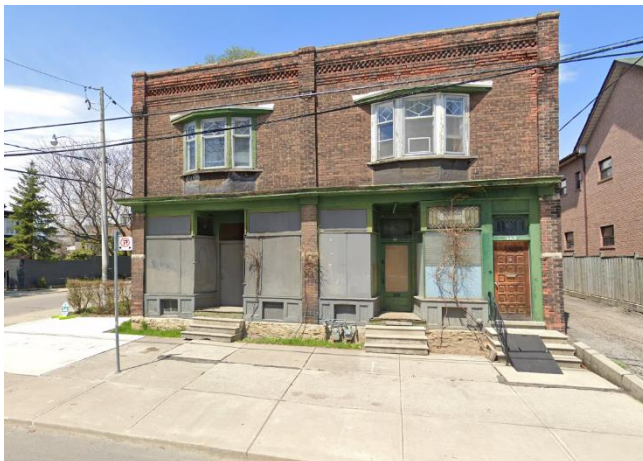
- There is history but no heritage buildings. Too run down.
- There are no properties with heritage attributes on Geary Ave.
- History of fire on Geary Avenue.
- The south side of Geary just east of Dufferin was a lumber yard that burnt down in 1983. You could feel the heat from Primrose Avenue.
- Murals to show past would add value to area.
- The Geary flea market was held at NE corner of Westmoreland and Geary Avenue
- Geary should have a museum for industrial history or be commemorated and interpreted in public space such as with a historical walk that extends beyond the study area (long history of working class people)
- This comment pertains to either Artisan Factory or the NE corner of Delaware and Geary: "butchers bought meat off train and sold to first nations camped across Geary".
- Train tracks (and trains) were mentioned by many participants as a defining physical feature of area.
- The train tracks are heritage, important part of what gives character to area.
- Bartlett at the train tracks is one of the best views in the city (looking east and west down the tracks). This corner has a small town Ontario character (unique railway crossing at grade).
- Train tracks are key heritage feature. Emphasize views to tracks, open spaces with north south views, don't hide tracks with trees.
- Geary was a famous area for building trains.





- 165 Geary Avenue (Blood Brothers) mentioned by many participants.
- 165 Geary (Blood Brothers building) has physical heritage value.
- 165 Geary was an old stable.
- 165 Geary was old Eatons (or Sears?) horse barn, later turned into a costume store. How many horse barns are there in the city? Shouldn't be messed with".

- Artisan Factory was mentioned by a number of participants. Participants provided differing opinions about its physical heritage value, some noted it should be conserved solely for the businesses it supports, others noted the value of its exterior aesthetic qualities and its large interior spaces.
- Artisan Factory should be protected both for the variety of businesses it supports as well as its aesthetic.
- Artisan Factory, it's about the materiality, it's interesting, it stands out from the street, has a richness. Is an old print shop.

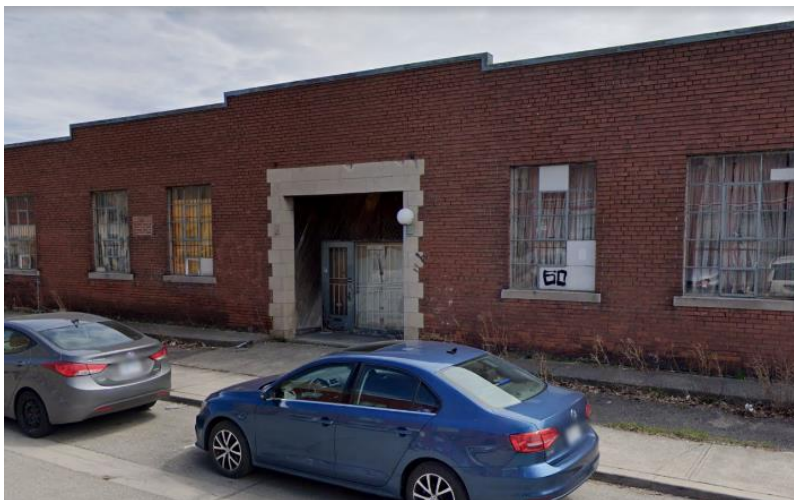


- 44 Geary Ave was mentioned by a number of participants.
- 44 Geary Ave "old Toronto storefront look".



- Tattoo building at NE corner of Dovercourt and Geary has potential heritage value.

- The Brick was mentioned by a number of participants. They noted that underneath the over-cladding it may be an intact older building.
- Participants emphasized the quality of the interior space and that it has intact features, one participant noted it could be "another St. Lawrence Market".
- The Brick is a kitch landmark.



- Former industrial buildings at western end of Geary Avenue (at dead end). These buildings were mentioned by one participant.

Station 3 – Transportation and Public Realm

Materials: large format property map, Green Line Implementation Plan (large format drawing)

Points of discussion:

1. What would improve pedestrian safety on Geary Avenue (e.g. traffic calming, wider sidewalks, less curb cuts, etc.)?
2. What would help improve access to Geary Avenue (e.g. better transit service, better cycling facilities, more parking, etc.)?
3. Where is bicycle parking needed most?
4. What improvements would you want to make to Geary Avenue?
5. What opportunities do you see for new pedestrian/cycle connections?
6. What opportunities do you see for new or improved parks and open spaces?
7. What are your priorities for the new park on Geary Avenue? Refer to the Park Programming map on the poster and list your top 3 priorities.

Exercise #3: place stickies on map to indicate opportunities for public realm improvements.

Comments:

The following comments have been categorized based on the types of potential improvements to the public realm and transportation facilities.

Parking and loading management:

- Conflicts between driveways, loading access and illegally parked cars.
- Use hatched painting at the driveways and loading areas to show where parking is not permitted since parking is happening in front of shipping doors and is blocking deliveries.
- The road should be designed to continue to allow the deliveries and trucks needed for the manufacturing businesses, including protection of loading zones and space in front of garage doors.
- The master plan shows lay-by parking in front of the businesses blocking the garage doors on the south side of Geary Ave across from Bartlett Parkette. These parking spaces should be moved back to where they are now on the north side of Geary

Ave, adjacent to the park. This parking provides a nice buffer to the street. It also provides a slight jog in the road that helps slow down the traffic naturally.

- Where a business has a garage door and needs truck access in and out a curb cut is appropriate, but where a business just has customer parking (e.g. the bakery), Geary is wide enough to accommodate the parking as a lay-by on the street, rather than have the parking cross the sidewalk.
- Regarding parking, I understand that the businesses in the area want increased parking but I'm not that sympathetic. Currently, there is parking allowed in certain stretches between businesses and the street which are somewhat dangerous or at least disruptive to pedestrian. Parking should be curbside.
- Increase parking enforcement on Geary Avenue: ticket illegally parked cars more often (e.g. those who park on the sidewalk).
- Make on-street parking metered and formally paint the on-street parking spaces. Metered parking will reduce demand and free up on-street parking.
- Mechanics park cars on-street, taking up too many spaces.
- Create a new off-street Green P parking lot to increase parking capacity and reduce demand for on-street parking.
- Some people like the idea of the future Brick development including public parking; others say it's too far from the main destinations which are farther east on Geary
- Do not rent the parking on Geary out to film crews (who are not even filming in the area) to park all weekend.
- Concerns about frequency of film crews using Geary and displacing the street parking.
- "Filming trucks love Geary, but their trucks displace local residents who are parking in the neighbourhood. A Green P public parking lot would greatly assist in alleviating this crunch/displacement. It would also assist businesses."
- My suggestion is a rationalization of parking in the area. There are 14 commercial boulevard parking permits that can be revoked and replaced with on street parking. There are commercial boulevard parking permits at:
 - 6 Geary Ave
 - 22 Geary Ave
 - 86 Geary Ave
 - 88 Geary Ave
 - 92 Geary Ave
 - 100 Geary Ave
 - 102 Geary Ave
 - 165 Geary Ave

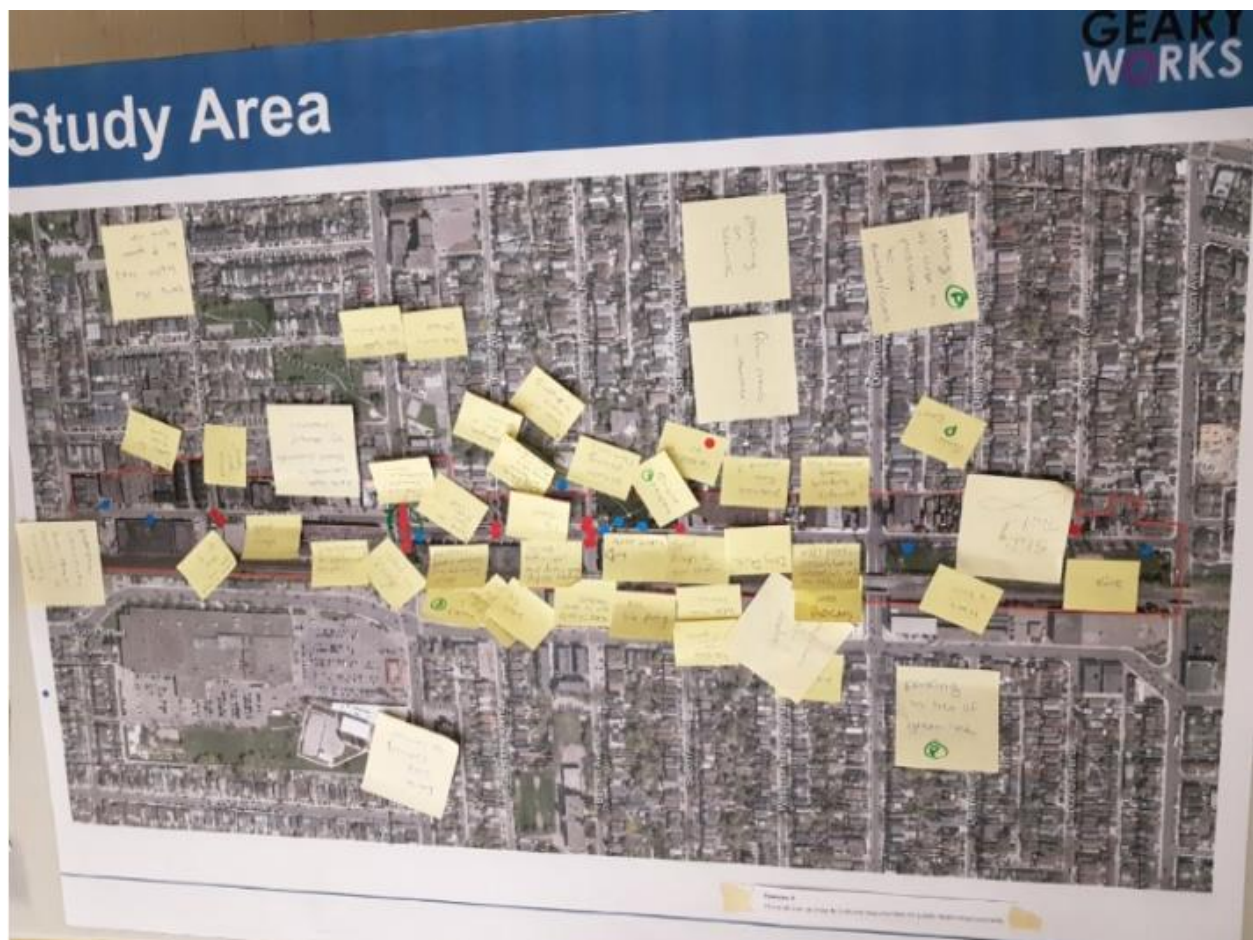
192 Geary Ave
200 Geary Ave
211 Geary Ave
226 Geary Ave
282 Geary Ave
330 Geary Ave

This is one of the highest rates of commercial boulevard parking for any area in Toronto. There also appears to be a lot of illegal parking occurring without a commercial boulevard parking permit. These areas could be converted to landscaping, sidewalk cafes and bicycle parking areas. We have done this in many areas of North York.

Safety and speed management:

- Threats to safety at intersections
- Provide more cross walks
- All-way stop controls needed at Lightbourne and Geary; Somerset and Geary, Delaware N and Geary
- Signalization needed at Dufferin and Geary
- Pedestrian crossing markings needed at Geary and Bartlett
- Sightline issues at Bristol and Geary – very hard to see oncoming traffic if making a left turn from Bristol onto Geary.
- Intersection of Geary and Dufferin is a "pedestrian death trap" This intersection separates Geary - two very different environments on either side of Dufferin
- The major intersections are hard to cross (like across Dufferin), but even crossing Geary itself - north side to south side and vice versa - is dangerous and challenging
- Traffic calming needed along Geary from Ossington to Dufferin
- Traffic calming needed along Geary west of Dufferin
- Prevent afternoon peak period (i.e. around 3:30 p.m.) left turns from Geary onto Dufferin and from Dufferin onto Geary. Many people speed along Geary to avoid Dupont, especially around 3:30 p.m.
- I admit to occasionally driving along Geary to cross Dufferin St to catch Geary on the other side. That intersection is very busy since southbound cars are turning onto Geary East of Dufferin and north bound cars are turning left onto Geary on the west side of Dufferin. Fortunately drivers slow down when they see a back up of a few cars stopped at the red light at Dufferin and Dupont.

- The traffic lights at Dovercourt are great! Ideally, I would love lights at Dufferin and Ossington, though I realize that might be problematic given the proximity of Dupont, the zigzagging of Geary in the west and Geary/Acores in the east and the proximity of lights to the north (in both instances). However, as someone who has walked his daughter to/from school for years I would love traffic calming near Ossington, possibly a narrowing of the street or a raised and/or lined crosswalk or other feature. Cars turning north or south on Ossington often whip around the corner or stick their noses across pedestrian paths to turn north. Traffic turning onto Geary can cut pedestrians off.
- Replace the 'watch your speed' sign that used to be on Geary at Lightbourne. Much loved.
- Narrow the roadway, tighten the vehicle lanes. The road feels wide and encourages speeding.
- Happy to have the new signal at Dovercourt.



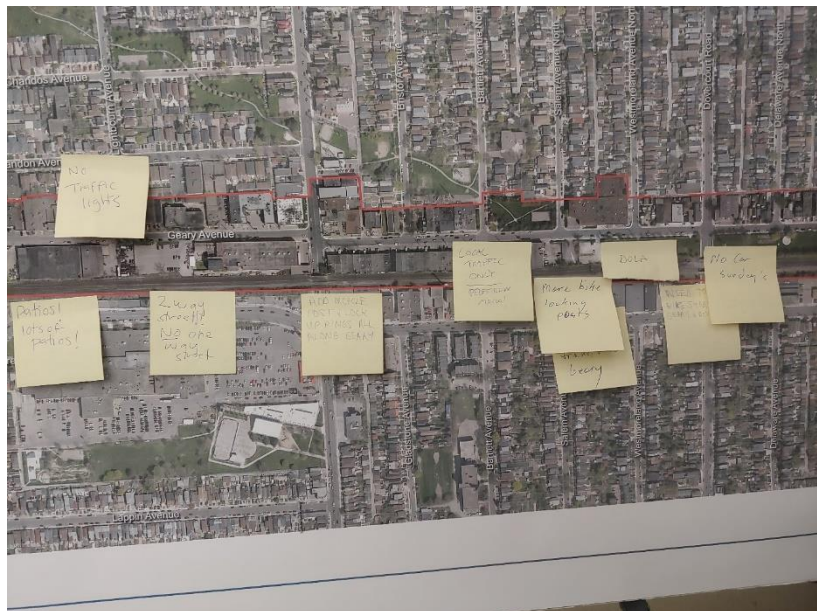
Blue dots - more bike parking; red dots - hazard / safety concern

- Nonetheless, the full length of Geary should prevent through traffic that is trying to avoid lights and traffic on Davenport and Dupont. The lights at Dovercourt on Geary have helped with this, but cars still speed across the wide street.
- Consider a one-way street and use extra space for bike lanes and wider sidewalks.
- Make Geary one-way for cars, but two ways for cycle lanes to connect from Shaw bike lanes to Dufferin – the bike lane on Davenport is interrupted between Ossington and Delaware, so this could be an alternate safe route.
- Consider making Geary one-way for all or part of its length (Dovercourt to Dufferin). This would make room for widened sidewalks and patios while still keeping space for truck deliveries for the businesses.
- Implement the road crossing recommendations in the Green Line Master Plan – particularly at Ossington and Shaw. Dovercourt already has a light installed which is an excellent improvement.

Pedestrian experience:

- Improve safety, comfort, and convenience of recreational users.
- Remove surface level parking lots and replace with green space.

- Provide high quality seating, places to linger.
- Activation of empty asphalt – use boulevard space for patios, seating areas, other programmed uses. Excessive empty asphalt between building front and sidewalk results in an uninviting feeling and waste of space.



- Provide more trees in the boulevard. In 2019 lots of trees were cut down along the tracks; community wants greenery to be replaced.
- Improve snow clearing, especially at Geary and Bartlett where City snow plows push snow onto northwest corner of Geary and Bartlett, blocking the businesses' vehicle access.

- Improve sidewalks: wider and flatter. The sidewalks west of Dufferin are especially sloped.
- Geary should be considered as a shared space or a square that cars and delivery trucks happen to drive through, or a road through a park. This is especially true from Dovercourt to Bartlett where the road can provide an excellent connection between the new parks by Dovercourt and Bartlett Parkette, and the rest of the Green Line further west.
- Geary Ave between Dovercourt and Bartlett could be designed to be easily closed to cars on the weekend for street events and markets with removable bollards or gates.
- Better street lighting at night.
- I'd love to see a reduction of utility poles (burying them?). There should only be street lighting. I'd like wider sidewalks, too.

Cycling facilities:

- Add more bicycle parking. Illegally parked bikes are cluttering already narrow sidewalks.
- Provide dedicated (preferably protected) bike lanes, not just sharrows. Vehicle volumes and speeds are too high for shared traffic with automobiles.
- Green Line parkland should have separate trails/space for different users. Concerns raised about cyclists mixing with dog walkers and pedestrians.
- Add a bike share station.
- Bike parking could be rings along the full length of Geary, but particularly between Dovercourt and Bartlett, and as a bike corral in the central area close to Dovercourt. Bixi stations could be on the perpendicular streets – at Ossington, Dufferin and/or alongside Bartlett Parkette at Salem/Bartlett.
- From Dufferin west, Brandon could be defined as a bikeway to Lansdowne where the bike path starts and continues west to the West Toronto Railpath.

Transit improvements:

- Increase the frequency of the 26 Dupont and 127 Davenport buses.
- Provide for future GO station at The Brick.

New connections:

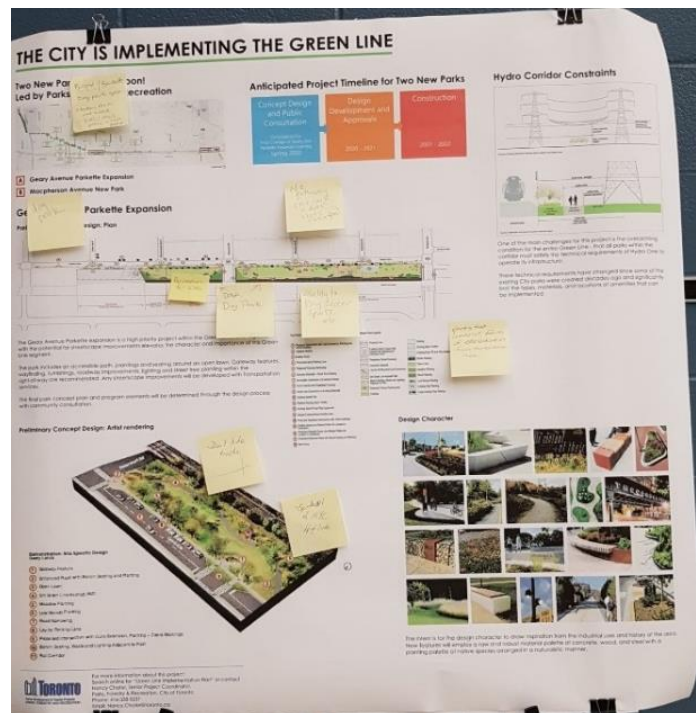
- Provide a new pedestrian/cycling bridge at the west end of Geary over the rail corridor to connect with Dupont St.

Other improvements:

- Support market uses between Dovercourt (or even Ossington) and Bartlett you should provide electrical hook-ups at a regular intervals for street vendors (to avoid generators when the street is closed during events). Could be lockable in-ground, or added to streetlights. Also provide a place to eliminate waste water during events (e.g. one drain with a gas trap) and provide a few areas for water hook-ups.
- Market tents cannot be erected in the hydro corridor due to height restrictions. Therefore, the City-owned north edge/streetscape and road are the areas where market/event uses can take place, and where taller trees can be planted.

Green Line:

- Integrate park with streetscape design.
- Bury the hydro lines on the Green Line.
- Provide a community garden or allotment garden.
- Plant more trees if/where possible.
- Add seating / hangout areas.
- Remove existing fences along the Geary Ave. street edge.
- Don't hide the railway tracks from view.
- Use natural materials.
- Provide comfortable furniture.
- Consider plants that may counteract effects of electromagnetic radiation.
- Mixed views re proposed park pathway in preliminary concept plan:
 - Some want to include it as an alternate option to the sidewalk to provide a different experience of the park.
 - Others suggested excluding it or only include it intermittently, in order to leave more space for ball sports, dogs off leash area, or other uses. (staff note: The park path is required as an accessible feature and is not duplicated by having a sidewalk on the street. A continuous accessible path is a major feature of the Green Line as a linear park system.)



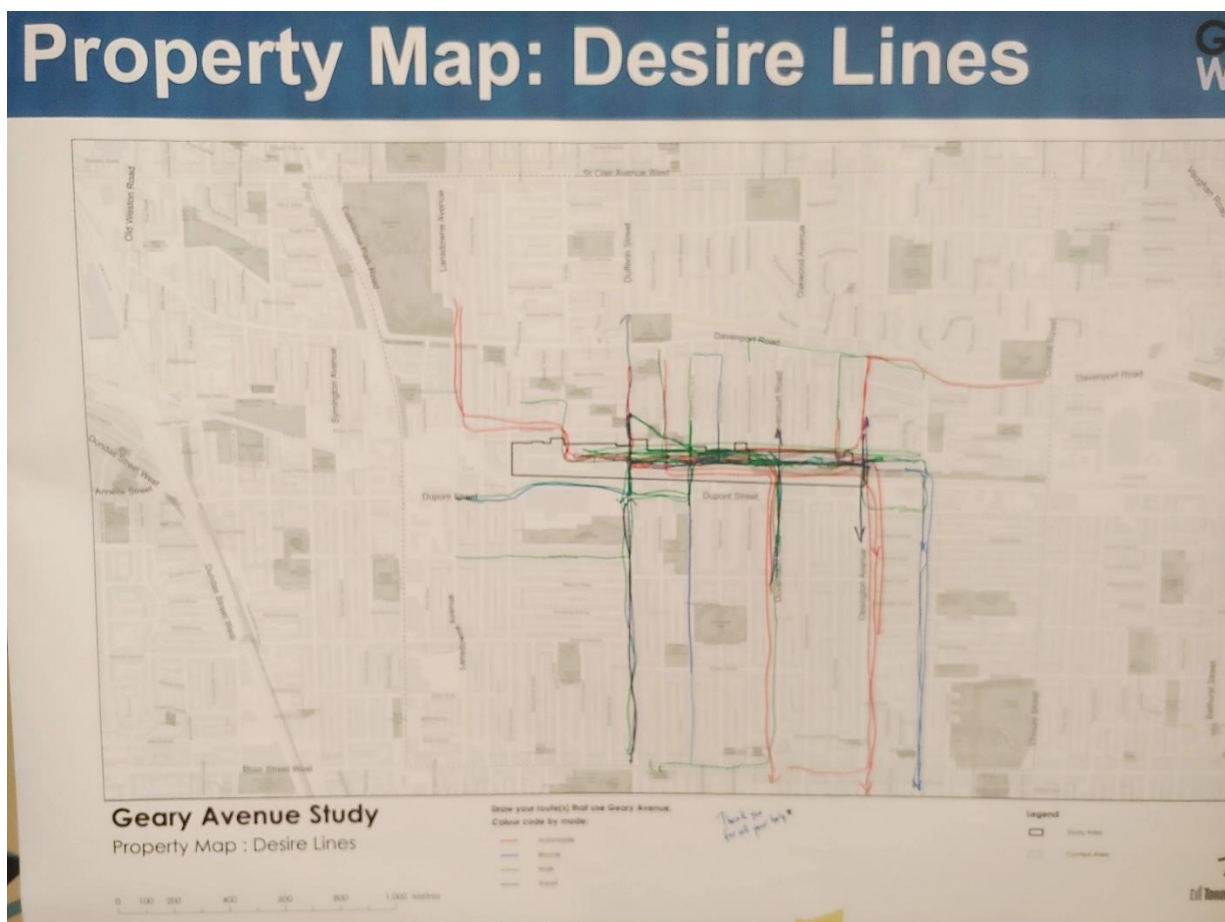
- Permit cyclists.
- Don't permit cyclists (*staff note: The park path will not be part of City's cycling infrastructure as there are dedicated cycling routes in the area and the path does not meet cycling technical requirements. As a park path, cyclists are allowed to use it but should ride at pedestrian speed.*)
- Improvements to amenities in existing parks along Green Line i.e. playgrounds, etc).
- Improve existing recreational amenities for children in Geary Ave. Parkette or consider adding new features in the Parkette expansion (i.e. soccer field).
- Provide adult fitness equipment (either here or in other parks along the Green Line).
- Add a performance space with raised platform view of the railway tracks (*staff note: not permitted within Hydro One technical requirements*).
- The sidewalk on the south side adjacent to the park should be wider and feel like a path through the park. Consider any edge treatment for the north side of the sidewalk so that the sidewalk is part of the park (now there is a fence on the south side of the sidewalk).
- The park design should consider the full width of the hydro corridor and the full streetscape at the same time, not as separate elements.
- Do not put a path through the park that bisects the green space in the already narrow parks. This minimizes the flexibility of the park spaces and eliminates many of the current uses of the parks.
- Do not bisect the existing or new parks with paths that go east to west. This is what the adjacent sidewalk is for. Paths for accessibility can be brought in perpendicular to the sidewalk to meet all the different uses in the site and to bring people with strollers, mobility devices, etc. right into the heart of the park spaces.
- Make sure there is open space the full width north to south for soccer and other lawn sports. Also keep open green space for events like movie nights.
- Respect the proportions of the current green "squares". They are beautifully proportioned outdoor rooms. They could have improved edges and remain flexible if you do not fill them with stuff. Keep some spaces unprogrammed.
- An area needs to be defined for dogs and separated from the playground spaces somewhere along Geary. There was a lot of feedback from dog owners and those who wanted dogs separated from the playground areas that this was a high priority. The City's former rules on DOLAs prevented this from being included in the Green Line Master Plan due to size restrictions. The dog approach in parks has now been updated, as the City has been trying different methods for smaller dog relief areas, including in the park adjacent to Albert Campbell Square.

- Provide a dog park or a designated dogs off-leash area (priority mentioned most frequently – needed either in Geary Avenue Parkette, or in another park nearby along the Green Line i.e. Bristol Ave Parkette).
- New playground equipment is sorely needed.
- The park design should consider the full width of the hydro corridor and the full streetscape at the same time, not as separate elements.
- The park edges, particular along the rail corridor should be improved with planting and high quality fence designs. Even the simple chainlink fence in the existing park areas means that CP cannot clearcut the green growth – something that has been happening in the proposed park areas annually. Therefore, there is a nicer green edge to the south due to a fence. And the fence prevents children from entering the track area.
- Remove fences – barriers to open space.
- Better crossings along green line to draw more people north.
- Reconsider the bridges on the Green Line at Dovercourt (also Christie and Bathurst). With political will these would be possible. Their feasibility was confirmed. Hydro turned them down because they do not want to set a precedent.
- Parking Lot at Geary Avenue and Lightbourn Ave: potential location for additional parkland.
- The area of park west of Dovercourt could have a small square or hardscape area on the north east corner of that parcel.
- The area to the east of Dovercourt could be left as a meadow. This used to happen naturally when Hydro forgot to maintain the area. It was beautiful and brought lots of enjoyment.
- I support the westward extension of parkland on the south side of Geary Avenue over to Salem Avenue. While some people want parkland to be totally accessible, I support the maintenance of fencing around parkland that is or will be used by playing children as per the stretch of parkland on Geary west of Ossington.
- Bartlett Parkette:
 - Improvements (i.e. seating etc) needed as it is very well-used (receives a lot of spillover from Blood Bros, etc).
 - Potential for different use of the ball hockey court.
- Bristol Parkette:
 - Potential location for a dogs off-leash-area in the former baseball diamond (if not at Geary Ave Parkette)

- Geary Parkette:
 - Keep the splash pad and/or upgrade it.
 - Keep the splash pad at the Geary Parkette.

Desire lines / modal split:

- Informal poll of attendees - "how do you typically travel on Geary?": mixed modes - many people on foot, several on bike, a few driving and parking
- The following exercise shows the routes and mode of transportation used by the local community to access Geary Avenue.



Modal split: 6 cyclists, 10 pedestrians, 6 cars, 3 transit

Station 4 – Economic Development & Culture

Materials: large format property map, photos of vibrant small-scale employment areas in Toronto and other cities

Points of discussion:

1. What is your impression of Geary Avenue? What is it known for?
2. What businesses do you frequent on Geary Avenue?
3. What businesses would you like to see on Geary Avenue?
4. What activities, daytime or nighttime, do you enjoy on Geary Avenue?
5. Do you think nighttime activities, if well managed, can contribute to the character of Geary and build vibrancy in the area?
6. How could we animate Geary Avenue?
7. What other neighbourhoods are similar to Geary Avenue?
8. There is a perceived trend of increasing office space for tech/design firms. Is there a conflict/tension between such office use and manufacturing uses?

Exercise # 4: Place stickies on property map to answer above questions

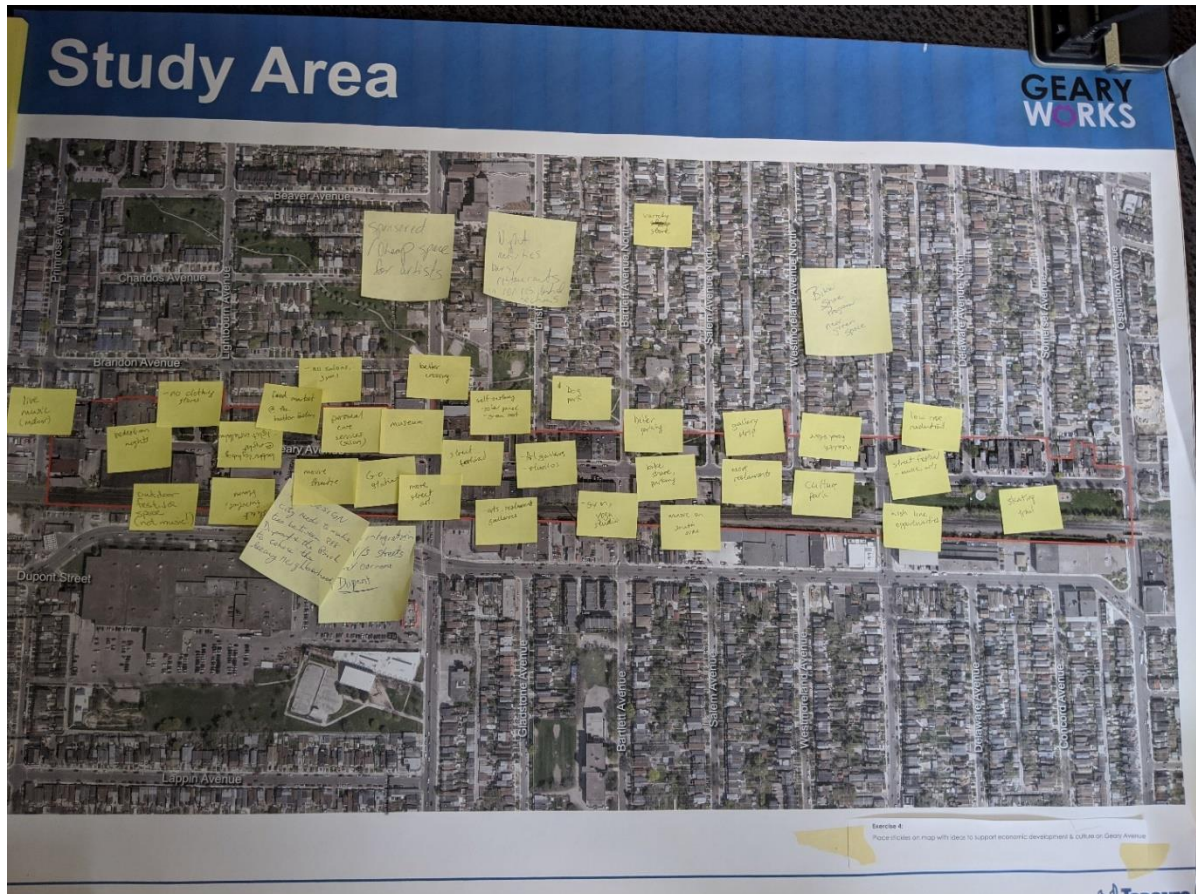
Comments:

The following comments relate to the existing function and character of Geary Avenue, as well as a future vision. There was general consensus that attracting more people to Geary Avenue will benefit the street and the neighbourhood. Comments have been categorized into the types of uses, events and facilities that should be encouraged to support economic development and culture.

Character of Geary Avenue:

- Special character area defined by mix of uses, industrial history, working class residents
- Similar to Wynwood in Miami – invite international artists to animate!
- How to prevent it from being like lower Ossington
- Don't want to be gentrified – stay affordable
- Protect property tax values (i.e. keep low), remain affordable for owners

- Like the free flow nature of Geary
- Don't make it so constructed
- Don't make it look like the Junction as an example – traffic is bad, no pedestrians, rent is high



- Geary works because it's informal
- When someone visits me, I give them the "Geary Tour" which includes a trip to the florist, coffee at Dark Horse, ice cream. It's my favourite street in the City
- "More about vibe than buildings. Mix of uses. Diversity of uses"
- It's about "the variety of visions" (referring to mix of uses) and great green space
- Geary Avenue has a small town character, self-contained like a village main street
- Let's continue to have a street with personality rather than a Starbucks and Shoppers popping up under a condo.

- It is the right mix of industrial businesses, manufacturers who provide some food/product in a retail/restaurant, commercial entities that require larger spaces, and music venues and performance/practice spaces. There are some long-standing residences on the street who have lived through times when the street had more noise from industry and music studios.
- Importance of Geary to history of rave culture in Toronto.
- Geary as "little Brooklyn", similar to meat packing district, similar cultural cache.
- Magical quality. Great Light. Very relaxed. Quiet. The kind of place you walk with a paper and a coffee.
- The only major advice I can give as one small person is always remember the question "what would Jane Jacobs do?" Please always think of the walkers, the elderly, the poor, the "sketchy" businesses, the weirdos. Planning for the future is essential but there must always be room left for the unplanned, the random win, the belligerents who can't be moved.
- Continue to keep the zoning so that food establishments must manufacture on site and have a max percent of their area for restaurant/bar use. This is what makes the street unique and continue to be more affordable for these types of start-up businesses and cultural uses.
- The nighttime activities contribute to the character of Geary Ave and build vibrancy in the area. The area was more vibrant before recent building owners shut down the after-hours club. This kept people out at all hours on Geary and made the street feel safe at night, rather than an empty street. I live beside a bar on Davenport and rarely hear noise while it is opened, even when they have live music and their patio is open. The same compatibility can continue to be achieved on Geary. The residences here had more noise in the last few decades (with manufacturing) then in recent times, so pushing out the "noisy" uses that make Geary unique is not in keeping with the character of the neighbourhood.
- It doesn't need extra branding. Geary works.

Shops and services to draw people to Geary Avenue:

- Yoga studio
- Market / food
- More coffee shops
- Food trucks!
- Modern strip mall – let mom and pop businesses thrive by providing smaller spaces for rent.

- Restaurants that also make products to sell.
- No clothing stores.
- Provide for food market at the button factory.
- No salons, gyms.
- Provide personal care services (e.g. salon).
- Gym, yoga studio near Bartlett.
- Want a health food store.
- More restaurants east of Bartlett.
- Need a variety store.
- Provide night activities, bars, restaurants in non-residential areas.
- I had occasion to spend time on Geary because I was renovating the property and used Nova Era 200 Geary for lunch frequently. I also regularly purchased supplies from Ponte plumbing supplies 227 Geary, where the street meets Dufferin.
- Metro Mini Bins on 32 Geary just East of Dovercourt was a service I used during the major renovation. On the other side of Dufferin my mechanic is Frank at Alcina Automotive on 306 Geary.
- Recently I purchased appliances at the Brick on the corner of Geary and Dufferin.
- The Dark Horse cafe, 120 Geary, is also a stop I enjoy for a great coffee.
- Sixpenny for art fabrication for my work and other clients of mine, Superframe, Newport fish store, Blood Brothers, Knockout ice cream, Geary Lane for music, Greater Good, Meitos Dos Leitos, Parallel, Familia Baldassare, florist in Artisan Factory and Dark Horse.
- Food establishments with a manufacturing element that makes them unique.

Arts and entertainment attractions to draw people to Geary Avenue:

- Should have a culture park for music and other performances. With seating looking out at the City.
- Music venues
- Music recording/practice and venues.

- After-hours music venues
- Outdoor festival space at west end on south side.
- Art galleries
- More street art
- More arts, restaurants, galleries between Bartlett and Dufferin.
- Museum space
- Museum near Dufferin St
- Movie theatre
- Movie theatre on The Brick site
- Live music (indoors)
- Bloor has nightlife, not sure if this needs to be a destination for nightlife.
- Protect the space for music rehearsals – Artscape
- South side is good for music venues because tracks are a barrier.
- Maker spaces, not just retail storefronts – like the pasta people, Dark Horse.
- Street festival
- Music uses on south side of Geary
- Gallery street between Dovercourt and Bartlett
- Culture park
- Street festival with music, arts
- Provide cheap / sponsored space for artists.
- A number of years ago, Chris Murphy, a Sloan band member, practised in a studio on Geary, I believe.
- I would like the street to continue as an attractive place for artists and an enjoyable place for people to gather. I like the direction it is heading in now.
- I wouldn't want it to be a night club strip attracting too many people into the neighbourhood very late at night.

- "Pumpkin parade" occurs in park at NE corner of Bartlett and Geary Ave.
- Art fabricators

Recreational attractions and facilities to draw people to Geary Avenue:

- Terraced seating from Salem looking at the City
- Bike share
- Place for kids to play
- Access to the rail line – could be like the high line
- Make the parks more free-flowing – not too formal
- Provide a dog park in existing park on west side of Bartlett
- Add bike share near green space
- High line opportunities on the Green Line
- Skating trail on the Green Line

Other facilities and improvements to attract visitors:

- Need better parking and enforcement
- Street beautification
- Pedestrian nights
- TAS Design: make ties between 888 Dupont St and The Brick to cohere the Geary neighbourhood.
- More integration to north-south streets at corners and to Dupont St.
- Better crossings
- Provide street furniture, street flowers
- Need better lighting at night, consider light installations
- Better parking near Bartlett St
- Bike share, bike parking needed near Bartlett St

Regulatory improvements to support businesses

- Green roof for growing vegetables for restaurant: need easier permitting process to make this happen.
- Self-sustaining design – solar panels, green roof
- Example – patio bylaw makes it difficult to open a patio on Geary.
- Development approval process caters to wealthy people who can go through the city process.

Economic Development:

- Need good paying jobs that can provide a salary for people to live in the City of Toronto.
- Create good paying jobs.
- All these additional residents will need somewhere to go and something to do.
- The small manufacturing and cultural uses in a central area of the city is what is unique, and what should be protected first and foremost. As offices move in, there is an increased complaint regarding noise etc. and then they try to push out the manufacturing that made them cool areas to move into in the first place. The landowners have an interest in moving to office use and restaurant use because that will net more rent, but there are more options for these types of businesses in the central city than for the cultural and manufacturing uses, the latter two should therefore be protected here.
- The businesses in the area want to maintain rent levels, which may be lower than other areas. While that would be great for them, I suspect that any new construction in the area as well as any improvements will bring higher rents. Furthermore, the Galleria on the Park development and the future development of the Brick site will likely force up rents in the area.