

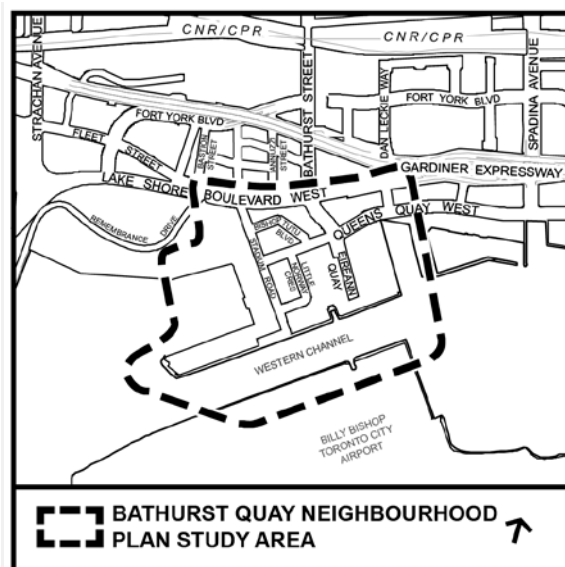
Bathurst Quay Neighbourhood Plan – Interim Report

Date:	June 8, 2017
To:	Toronto and East York Community Council
From:	Director Community Planning, Toronto and East York District
Wards:	Ward 20 – Trinity-Spadina
Reference Number:	File No. 15 102637 STE 20 OZ

SUMMARY

This report presents the interim findings of the Bathurst Quay Neighbourhood Plan Study which was initiated in 2014 at the direction of City Council. This Central Waterfront neighbourhood is west of Spadina Avenue. It is surrounded on three sides by water, and to the north and east are the rapidly growing Fort York and CityPlace neighbourhoods. Bathurst Quay is a neighbourhood with a strong sense of community that has matured over the last three decades. Housing ranges from townhouses to towers with a population that represents the full spectrum of incomes and ages. Transit service, a variety of parks and open spaces, a community centre (Waterfront Neighbourhood Centre), two schools and a daycare round out the community. The Bathurst Quay Neighbourhood Plan Study focussed on completing and enhancing this community, building on this foundation and overcoming neighbourhood challenges. The Study acknowledges the proximity to Billy Bishop Toronto City Airport (BBTCA) immediately to the south and the challenge of balancing the needs of the airport and the community.

The Bathurst Quay Neighbourhood Plan presents a vision, guiding principles, and actions that provide a framework for a complete community on the waterfront. These seek to ensure that the Bathurst Quay Neighbourhood Plan builds on recent improvements to the area while supporting the core principles of waterfront



revitalization established through the Central Waterfront Secondary Plan. It also provides a framework for ongoing groundside airport operations and future planning undertaken by BBTCA to align with City policies and objectives for the Bathurst Quay neighbourhood and the waterfront.

Main elements of the Bathurst Quay Neighbourhood Plan include:

- An adaptive reuse proposal for the Canada Malting Silos site and Marina Quay West including a cultural and community services hub, Ireland Park, the Western Channel dockwall, an underground parking and transportation facility, a City aquatic facility and accessory uses;
- Improvements to neighbourhood parks, public realm spaces and streetscapes including the lands associated with the Canada Malting Silos site, and the water's edge promenade;
- Enhanced community services and facilities, including the City aquatic facility and an improved Waterfront Neighbourhood Centre; and
- Transportation network improvements, including; an underground parking and transportation facility, additional active transportation facilities, and improvements to roads and intersections that would enhance the efficiency of transit and traffic operations improving safety and functionality.

Fundamental to the Study has been an extensive engagement process involving residents, businesses, and other key stakeholders, in a number of visioning and working sessions including open house events, workshops and one-on-one meetings with stakeholders. Youth engagement was also a part of this process. Valuable ideas, input, and feedback were received from stakeholders enabling the testing and refinement of ideas, principles, and concepts.

This report recommends further analysis of the adaptive reuse of the Canada Malting Silos site and Marina Quay West – one that would combine a cultural and community services hub, an underground parking and transportation facility, a City aquatic facility and accessory uses. Staff are of the view that the Canada Malting Silos site is too constrained to support a large scale residential or mixed use development (considered prior to and during the study process as a means of funding heritage conservation and infrastructure). In addition, staff are of the view, supported through community consultation, that the City should retain ownership of the Canada Malting Silos site, and that the proposed cultural and community services hub represents good planning for the Canada Malting Silos site and adjoining public land. The rationale for these conclusions is outlined throughout this report. Despite these conclusions, staff believe that there are still opportunities to source public and private sector capital and operating funding through the proposed underground parking and transportation facility, and City aquatic facility. It is worth studying the business case for how these two uses, in combination with cultural and community services and facilities, as well as accessory uses, might

attract sufficient funding to build the proposed facility and to establish a long-term sustainable operating model. This due diligence would be done by staff of a number of City Divisions, working with Waterfront Toronto, Ports Toronto and the Toronto Realty Agency (formerly Build Toronto). The outcome would be a subsequent report to Council with an Implementation and Funding Strategy that would address both capital and operating costs, as well as funding options.

Recognizing the unique challenges and opportunities present in the neighbourhood today, the Bathurst Quay Neighbourhood Plan includes a series of targeted near-term actions including:

- Changes to the Canada Malting Silos site that would rationalize the PortsToronto taxi and parking management facility, and make better use of existing available open space;
- Modest investments in area public realm spaces and streetscapes, including Eireann Quay and Stadium Road Parks North and South;
- A needs assessment for the Waterfront Neighbourhood Centre; and
- Transportation network improvements, building on actions implemented over the past three years by the City and PortsToronto.

The Bathurst Quay neighbourhood anchors the western end of the downtown waterfront. This area is dominated by City-owned lands secured as part of the original Harbourfront agreements with the Federal Government. These lands form part of a connected network of parkland south of Queen's Quay to serve this community, the growing downtown population, and the City at large. The Bathurst Quay Neighbourhood Plan builds on this legacy to enhance these and preserve public access to the waterfront.

This report seeks City Council's endorsement of the Bathurst Quay Neighbourhood Plan and recommends that Staff report back to Toronto and East York Community Council for a statutory public hearing under the *Planning Act* for an Official Plan Amendment and other measures necessary to implement the findings of the Bathurst Quay Neighbourhood Plan Study. It also recommends that staff report back to Toronto and East York Community Council with an Implementation Strategy for near term public realm and streetscape improvements, and the potential for PortsToronto to contribute to these improvements through their continued use of a portion of 5 Eireann Quay for interim taxi management and parking. Two additional recommendations address the use of the administration building at the Canada Malting Silos site and planning for the proposed City aquatic facility.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council endorse the vision, guiding principles and action plan as identified in the report from the Director, Community Planning Toronto and East York District (June 8, 2017) for the Bathurst Quay Neighbourhood.

2. City Council request the Director, Community Planning, Toronto and East York District to bring forward any necessary Official Plan Amendments to implement the recommendations of this report at a statutory public meeting in the fourth quarter of 2017.
3. City Council request the Chief Planner and Executive Director, City Planning Division, in consultation with the Chief Corporate Officer, to establish an interdivisional staff team that will work with Waterfront Toronto, PortsToronto and Toronto Realty Agency, (successor to Build Toronto) to prepare an Implementation and Funding Strategy for the long-term revitalization of the Canada Malting Silos site (5 Eireann Quay) and Marina Quay West pier as a cultural and community services hub. The strategy will explore incorporating the conservation of the silo structures and related administration building (designated under the *Ontario Heritage Act*), a shared underground parking and transportation facility, Ireland Park, the Western Channel dockwall, a new City aquatic facility and expanded community centre spaces, and accessory uses, all within a framework of a long-term sustainable financial model.
4. City Council request the Chief Planner and Executive Director, City Planning, in consultation with the Chief Corporate Officer, Waterfront Toronto, Ports Toronto and Toronto Realty Agency (successor to Build Toronto), to report back to Toronto and East York Community Council in the fourth quarter of 2017 with an Implementation and Funding Strategy for near term public realm and streetscape improvements related to the Canada Malting Silos site and Eireann Quay.
5. City Council request the Chief Corporate Officer, with the City Solicitor and the Chief Planner and Executive Director, City Planning Division, to report back to Toronto and East York Community Council in the fourth quarter of 2017 with an update on the terms for a lease with PortsToronto for the continued interim use of a portion of the 5 Eireann Quay lands for taxi management and parking, including terms related to cost sharing for near term public realm and streetscape improvements.
6. City Council request the Chief Corporate Officer, with the Chief Planner and Executive Director, City Planning Division, to undertake a process to select appropriate uses and occupants for the City-owned administration building on the 5 Eireann Quay property.
7. City Council request the General Manager, Parks, Forestry and Recreation to advance plans and funding for an aquatic facility in the vicinity of the Canada Malting Silos site as part of the Parks and Recreation Facilities Master Plan.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The Bathurst Quay neighbourhood and the Canada Malting Silos site have been the subject of a number of reports and directions from City Council over the last several years. These reports have focused primarily on the conservation and stabilization of the silos, and master planning for the Canada Malting Silos site including opportunities to bring a mix of uses to the site. These directions included exploring the possibility of partnering with the private sector to access funding to help pay for the conservation of the silos and related parks and open space improvements. The following summarizes City Council's most recent actions.

At its meeting of November 30, December 1, 2, 4 and 7, 2009, City Council approved a phased work plan for the preservation of the Canada Malting Silos and creation of a development plan for the broader Canada Malting Silos site.

Phase 1 of the work plan included the remediation of the east face of the silos, repairs to the eastern dockwall and demolition of the structures to the immediate west of the 1929 and 1944 concrete silo structures. This work has been completed.

Phase II of the work plan was the creation of a Master Plan for the site and surrounding parkland, identifying additional improvements and funding sources including a potential private development site including residential, cultural, hotel or other mixed use development. The envisioned redevelopment was to retain the 1929 and 1944 silos. Proceeds from any sale or lease were to be directed to complete the required silo restoration. Any potential development would have to comply with a list of criteria including conditions such as:

- new buildings would be no taller than the silos to maintain their prominence and not be visible from the east;
- no significant shadow impact on the schoolyard or Little Norway Park; and
- contribute to and complement other improvements to the site such as parkland and heritage.

This evaluation of private development on the silos site was subsequently included in the scope of work for the Bathurst Quay Neighbourhood Plan process. The report is available on the City website at:

<http://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-24719.pdf>

At its meeting of January 26 and 27, 2011 City Council approved By-law 32-2011, to designate the property at 5 Eireann Quay (The Canada Malting Complex) as being of cultural heritage value or interest under Part IV of the *Ontario Heritage Act*. The designated property encompasses the majority of land east of Eireann Quay to the

Portland Slip, south of the Waterfront Neighbourhood Centre to the lake. The site includes the Canada Malting Silos, the Administration Building, as well as the baseball diamond, Ireland Park and the taxi corral. See Attachment 5 for the map of the heritage designated site. The By-law is available on the City website at: <http://www.toronto.ca/legdocs/bylaws/2011/law0032.pdf>

At its meeting of May 17, 18, and 19, 2011 City Council authorized Build Toronto to undertake a master planning process for 5 Eireann Quay that may include applications, on terms and conditions as may be approved by the Chief Corporate Officer, for planning approvals including amendments to the Official Plan. The report is available on the City's website at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.GM3.21>

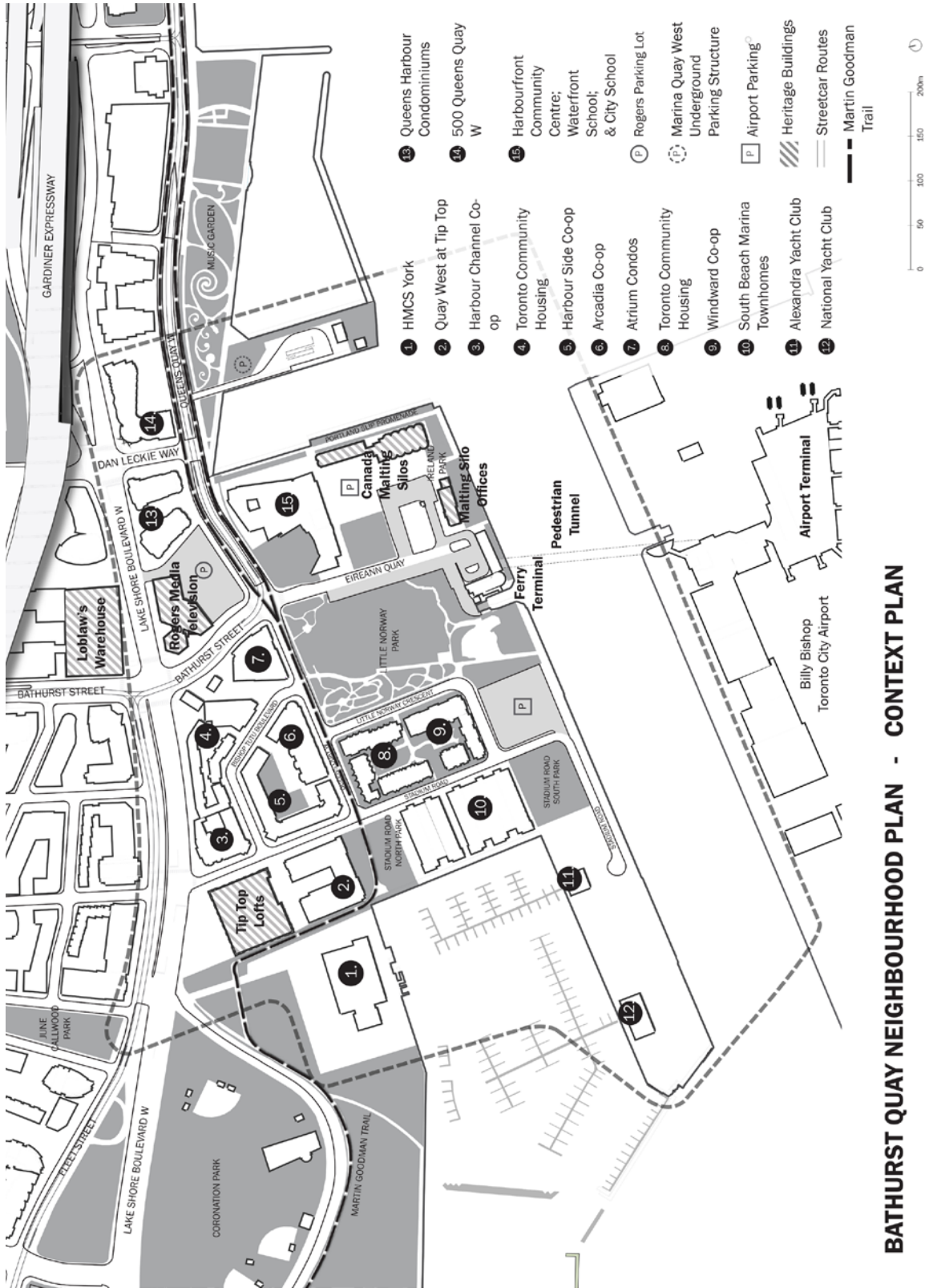
The Bathurst Quay Neighbourhood Plan Study was initiated in response to concerns and questions arising through the review of the existing Billy Bishop Toronto City Airport (BBTCA) operations, and Porter Airlines' request to amend the Tripartite Agreement that governs the operation of the airport. At its meeting of April 1, 2 and 3, 2014, City Council considered a report on the request. In addition to providing an update on the review of Porter Airlines' request, the report included an overview of the existing neighbourhood context and policy framework and identified the need for a planning study for the Bathurst Quay neighbourhood. The completion of the study was considered necessary with or without permissions for jets and runway extensions at BBTCA. The report is available on the City website at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EX40.1>

At its meeting of July 7, 8 and 9, 2015 City Council considered a Status Report on the Bathurst Quay Neighbourhood Plan Study and adopted Preliminary Directions in relation to: the open space network; parks and community facilities; the Canada Malting Silos Complex; movement; and the scale of change. The Status report is available on the City's website at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE7.60>

The Central Waterfront Secondary Plan (CWSP) covers the area generally south of Lake Shore Boulevard from Jameson Avenue to Greenwood Avenue and includes Bathurst Quay. The CWSP was adopted by Council in 2003, and is currently under appeal in part. The Ontario Municipal Board (OMB) issued a verbal decision on May 1, 2017 approving the CWSP for all lands west of Yonge Street to Exhibition Place. The final written decision of the OMB is anticipated to be issued in the near future.

BATHURST QUAY – CONTEXT AND CHARACTER

The Bathurst Quay neighbourhood is one of a number of precincts that comprise the Central Waterfront. The neighbourhood is generally bounded by Lake Shore Boulevard West to the north, the eastern edge of Coronation Park to the west, Lake Ontario to the south and the western edge of the Music Garden to the east as shown on the Bathurst Quay Neighbourhood Context Plan. Bathurst Quay, like other neighbourhoods in this area of the City developed on former industrial lands. It is primarily a residential



BATHURST QUAY NEIGHBOURHOOD PLAN - CONTEXT PLAN

neighbourhood built mostly within the past thirty years, and home to approximately 2,700 residents. The Fort York neighbourhood is situated to the north and west and the CityPlace neighbourhoods of the Railway Lands Central and West are to the north and east.

Major east-west streets in the area include Lake Shore Boulevard West and Queens Quay West. Fleet Street also extends west of the neighbourhood running parallel to Lake Shore Boulevard West, west of Bathurst Street. Main north-south streets include Bathurst Street and Eireann Quay, which connects with Bathurst Street to the north. Eireann Quay terminates at the entrance to BBTCA and is the only point of access for passengers and vehicles. Streetcars operate on Bathurst Street, Queens Quay and Fleet Street. There are three local streets in the neighbourhood; Stadium Road, Little Norway Crescent and Bishop Tutu Boulevard.

There are a variety of parks and open spaces in and near the neighbourhood. Little Norway Park, at the center of the neighbourhood is a key recreation and gathering place for residents. There are two smaller neighbourhood parks Stadium Road Park North and Stadium Road Park South along the west side of Stadium Road that provide passive and active recreational opportunities for residents. Ireland Park is located at the water's edge south of the Canada Malting Silos. Coronation Park is west of the neighbourhood with Ontario Place and Exhibition Place further west. The Harbourfront neighbourhood including the Music Garden, HTO Park and Harbourfront Centre, are located along the waterfront to the east.

The Martin Goodman Trail extends through the neighbourhood along Queens Quay West through Stadium Road Park North connecting into Coronation Park. The Portland Slip Promenade, recently improved, extends along the west side of the Portland Slip providing a connection from Queens Quay West to Ireland Park.

Marina Quay West sits on the east side of the Portland Slip, across the water from the Malting Silos south of Queen's Quay West and adjacent to the Music Garden. It includes an underground parking garage of approximately 300 parking spaces. The primary use of the Quay today is for parking and boat access.

There are community services and facilities that serve the neighbourhood; two co-located public schools, (the Waterfront School and City School), the Waterfront Neighbourhood Centre and St. Stephen's Child Care Centre all situated on the east side of Eireann Quay south of Queens Quay West. The community centre is well used and attracts people from across the City.

Bathurst Quay is a community rich in heritage with existing heritage buildings, and special places that reflect and commemorate the City's history and broader historical events of significance to Canada. Among the historically significant buildings and structures are the Canada Malting Silos and former Administration Building along the western edge of the Portland Slip designated under the *Ontario Heritage Act*. The distinctive shapes and heights of the two sets of silos, coupled with the prominent

location of the structures at the end of Eireann Quay, makes the Canada Malting Silos a familiar landmark on Toronto's waterfront. Anchoring the west end of the Central Waterfront, the large-scale complex retains its industrial appearance, and stands out among the neighbouring residential buildings and recreation facilities, including Ireland Park. The Silos are highly visible from Lake Ontario and the Toronto Islands, and are viewed from many vantage points along the shoreline.

The Billy Bishop Toronto City Airport (BBTCA), although not within the neighbourhood is located just to the south across the Western Channel. The airport's groundside facilities (including; parking, pick-up and drop-off facilities, ferry terminal, and a recently constructed pedestrian tunnel entrance) are located within the Bathurst Quay neighbourhood. The airport has experienced significant growth since operations by Porter Airlines began in 2006, with annual passenger volumes increasing from 26,000 in 2006 to approximately 2.7 million today.

PLANNING POLICY FRAMEWORK

When the Study was initiated in 2014, the planning policy framework for the Bathurst Quay neighbourhood included the former Toronto Official Plan adopted in 1994, the Harbourfront Secondary Plan, the current City of Toronto Official Plan adopted by Council in 2003, and the Central Waterfront Secondary Plan (CWSP) adopted by Council in 2003, which is under appeal in part. The Ontario Municipal Board (OMB) issued a verbal decision on May 1, 2017 approving the CWSP for all lands west of Yonge Street to Exhibition Place including Bathurst Quay. The final written decision of the OMB is anticipated to be issued in the near future.

Former City of Toronto Official Plan (1994)

The Bathurst Quay neighbourhood is situated within the Harbourfront and Adjacent Areas district of the Bayfront Waterfront Area within the former City of Toronto Official Plan. The policies of the Official Plan promote increased and sustainable public enjoyment and use of the waterfront by reducing physical barriers, increasing parkland and public access and activating the waterfront with a variety of uses. Within the Harbourfront district, mixed use neighbourhoods are encouraged with a variety of housing types, new parks and open spaces and a high quality public realm. The Plan also provides for the enhancement and use of the water's edge for a pedestrian promenade.

The 1994 City of Toronto Official Plan also includes specific policies concerning the BBTCA. The Plan states that the airport could continue to be used for aviation purposes in accordance with the Tripartite Agreement and provides that Council could also consider revisions to the Agreement if there were no adverse impacts on the surrounding residential and recreational environments. In the event that BBTCA was closed, the policies of the Plan provide that Council seek the immediate conversion of the lands on which the airport is located for parks or parks and residential purposes, and incidental and accessory uses.

City of Toronto Official Plan

In the Official Plan, lands within Bathurst Quay are designated *Parks and Open Space Areas - Parks, Apartment Neighbourhoods* and *Mixed Use Areas* (Attachment 1). In

addition to the existing parks in the neighbourhood, the *Parks and Open Space Areas – Parks* designation applies to the Canada Malting Silos site, the schools and community centre site, the airport terminal lands and associated parking and pick-up and drop-off facilities for the BBTCA as well as the surface parking lot on Stadium Road. The *Apartment Neighbourhood* designation applies to the existing residential uses west of Eireann Quay. The lands along Queens Quay West, east of Bathurst Street and generally on the north side, including the Rogers site are designated *Mixed Use Areas*.

The airport lands are designated *Parks and Open Space Areas – Parks and Natural Areas*. The airport is also subject to Site and Area Specific Policy No. 194. This policy provides for the aviation uses at the airport in accordance with the provisions of the Tripartite Agreement (the Lease). Section (c) of the policy provides for revisions to the Lease provided that the City is satisfied that improvements to airport facilities and operations can be made without adverse impact on the surrounding residential and recreational environment. The Official Plan is available on the City's website at: http://www.toronto.ca/planning/official_plan/introduction.htm

Central Waterfront Secondary Plan

The Central Waterfront contains both established neighbourhoods (such as Bathurst Quay) and emerging neighbourhoods (such as East Bayfront and Keating Channel), as well as major industrial, port-related and entertainment uses. The range of uses across the Central Waterfront, and in particular residential development pressure, has drawn attention to important planning issues such as the preservation of employment uses, land use compatibility, infrastructure, community facility and parkland needs, and connections between the waterfront and wider downtown.

The Central Waterfront Secondary Plan (CWSP) sets out policies for waterfront renewal based on four core principles:

1. Removing Barriers/Making Connections;
2. Building a Network of Spectacular Waterfront Parks and Public Spaces;
3. Promoting a Clean and Green Environment; and
4. Creating Dynamic and Diverse New Communities.

The CWSP includes a series of initiatives or 'Big Moves' intended, along with implementing policies, to promote waterfront renewal.

The Secondary Plan considers the removal of barriers and improved connections as essential to waterfront renewal. The Plan provides that waterfront streets be remade as places with distinct identities and be enhanced through high quality design and landscaping.

The Secondary Plan promotes the creation of parks and open spaces as a key component of waterfront renewal. The policies provide for the creation of a system of connected waterfront parks and public places that are of high quality, accessible and inviting, and that integrate and interpret the natural and cultural heritage of the waterfront, and its industrial heritage and dockwall legacy.

A key element of this system is the water's edge. The Secondary Plan requires that the water's edge be preserved for public use through a continuous, and highly accessible public water's edge promenade. Key objectives in designing the water's edge include, the creation of a diversity of spaces in scale, form and character that respond to their distinct context and the creation of accessible and marvelous places designed to encourage year-round use and the creation of a remarkable public realm.

The Canada Malting Silos are identified as a landmark and special place along the waterfront. The policies of the Secondary Plan provide that the Canada Malting Silos be retained and improved through transformation with a mix of public and private activities and uses.

The policies of the Secondary Plan seek to ensure that the waterfront setting defines the public realm and is reflected in its design, integrating and interpreting the rich natural and cultural heritage of Toronto's waterfront. Parks and plazas strategically located along the water's edge are intended as centres of public activity and windows on the lake. The 20th Century dockwall will be celebrated by the creation of a series of unique public places to reflect their history and the character of the surrounding neighbourhood. They will provide a focal point for their neighbourhood.

Sustainability is also a core principle of waterfront renewal. In order to achieve sustainability the policies of the Secondary Plan promote mixed use communities to provide opportunities to live and work close together; pedestrian and cycling routes that are safe, attractive, comfortable and generously landscaped, and improvements to water quality through the use of innovative storm water management, servicing and energy technologies.

The Secondary Plan seeks to ensure the creation of dynamic and diverse communities that will accommodate a range of development forms and be of sufficient scale to establish a critical mass of people both living and working in a neighbourhood setting. Schools and other community services and facilities are recognized as integral components of waterfront communities and the policies promote innovative approaches for community services and facilities including shared use facilities. The policies promote a full range of housing options to accommodate a broad range of household sizes, composition, ages and incomes to contribute to the vitality of the waterfront as well as opportunities for residents to remain in their communities throughout their lives.

The policies of the Secondary Plan seek to create special places along the waterfront, and develop strategies to attract tourism in order to strengthen Toronto's role as the cultural capital of the nation. Key to achieving this aim is the preservation of the waterfront's cultural and natural heritage. The policies provide that designated heritage buildings will be conserved for creative reuse in their original locations.

The lands within the study area are designated *Parks and Open Space Areas* and *Existing Use Areas* (Attachment 2). *Parks and Open Space Areas* are intended for park, open

space, natural areas and plazas, and can include compatible community, recreation, cultural, restaurant and entertainment uses. The Secondary Plan notes that *Existing Use Areas* are covered by existing planning controls that are consistent with the Central Waterfront Secondary Plan direction.

The Central Waterfront Secondary Plan area does not include the Toronto Islands or airport. As a result, the policy framework set out in the Central Waterfront Secondary Plan does not provide specific guidance with respect to the management of airport operations in relation to its neighbourhood context, or direction with respect to the scale, scope and fit of the airport in relation to its context along the Central Waterfront and the goals of waterfront renewal.

The Central Waterfront Secondary Plan is available at:

<http://www1.toronto.ca/City%20Of%20Toronto/Waterfront%20Secretariat/Shared%20Content/Files/CWSP07.pdf>

Zoning

The lands within the Study Area are subject to the former City of Toronto Zoning By-law 438-86, as amended and the Harbourfront Zoning By-law 289-93 as amended. Most of the City-owned land within the study area are zoned Park (G) with a portion of Marina Quay West zoned Commercial Residential (CR). Within the G zone public parks, playground and public programming activities of a cultural, social, charitable, artistic, recreational or educational nature are permitted. Surface parking is also permitted on the Silos site and on the south side of Stadium Road. Uses within the CR zone on Marina Quay West are limited to retail and service shops, recreational parking and ancillary marina uses with no residential uses permitted. The existing residential buildings east of Eireann Quay and the Rogers site on the northeast corner of Queens Quay West and Bathurst Street are zoned Commercial Residential (CR), permitting residential uses exclusively on some sites and a mix of residential and commercial uses on others.

COMMUNITY CONSULTATION

There has been extensive stakeholder engagement throughout the study in a wide variety of consultation formats designed for information sharing, presenting and testing of ideas, and seeking input and feedback. These events have included four broader community open houses and meeting events, individual meetings with residents and area stakeholders, youth engagement, community workshops, and a community working group. Residents, landowners, businesses and other stakeholders such as the Toronto District School Board, Waterfront Neighbourhood Centre, PortsToronto, Build Toronto, Waterfront Toronto, Harbourfront Centre, St. Stephen's Child Care Centre, and the Waterfront Business Improvement Association have all been engaged in the study. An overview of the consultation events in the first two phases of the study is included in Attachment 3 and detailed comments are included in the Status Report considered by Council in July 2015. There have been two broader engagement events and meetings with community groups since the Status Report was considered by Council in July 2015 and these are summarized below.

Community Working Group Meeting – October 28, 2016

A community working group meeting was hosted by City Planning to provide opportunity for input and discussion on the vision, guiding principles and implementation strategy proposed for the Neighbourhood Plan. Approximately 35 people attended.

Community Consultation Meeting – November 28, 2016

A community meeting was held to review and discuss the vision, guiding principles, the Neighbourhood Plan framework, and an implementation strategy. The implementation strategy includes a series of near term initiatives for improvements within the neighbourhood and on the Canada Malting Silos site to provide space for cultural and community services on the site to act as catalysts for the longer term vision for the site as a cultural and community services hub. Approximately 100 people attended. Both the October 28 and November 28, 2016 presentations and directions were strongly supported by community members in attendance.

The Bathurst Quay Neighbourhood Association (BQNA) considered the proposed Bathurst Quay Neighbourhood Plan at its meeting of December 14, 2016, and advised that the proposed Bathurst Quay Neighbourhood Plan as presented at the November 28, 2016 Community Consultation Meeting was endorsed unanimously by the BQNA.

Meetings with Community and Area Stakeholders April - May 2017

Since the community meeting in November 2016 staff have held additional meetings with resident associations and other stakeholders on the Study including continuing engagement in relation to initiatives for more immediate public realm and streetscape improvements on the Canada Malting Silos site and within the neighbourhood more broadly.

Meeting with Parks Not Condos Resident Group – May 3, 2017

Planning staff met with members of the Park's Not Condos group to discuss the proposed Neighbourhood Plan. Members are supportive of some elements of the proposed Plan in relation to additional parks and open space uses as well as moving parking and traffic below grade. Members have expressed concern with a possible aquatic centre on the Canada Malting Silos site due to possible size of the facility and impacts on parks and open spaces, but are supportive of a potential pool facility attached to the existing joint community centre and school facility. Members would also prefer that plans for the adaptive reuse of the Canada Malting Silos site advance more quickly. In addition, members are not supportive of the interim streetscaping plan currently ongoing as this is seen as a potential delay to the use of the Bathurst Quay public realm as parkland. Following the meeting with planning staff, Parks not Condos submitted a letter outlining their comments on the Study.

COMMUNITY COMMENTS

The varied approaches to engagement elicited valuable ideas, input and feedback from all stakeholders enabling a thorough testing of ideas, principles and concepts. The proposed

Neighbourhood Plan encompasses these ideas, and sets out a shared vision for Bathurst Quay and a set of actions to achieve the vision for a complete community.

Main ideas and themes that emerged during the engagement events, as the Neighbourhood Plan was refined through the last two phases of the Study are included below.

- The Neighbourhood Plan should establish the roadmap to waterfront renewal as envisioned by the Central Waterfront Secondary Plan with new parks and open spaces, and a cultural and community services hub as the focus;
- There are a variety of existing residential uses in the neighbourhood and new residential uses should not be considered on existing parks and open spaces;
- Uses such as a hotel or large scale commercial uses were not supported;
- A new public square on the Canada Malting Silos site for community events is needed;
- There is strong support for an aquatic facility in the neighbourhood.
- The idea to connect the Canada Malting Silos site to Marina Quay West with a pedestrian bridge over the Portland slip was considered a positive and transformative idea to improve connections and better integrate the two sites;
- The completion of the water's edge promenade is a priority;
- Space should be provided for expansion of the Waterfront Neighbourhood Centre and enhancements to the outdoor spaces serving the joint facility;
- New parking underground should not increase the amount of parking and traffic in the neighbourhood;
- The intersection of Bathurst Street, Fleet Street, and Lake Shore Boulevard West should be more pedestrian friendly;
- Improvements are needed to the Martin Goodman Trail particularly the 'pinch point' at the head of the Portland Slip;
- There was broad support for a plan for interim improvements that could be undertaken quickly, particularly on the Canada Malting Silos site;
- Residents would like to see repairs made to Marina Quay West including the underground garage; and
- The condition of the Canada Malting Silos is a concern and there was general consensus that further work on assessing the conditions of the Silos and the Administration Building should be advanced.

COMMENTS

Ongoing Studies and Considerations

The following have been taken into consideration in finalizing a preferred approach for the Neighbourhood Plan.

TOcore

TOcore is looking at how Toronto's Downtown should grow, with both a renewed planning framework and the necessary physical and social infrastructure to remain a great place to live, work, learn, play and invest. TOcore is in its third phase, which involves drafting policies, plans and strategies.

A part of the TOcore work, a Parks and Public Realm Plan is being developed. The TOcore Parks and Public Realm Plan builds on existing Official Plan policies and will put forward a strong vision for Downtown's parks and open spaces network, putting public life, place-making and connections at the forefront of long-term planning.

As part of TOcore, a community services and facilities assessment is also being undertaken. The assessment and associated strategy will identify new opportunities for community services and facilities within the downtown that will be necessary to meet the needs of residents and workers as the population of the downtown continues to grow. The assessment has identified that within the Bathurst Quay neighbourhood, opportunities for a new aquatic facility exists.

The residential population in the Downtown increased by 77% between 1996 to 2016, compared to 11% city wide during the same time period. Most of the population growth in Downtown has resulted from high rise residential development. Within Downtown, the majority of population growth over the past ten years has concentrated within the fast-growing neighbourhoods spreading east and west along the waterfront, in the King-Spadina and King-Parliament neighbourhoods, and along the north to south axis centred on the Bay/Yonge corridor. The proposed Bathurst Quay Neighbourhood Plan aligns with the objectives of TOcore contributing to the linked network of open space and helping to provide much needed spaces for parks and community facilities to serve the growing population.

Parks and Recreation Facilities Master Plan

Parks Forestry and Recreation is currently developing a Parks and Recreation Facilities Master Plan. The Facilities Master Plan responds to direction provided in the Council-approved Recreation Service Plan (2012) and Parks Plan (2013), and will update the City's Recreation Facilities Report (2004). The Facilities Master Plan will identify indoor and outdoor recreational facility needs across the city, and will make recommendations to address those needs.

The Facilities Master Plan will recommend the renewal of some existing indoor swimming pools and the development of new indoor swimming pools in order to fill existing facility gaps. The development of additional indoor swimming pools will also be recommended in response to population growth, including the growth that is taking place in Bathurst Quay and surrounding neighbourhoods, including the Harbourfront, Fort York, CityPlace and King-Spadina neighbourhoods.

Waterfront Transit Reset

Initiated by City Council in 2015, the Waterfront Transit Reset is being undertaken by the City in partnership with the Toronto Transit Commission (TTC) and Waterfront Toronto. The study involves a comprehensive assessment of needs and options for transit improvements for the waterfront area including the Bathurst Quay neighbourhood. Within the Bathurst Quay Study area it includes considerations in relation to Queens

Quay West and the complex intersection of Lake Shore Boulevard West, Fleet Street and Bathurst Street.

The Phase 1 study notes that operational improvements at the intersection of Fleet Street, Lake Shore Boulevard West and Bathurst Street are integral to ensuring the viability of additional or enhanced higher order transit service using Queens Quay. The Phase 2 study will analyze the following alternative approaches to improving the intersection:

- operational improvements to the existing condition (lower cost option);
- surface reconfiguration of the intersection (medium cost option); and
- grade separation of the Waterfront LRT operating below grade between Queens Quay and Fleet Street (higher cost option).

Staff will report to the Executive Committee on Phase 2 of the Waterfront Transit Rest in the Fall of 2017.

Billy Bishop Toronto City Airport (BBTCA)

An important element of the Study has been consideration of the BBTCA. Minor transportation concerns in the study area became major transportation issues with the rapid growth of Porter Airlines starting in 2006, when annual airport passenger volumes grew approximately ten times in a single year: from 22,000 annual passengers in 2006 to 262,000 annual passengers in 2007. Between 2007 and 2014, the annual passenger growth at BBTCA continued to grow, with approximately 2.4 million annual passengers in 2014.

BBTCA currently processes approximately 2.7 million annual passengers, of which approximately 2.0 million are classified "origin/destination passengers" (i.e. those non-connecting passengers arriving/departing the airport 'city side' through the Bathurst Quay neighbourhood). Transportation analysis conducted in 2013 on behalf of the City of Toronto indicates that between 65% and 73% of those 2.0 million annual "origin/destination" passengers are making the trip to/from BBTCA by automobile (via a combination of taxi services, driving and parking a personal vehicle, and/or being picked up/dropped off). Historically, the trips of these auto-dependent "origin/destination" passengers have caused significant traffic congestion and overflow into the surrounding community.

PortsToronto's recent construction of the BBTCA underground pedestrian tunnel has helped to normalize traffic flows on Eireann Quay by reducing traffic surges historically tied to scheduled ferry movements. In addition, the City of Toronto has (amongst other improvements identified in Attachment 4) implemented signal timing improvements and enhanced cycling networks on Queens Quay. Further, PortsToronto and the City of Toronto have partnered to move the BBCTA shuttle pick-up and drop-off points to more visible and convenient locations at the airport and in the downtown core. These efforts have helped contribute to noticeable improvements in local transportation conditions, in spite of a steady and incremental increase in annual airport passengers.

With respect to future growth pressures, it is difficult to determine precisely the remaining potential for passenger growth at BBTCA within the noise control (i.e. Noise Exposure Forecast, or NEF) limits of current operating agreements, since these estimates can vary based on modelling inputs. However, citing the incremental growth forecasts contained in Ports Toronto's current BBTCA Master Plan, annual passenger volumes could potentially reach approximately 3.6 million passengers, of which nearly 2.7 million passengers would be classified "origin/destination". Continued efforts to improve the modal split at BBTCA are needed to prevent an increase in airport-related automobile traffic within the study area.

Federally-regulated noise and airspace controls associated with BBTCA operations are also an important consideration when examining re-use potential of the Canada Malting Silos site. Transport Canada's guidelines for land use planning in the vicinity of airports recommend that no new "noise sensitive" land uses (considered by Transport Canada to include residential, schools, day care centres, nursing homes and hospitals) be permitted within any airport's 25 NEF contour. A NEF (or Noise Exposure Forecast) contour is a calculated noise impact zone updated annually based on the number and type of aircraft movements from the previous year. Since the 25 NEF contour for BBTCA's 2015 operating year was already in close proximity to the silo site, and as BBTCA continues to experience growth, re-use scenarios for the silo site must avoid potential conflicts with Transport Canada's noise impact guidelines. Additionally, redevelopment potential (building height, in particular) of the silo site is limited by Federally-regulated height limits known as Airport Zoning Regulations. These regulations protect the airspace required for aircraft take-offs and landings at BBTCA, and restrict future building heights on the Canada Malting Silos site to the approximate height of the existing silo structures.

Legal Agreements

There are a number of legal agreements that impact lands within the Study area. This includes two restrictive covenants on the Canada Malting Silos site agreed to by the City in 1992 in exchange for the transfer of the Harbourfront lands from the federal government. One restricts the use of the land or any part to "public purposes" which would not include the mix of uses envisioned for certain redevelopment scenarios reviewed in the Study. The other restricts sponsorship opportunities so as not to conflict with existing Harbourfront activities. These agreements would have to be renegotiated and the restrictions removed to allow for any potential development aside from parks and open space related uses to proceed.

There are also a number of leases and licenses and other agreements involving third parties, including the Toronto District School Board, affecting title or changes on the Canada Malting Silos site. These will be reviewed as plans evolve for more cultural and community uses.

STUDY PROCESS AND OUTCOMES

The Bathurst Quay Neighbourhood Plan Study has been undertaken in four phases. To assist in undertaking the study, City Planning retained the services of a consultant team, led by Urban Strategies, that included experts in planning, urban design, landscape architecture, public realm, transportation, and costing.

Phase 1 – Background Review and Analysis

The first phase of the study included a review and assessment of existing conditions in Bathurst Quay, exploring how residents and visitors experience the neighbourhood, and identifying challenges and opportunities in the area.

Phase 2 – Testing Ideas and Options

Building on the main themes and priorities that emerged through the background review and analysis, the consultant study developed three different concepts for the silo site representing a low, medium and high degree of investment, both in terms of infrastructure investment and new buildings. Consistent with past Council direction, these included residential and mixed-use options. Main issues explored in each concept included:

- the range of uses to be considered on the Canada Malting Silos site;
- parking and pick-up and drop-off facilities for new and existing uses;
- protecting and expanding the essential elements of the parks and open space network envisioned in the Central Waterfront Secondary Plan;
- addressing the existing pressures on the community services and facilities;
- and
- near and long-term actions.

The analysis of the potential for any large-scale private development identified a number of challenges:

- New buildings would require on-site parking and loading, thereby creating more vehicular traffic in an already congested area;
- Federal aviation guidelines respecting aircraft noise and land use in the vicinity of airports pose a challenge to introducing residential uses on the silo site;
- To maintain the prominence of the silos structures, no new buildings could be taller than the silos;
- Federally-regulated height restrictions associated with BBTCAs would restrict building heights on the silo site to the approximate height of the existing silo structures;
- Restrictive covenants on the Canada Malting Silos site currently only permit public uses on the site;
- Disposal of parkland is prohibited by the Official Plan unless equivalent replacement land is provided;
- The Central Waterfront Plan and Harbourfront Secondary Plan share a key objective to keep the waterfront public. In particular, Harbourfront was

- planned to keep private development (with very few exceptions) north of Queens Quay; and
- The growing population and demands for parkland and community services and parkland to serve the western downtown are not currently being met, and the cost of purchasing land to serve these needs is prohibitive.

Furthermore, with respect to community and key stakeholder feedback, there was general consensus that a less-intensive development concept, with greater emphasis on cultural and community uses, would best achieve study objectives. Most felt that consolidating parking and transportation facilities below grade would be a more effective strategy to mitigate neighbourhood impacts from traffic associated with the airport, while creating opportunities for new and enhanced parkland, open space and community services and facilities.

All of these factors combined led City staff to the conclusion that large-scale residential and/or mixed-use development on the Canada Malting Silos site, an irreplaceable and publicly-owned asset on the waterfront, is not supportable in terms of the City's policy directions.

Phase 3 – Refining Concepts

In this phase, the study further explored options for the Canada Malting Silos site. This included the need to conserve and maintain the prominence of the heritage designated silos building, prevent shadow impacts on public parks, and complement other site improvements. Work also commenced on the near-term actions recommended in the July 2015 report, including the creation of a streetscape and public realm plan, and a needs assessment study for the Waterfront Neighbourhood Centre.

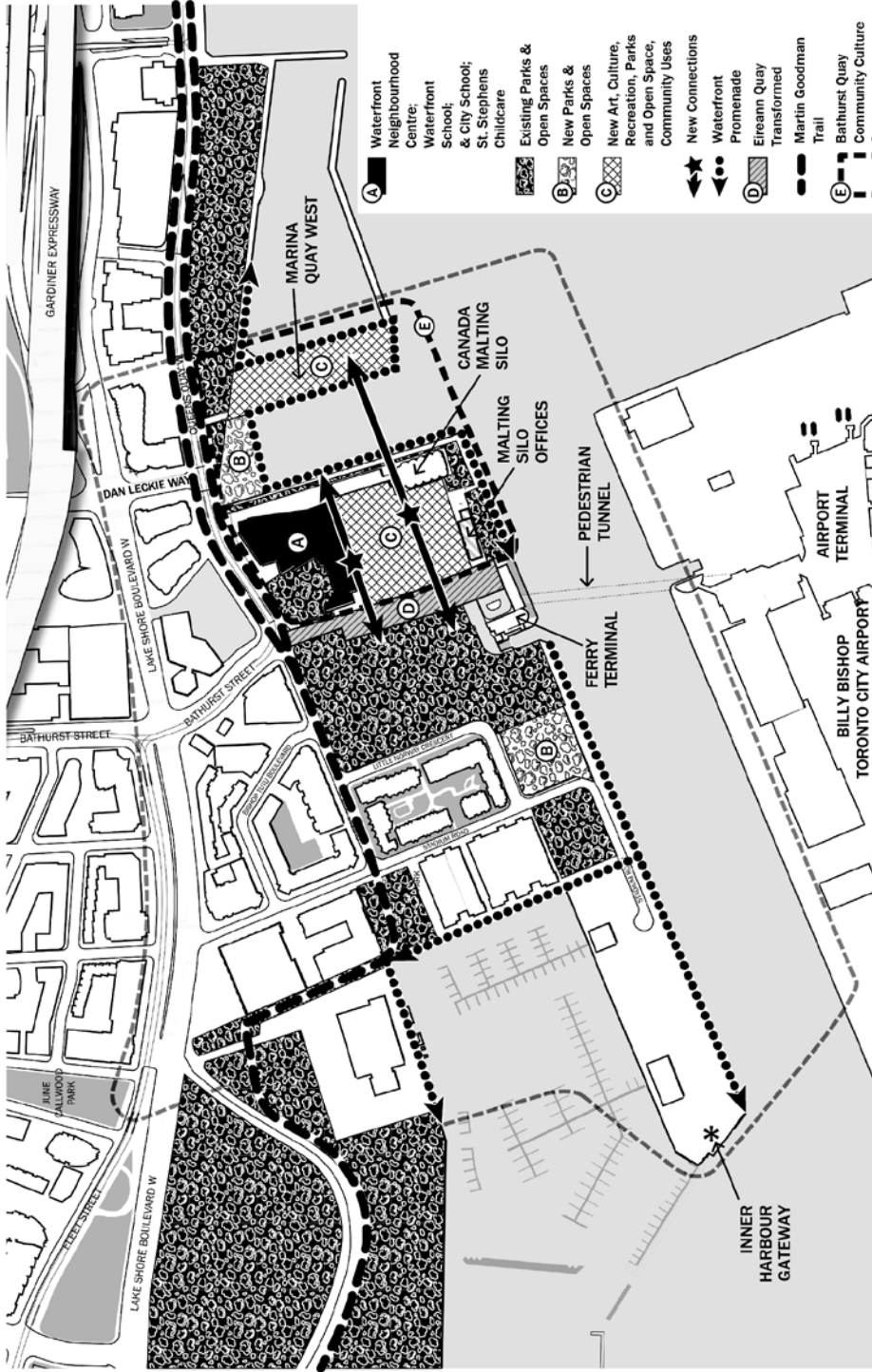
Phase 4 – Finalizing the Neighbourhood Plan

The Vision and Guiding Principles for the broader neighbourhood were refined to focus on completing and enhancing the public realm and managing the challenges of movement for all modes of transportation. A more focused review was done of the opportunities to rehabilitate not only the Canada Malting Silos site but the Marina Quay West pier (both the below grade parking and the surface), and an Action Plan was created with a series of targeted near and long-term projects.

VISION, GUIDING PRINCIPLES AND ACTION PLAN

Bathurst Quay Neighbourhood Plan - Overview

The Bathurst Quay Neighbourhood Plan is one chapter in the larger story of ongoing renewal and revitalization of Toronto's waterfront. Situated at the western gateway to the inner harbour, Bathurst Quay anchors the western edge of the Central Waterfront. Unlike the newly developing neighbourhoods within the eastern precincts of the Central Waterfront, Bathurst Quay is an established community rich in heritage with a diverse population and unique identity. The Bathurst Quay Neighbourhood Plan has evolved



Bathurst Quay Neighbourhood Plan

Framework Plan

Not to Scale
06/02/2017

File # 15 102637 STE 20 02

through an extensive engagement process with residents and other stakeholders and establishes a vision and action plan to enhance the neighbourhood. It sets out the longer term vision for the neighbourhood including more substantial changes that will take time to implement over a longer period of time. In recognition that longer term commitments will be needed to fully realize the vision, an implementation strategy is proposed that includes a series of actions aimed to address existing and future needs of residents, manage existing pressures, and kick-start the process for revitalization in the Bathurst Quay neighbourhood.

Vision for Bathurst Quay

The Vision for Bathurst Quay developed through the Study engagement process reflects the shared goals of the community and the City.

Bathurst Quay is a successful, vibrant neighbourhood where residents are connected and share a strong sense of place. Bathurst Quay is a neighbourhood that celebrates its waterfront location and welcomes all to experience its remarkable waterfront parks and open spaces, and its many heritage, community, and cultural amenities.

The existing community, the parks and open spaces, the community services and facilities, and the heritage attributes of Bathurst Quay provide a strong foundation upon which to build. Distinctive new waterfront parks and open spaces will be designed to reflect the rich heritage of the Bathurst Quay community. A new cultural and community services hub at a renewed Canada Malting Silos site integrated with Marina Quay West will become a gathering place for the community and a new waterfront destination.

Guiding Principles

The Neighbourhood Plan sets out the long term vision for the neighbourhood built around four main guiding principles. These principles provide a framework for achieving the vision for Bathurst Quay.

1. Revitalizing the Canada Malting Silos site and Marina Quay West;
2. Creating a remarkable public realm;
3. Enhancing community services and facilities; and
4. A new focus on movement.

1. Revitalizing the Canada Malting Silos Site and Marina Quay West

Heritage resources are celebrated and given a new life as a key component of the contemporary City. Bathurst Quay is a community rich in heritage with existing heritage buildings, some repurposed for housing and business, and special places that reflect and commemorate the City's history and broader historical events of significance to Canada.

Among the historically significant buildings and structures are the Canada Malting Silos and former Administration Building along the western edge of the Portland Slip. Today, the silos represent a rare surviving example of grain elevator architecture, and are highly visible reminders of the history of Toronto as an industrial waterfront.

The Bathurst Quay Neighbourhood Plan sets the stage for both the conservation and adaptive reuse of these significant landmarks and surrounding site. Imaginative new uses and public spaces are needed as the Silos should tell the stories of the evolution of Bathurst Quay and weave it into the larger story of the waterfront. The Canada Malting Silos are envisioned as a centrepiece of the neighbourhood integrated with Marina Quay West to create a new waterfront destination.

Main elements of this renewal strategy include:

1A. Canadian Malting Silos Site

An adaptive re-use strategy for the Canada Malting Silos site will focus on cultural and community service uses, consistent with the core principles of the CWSP to fit within this established neighbourhood context. Through a proposed master plan and public investment, the Canadian Malting Silos site will transform into a cultural and community services hub on the waterfront. Components of that program could include:

- Preserved/rehabilitated Silo structures;
- Ireland Park and the Western Channel dockwall;
- A new cultural and community services (potentially including uses in the Administration Building) with potential accessory uses;
- Shared underground parking structure consolidating airport and community parking and pick-up/drop-off functions currently dispersed throughout the neighbourhood;
- An expanded community centre with the City aquatic facility; and
- Expanded waterfront open spaces.

1B. Marina Quay West

Marina Quay West will undergo public realm improvements in tandem with proposed parking structure repairs. These improvements may include some combination of new landscaping, special paving treatments, lighting, and/or seating. In the long term, this can be the home of a new cultural or community facility on the waterfront integrated with the Canada Malting Silos site to form a new waterfront destination.

1C. Portland Slip Pedestrian Bridge

A new pedestrian bridge over the Portland Slip would improve connectivity and creates synergy between new uses on Marina Quay West and the Canada Malting Silos site. It also provides an improved connection to the existing underground parking garage at Marina Quay West. Improving this facility and maximizing its use is seen as an important element for traffic management in the neighbourhood.

2. Creating a Remarkable Public Realm

Toronto's waterfront is both a destination and a community resource. In Bathurst Quay the public realm should balance and manage both of these objectives to ensure that the public realm functions to address community needs and create an inspired waterfront.

The vision of the Bathurst Quay Neighbourhood Plan includes a series of public realm initiatives that complete connections, open new views to the waterfront, introduce new waterfront parks, and reinvigorate Bathurst Quay's existing parks and open spaces. These initiatives will support a high quality of life in the neighbourhood and complete connections along the Central Waterfront and to the broader City.

2A. Completing the Blue Edge

The water's edge promenade or 'Blue Edge' is a defining and unifying element of Toronto's waterfront. The Portland Slip promenade, recently improved, extends along the west side of the Portland Slip providing a connection from Queens Quay West to Ireland Park. Completing the 'Blue Edge' will help to better connect this neighbourhood to the larger waterfront, including the neighbourhoods and parks that lie to the east and west enhancing the open space network.

The Bathurst Quay Neighbourhood Plan proposes the completion of the 'Blue Edge' in Bathurst Quay with a series of initiatives for new recreation and cultural amenities including:

- Completion of the Water's Edge promenade along the Portland Slip, and extending it along the Western Channel;
- A new landmark at the western edge of the Western Channel to celebrate this gateway to the inner harbour;
- The completion of the Portland Slip Wave deck (planned by Waterfront Toronto at the head of the Portland Slip); and
- Replacing the Stadium Road parking lot with a new 'Western Channel Park' to maximize waterfront parkland.

2B. Enhancing Parks and Open Spaces

Existing parks and open spaces such as Stadium Road Parks North and South, and Little Norway Park will be improved with new landscape and recreation amenities, and enhanced pedestrian and cycling connections.

2C. Streetscape Improvements

Improvements to sidewalks and streetscapes are envisioned to improve connections and enhance pedestrian experience. Widened boulevards in areas where sidewalks are narrow will create more space for pedestrians, street furniture and landscape treatments including street trees.

3. Enhancing Community Services and Facilities

Community services and facilities are a vital part of our neighbourhoods contributing to the quality of life for residents and creating liveable communities. The Waterfront School, City School, Waterfront Neighbourhood Centre, St. Stephen's Daycare, the basketball courts and parks are both highly valued by residents and focal points in the neighbourhood, but also necessary to sustain population growth as key parts of complete communities. The Bathurst Quay Neighbourhood Plan recognizes these essential

community facilities and provides opportunity for new amenities while maintaining and enhancing what is here today.

3A. Waterfront Neighbourhood Centre

The Waterfront Neighbourhood Centre (WNC) is a key community facility in the neighbourhood. It offers a wide range of services and activities to meet the needs of this diverse community. It is well used by neighbourhood residents and attracts people from across the city. The Bathurst Quay Neighbourhood Plan envisions improvements to the WNC over time that include new or updated spaces to ensure that the WNC can respond to the growing and changing needs of the community.

3B. A City Aquatic Facility

A City aquatic centre/swimming pool has been a long term priority for Bathurst Quay. The Bathurst Quay Neighbourhood Plan envisions this new facility situated to the south of the existing community centre and schools and possibly connected to this joint facility. Integrating the new facility with the existing schools and community centre will foster interactions between them and expand the capacity of each to deliver their important programs and services. Determining the ideal location for a new aquatic facility will require further study. Some of these considerations include: the size of the new building, integrating the new building with the existing community facilities, impacts on the existing open space and basketball courts, and facility costs.

The ongoing TOcore Study has identified Bathurst Quay as an opportunity site for a new aquatic facility to meet the needs of residents as the population of the downtown continues to grow. The Parks and Facilities Master Plan currently being developed by Parks Forestry and Recreation is examining the need for new indoor swimming pools in order to fill existing facility gaps and will be recommending the development of additional indoor swimming pools in response to population growth including the growth that is taking place in this area of the City including the Harbourfront, Fort York, CityPlace and King-Spadina neighbourhoods. Utilizing existing City-owned land for public uses is a strategic opportunity to maximize value.

4. A New Focus on Movement

Consistent with Official Plan policies, the Bathurst Quay Neighbourhood Plan focuses on non-automobile movement to complement the enhancements to community facilities, parks and open spaces and a revitalized Canada Malting Silos site envisioned for Bathurst Quay. This Plan adopts a multi-modal approach to movement that addresses the relationship between vehicles, transit, pedestrians and cyclist as an essential element of the Bathurst Quay Neighbourhood Plan. Objectives include reducing car trips, improving pedestrian accessibility and safety and encouraging cycling and transit use.

Looking ahead, there is limited remaining capacity to support an increase in automobile trips (whether airport, residential development, commercial development, or tourism/special event-related) through the waterfront area. Consistent with City policy

throughout the downtown core, growth-related transportation pressures in Bathurst Quay must be addressed through programs and incentives to improve modal splits, and via an increased reliance on active and alternative forms of transportation (including public transit, cycling, walking, and shuttle buses).

Consistent with major policy directions contained in the Official Plan, a key objective of the proposed Bathurst Quay Neighbourhood Plan is to balance the street network for all users, while emphasizing the design of good public realm spaces to complement those streets, and most importantly, designing and planning for the reduction of automobile reliance.

Reduction in automobile use is a phenomena that has historically been occurring in the Central Area as the share of overall trips by automobile has been consistently decreasing. The recent Queens Quay revitalization (between Spadina Avenue and Bay Street) encapsulates this transportation planning approach: increased pedestrian space, a dedicated multi use trail, increased public realm amenities, a dedicated transit right-of-way, and reduction in automobile travel lanes from 4 to 2. This same approach will guide the City's future transportation-related decisions and investments within the Bathurst Quay neighbourhood.

4A. Parking

The Bathurst Quay Neighbourhood Plan recommends further investigation of a proposed underground parking and transportation facility on the Canada Malting Silos site. The facility is proposed in order to consolidate various existing surface-level transportation infrastructure (i.e. airport parking and taxi management, community centre and school parking, and special event parking) that are today located in various places throughout the neighbourhood, into one shared and efficiently managed facility with controlled access. Though a costly and complicated undertaking, the proposal would free up significant space at grade level for new open and community-oriented spaces on the waterfront; and further, would afford a safe, rational and centralized solution to many of the transportation and land use demands of a busy commercial airport located beside a growing waterfront. In tandem, planned repairs to the Marina Quay West parking garage present an opportunity to provide additional parking supply without adding pressure to the already congested Eireann Quay.

4B. Queens Quay Renewal

Queens Quays spans more than 3 kilometres along the lakefront from Bathurst Street to Parliament Street and has been transformed through much of the Central Waterfront. This revitalized waterfront street links major destinations along the water's edge for local residents and visitors alike.

The Neighbourhood Plan proposes the future extension of the Queens Quay improvements to Bathurst Street, to improve transit, enhance pedestrian and cycling opportunities and more fully integrate the neighbourhood with the larger waterfront.

4C. Eireann Quay

The Bathurst Quay Neighbourhood Plan seeks to rebalance activity on Eireann Quay by moving the majority of airport related traffic as well as parking and service uses for the community facilities into an underground garage. This will free up space on the surface for widened boulevards, pedestrian amenities and new community, culture, recreation and open space uses that will activate the street.

4D. Billy Bishop Toronto City Airport (BBTCA)

Incremental growth-related transportation pressures in Bathurst Quay, whether originating from BBTCA or otherwise, must be addressed through programs and incentives to improve modal splits, and via an increased reliance on active and alternative forms of transportation (including public transit, cycling, walking, and shuttle buses). The City of Toronto will continue to work collaboratively with PortsToronto to maintain safe and efficient airport access while reducing transportation-related impacts on the surrounding community. Further, the City of Toronto will recommend PortsToronto to align future updates to the BBTCA Master Plan document with the vision and guiding principles set out in the Bathurst Quay Neighbourhood Plan. An airport master plan is a compulsory planning tool required and approved by Transport Canada, and is typically updated every five years to provide current information on an airport's business plan, strategic directions, and the tools and infrastructure required to support growth. The BBTCA Master Plan document has traditionally focused on the necessary infrastructure to support airport-side operations. Going forward, the City of Toronto will encourage future master plan updates to adopt a broader city-side lens with new emphasis on neighbourhood and transportation-related issues. This may include:

- introduction of transportation demand strategies with specific modal split targets;
- financial commitments to supporting the implementation of public realm improvements that support pedestrian and cycling connections to/from the airport;
- monitoring and study of City-side transportation impacts; and
- other items to be determined through robust public consultation on future master plan updates.

4E. Intersection of Fleet Street, Bathurst Street, and Lake Shore Boulevard West

The intersection of Fleet Street, Bathurst Street and Lake Shore Boulevard West was identified as one of most problematic within the study area. Located north of the neighbourhood this intersection carries significant traffic volume and is also impacted by nearby streets and the Gardiner Expressway. Significant challenges also exist for pedestrians at this intersection due to the combined width of Lake Shore Boulevard West and adjacent Fleet Street. The overall width of these streets makes it difficult for people crossing north-south at the intersection. Through the study options were explored on ways to improve how this intersection functions for both vehicular traffic and pedestrians ranging from signal timing adjustments to increase pedestrian crossing time, to full or partial closures of Fleet Street to vehicular traffic except for the streetcar.

The design of this intersection is an important component of the ongoing work for the Waterfront Transit Reset study. The study involves a comprehensive assessment of needs and options for transit improvements for the waterfront area including the Bathurst Quay Neighbourhood. Within the Bathurst Quay Neighbourhood Plan Study area it includes considerations in relation to Queens Quay West and the complex intersection of Lake Shore Boulevard West, Fleet Street and Bathurst Street.

The Phase 1 work of the Waterfront Transit Reset study notes that operational improvements at this intersection are integral to ensuring the viability of additional or enhanced higher order transit service using Queens Quay. It was noted that further analysis for the Phase 2 study would consider: allowing transit only operations on Fleet Street, implementing transit priority at the intersection, and the ongoing planning for the Bathurst Quay neighbourhood. Given the key features of the Bathurst Quay Neighbourhood Plan – namely, extending the Queens Quay improvements to Bathurst Street, improving transit, enhancing cycling opportunities, and improving pedestrian experience, the Phase 2 Waterfront Transit Reset study could include an analysis of a reconfiguration/re-allocation of public right-of-way at this intersection, up to and including a potential transit grade separation.

Action Plan

Recognizing the coordination and resources required to implement the Bathurst Quay Neighbourhood Plan's ambitious vision and guiding principles, and also the strong desire on the part of community stakeholders to start seeing tangible improvements in the neighbourhood, the Plan is supported by an Action Plan. The Action Plan combines targeted near-term projects to start delivering results, with compatible longer-term initiatives for improving the way people move, socialize, visit and recreate in Bathurst Quay.

1. Bathurst Quay Streetscape & Public Realm Improvement Plan

Planning status: *work is underway and will be completed in 2017.*

Implementation status: *to be initiated in 2018*

On July 7, 2015, City Council directed the City Planning Division to identify interim or temporary uses on and around the Canada Malting Silos site in order to animate the area on an interim basis. The Bathurst Quay Streetscape and Public Realm Improvement Plan is a core component of the Action Plan. With work already underway and anticipated for completion by the end of 2017, this plan has identified five focus areas for near-term improvement within the Bathurst Quay neighbourhood:

1. Streetscape improvements within the Eireann Quay right-of-way;
2. An interim strategy to re-energize the Canada Malting Silos site, allowing residents and visitors to begin to use the site while longer-term cultural and community services hub planning efforts are underway.
3. Improving the edges of Little Norway Park to create more inviting entrances;

4. Improving the landscape and sidewalks adjacent to the Stadium Road parking lot; and
5. Revitalizing the streetscape of Bishop Tutu Boulevard.

While City staff and the chosen consultant team have begun exploring design solutions for all five focus areas, work to date has prioritized a detailed review of the relationship between Eireann Quay and the Canada Malting Silos site to enhance neighbourhood connectivity, create a new sense of place, and enhance movement with an emphasis on reducing conflicts.

Specific near-term objectives identified for the silo site and Eireann Quay include:

- Creating new open spaces on the Canada Malting Silos site with maximum flexibility to accommodate a range of both programmed (i.e. special event) and pedestrian spaces. These new spaces will connect the Martin Goodman Trail and Portland Slip promenade through the Canada Malting Silos site, towards Ireland Park and to the water's edge and Administration Building;
- Enhancing the visibility, access and adjoining open spaces of the City-owned Administration Building. These planning efforts will support a process to identify partners for the revitalization of this building;
- Achieving a compact and efficient taxi corral for the continued management of taxi queuing on the Canada Malting Silos site while working on longer-term solutions. The redesigned and rebuilt corral will include a minimized footprint with screening and landscaping features. The corral shall also be separated from the Administration Building in order to not detract from its opportunity for re-use;
- Eliminating illegal parking activity within the eastern Eireann Quay sidewalk (adjacent to the TDSB playground), and reclaiming this pedestrian space for walking and sitting, by introducing new curbs, landscaping and street furniture elements;
- Examining the potential for new vehicular access and parking near the rear of the shared Waterfront Neighbourhood Centre and schools, including a replacement for seven shared TDSB and community-designated parking spaces currently on the silo site;
- Improving sight lines and access to Ireland Park; and
- Minimizing surface parking and paved driveway areas, and maximizing opportunities for different user groups to share access and parking spaces, in order to avoid an over-supply of parking.

Currently, these proposed Canada Malting Silos site and Eireann Quay improvements are at a conceptual stage, with a series of hand drawings produced to test ideas with a broad range of community and agency stakeholders. Feedback to date has been positive, with broad consensus that an interim improvement strategy for the Canada Malting Silos site is a high-value proposition. Issues identified for refinement and resolution as part of the detailed design phase, and the forthcoming implementation and funding strategy, include:

- Confirming all existing license and shared use agreements governing the site;
- Evaluating impacts to existing pick-up/drop-off activities of WNC, the schools, and BBTCA;
- Identifying durable paving materials that can be recycled as part of the design for the long-term cultural and community services hub;
- Resolving layout and access for limited surface parking areas;
- Defining feasible timelines and project phases, including consideration of the work areas needed to support future dockwall and silo rehabilitation, and renovation of the Administration Building to accommodate new uses and occupants; and
- Identifying a funding strategy and cost-sharing approaches for subsequent technical studies, detailed design, and project implementation.

The project team will continue working with stakeholders to resolve these outstanding design and technical issues over the summer months, proceeded by broader public consultation in Autumn 2017 on proposed design, funding and implementation solutions. Detailed design and project approvals are expected by the end of 2017 in order that new public open spaces and streetscape improvements can begin construction envisioned for the Canada Malting Silos site and Eireann Quay may begin construction in 2018.

Staff will also begin working with PortsToronto on proposed lease terms for the continued use of a portion of the 5 Eireann Quay lands for airport taxi management and surface parking, including a cost sharing plan for adjacent proposed landscape and streetscape improvements. Lease terms shall be on a strict interim basis, with timelines coordinated with the Implementation and Funding Strategy for the long-term revitalization of the Canada Malting Complex site. All plans and drawings accompanying PortsToronto's interim lease agreement will be consistent with the Bathurst Quay Streetscape and Public Realm Improvement Plan, and will amend PortsToronto's existing site plan and lease agreement for the partial use of the Canada Malting Silos site.

An inter-divisional team will report back to TEYCC in the fourth quarter of 2017 with the implementation and funding strategy needed to deliver these near-term streetscape and public realm improvements. This update report will address: various lease and license requirements for continued shared use of the site (including interim lease terms with PortsToronto, whose current partial lease of the site expires at the end of 2017); the process to revitalize and select appropriate new uses for the City-owned Administration Building; all necessary project approvals; and a cost-sharing strategy for all proposed public realm improvements.

2. Waterfront Neighbourhood Centre Facility Needs Assessment

Planning status: *work is underway and will be completed in 2017.*

Implementation status: *some near-term open space and parking improvements to begin in 2018. Long-term improvements TBD.*

On July 7, 2015, Toronto City Council directed (amongst other recommendations) the City Planning Division to explore opportunities to expand and provide outdoor spaces to serve the Waterfront Neighbourhood Centre; and to identify the needs of the community centre and schools joint facility for parking, loading, drop-off, and accessible loading. The City Planning Division is undertaking the resultant Waterfront Neighbourhood Centre Facility Needs Assessment on behalf of, and in partnership with the Board of Directors for the Waterfront Neighbourhood Centre.

When completed in late 2017, the needs assessment will identify the upgrade and expansion needs of the community centre based on programming needs, changing catchment area demographics, strategic goals, user feedback and objectives, and consideration of other nearby existing and planned community and recreation facilities. Outcomes of the assessment will assist the WNC Board of Directors in their strategic decision-making efforts, and will include recommendations for consideration/inclusion as part of both the ongoing Bathurst Quay Streetscape and Public Realm Plan, and the forthcoming Funding and Implementation Strategy for the long-term revitalization of the adjacent Canada Malting Silos site as a cultural and community services hub.

3. Master Plan (with Implementation and Funding Strategy) for the Canada Malting Silos Site and Marina Quay West

Planning status: *work underway Summer 2017, with update report to TEYCC in Q4 2017. Final Master Plan expected 2019.*

Implementation status: *Long-term (subject to available financing).*

City Planning will work with the Chief Corporate Officer to prepare a Master Plan (with integrated Implementation and Funding Strategy) for both the near-term and long-term revitalization of the Canada Malting Silos site and Marina Quay West pier. The Master

Plan will be rooted in the vision and guiding principles of the Bathurst Quay Neighbourhood Plan, which recommend the conservation and revitalization of these under-utilized City-owned assets as a new cultural and community services hub on the waterfront.

An inter-divisional master plan team will be created to incorporate necessary design, implementation, and financing expertise, including representatives from: Heritage Preservation Services; Parks, Forestry and Recreation; Real Estate Services; Transportation Services; Engineering and Construction Services; and Finance and Economic Development.

This inter-divisional team will work with Waterfront Toronto, the Toronto Realty Agency (successor to Build Toronto), and Ports Toronto, and other partners to be identified.

In the near-term, the inter-divisional team will lead implementation of the public realm and streetscape improvements proposed for the Canada Malting Silos site and Eireann Quay as part of the Bathurst Quay Streetscape and Public Realm Improvement Plan (described above), and will provide an update report on implementation approvals, agreements, budget and schedule to TEYCC in the fourth quarter of 2017.

When complete (expected in 2019), the Master Plan (with Implementation and Funding Strategy) will explore options for the integrated design and delivery of:

- Preserved/rehabilitated Silo structures;
- Ireland Park and the Western Channel dockwall
- New cultural and community services (potentially including uses in the Administration Building) with potential accessory uses;
- Shared underground parking structure consolidating airport and community parking and pick-up/drop-off functions currently dispersed throughout the neighbourhood;
- An expanded community centre with City aquatic facility; and
- Expanded waterfront open spaces;

4. Transportation Improvements

Planning status: *Staff will report to the Executive Committee in Phase 2 of the Waterfront Transit Reset in the Fall of 2017.*

Implementation status: *Many improvements already completed. Status of other projects as indicated below.*

Many of the local transportation improvements previously recommended by the City of Toronto have been implemented, including:

- Improved crossing time at the Bathurst Street/Lake Shore Boulevard West/Fleet Street intersection;
- Closure of the southbound right turn lane to westbound Lake Shore Boulevard West;
- Northbound left-turn restrictions at the Bathurst Street/Queens Quay West intersection;
- Northbound and eastbound right-turn on red prohibitions at the Bathurst Street/Queens Quay West intersection to prioritize pedestrian movements; and
- Others as listed in Attachment 4 to this report.

Future transportation improvements will be recommended in each of:

- The Waterfront Transit Reset Phase 2 report to Executive Committee in the Fall of 2017;
- The Bathurst Quay Streetscape and Public Realm Improvement Plan; and

the Master Plan (with Implementation and Funding Strategy) for revitalization of the Canada Malting Silos site and Marina Quay West pier.

5. Portland Slip Pinch Point

Planning status: *Project is designed, funded and approved.*

Implementation status: *Expected for completion Summer 2017.*

Due to significant recent growth in pedestrian and cycling activity along the revitalized Queens Quay promenade and Martin Goodman Trail, an existing sidewalk 'pinch point' located between the northwest corner of the Portland Slip and the curb edge of Queens Quay West has resulted in an unsafe condition. Measuring approximately only 3 metres in width, this 'pinch point' requires trail and sidewalk users - travelling at varying rates of speed and in opposing directions - to navigate a shared, narrow space flanked by water on one side and an active roadway on the other.

In response, the City of Toronto and Waterfront Toronto have collaborated on the design of a wedge-shaped sidewalk widening to be suspended over a portion of the slip. This widening will more than double the current width of sidewalk in this area, thereby alleviating the current 'pinch point' condition and permitting the safe separation of pedestrian and cycling movements with existing capital funding.

6. Stadium Road Parks North and South

Planning status: *Summer 2017 consultation and detailed design*

Implementation status: *Construction in 2018*

Parks Forestry and Recreation has issued a Request for Proposals (RFP) for improvements to Stadium Park Road North and Stadium Road Park South, with options for a deck to widen the access at the current Martin Goodman Trail pinch point on Stadium Park North with existing capital funding.

PRELIMINARY POLICY DIRECTIONS

The policies of the Central Waterfront Secondary Plan establish an overall strategy for waterfront renewal centered around four core principles. Through the Study, a vision for the future of Bathurst Quay has evolved that promotes renewal. An Area Specific Policy in the Central Waterfront Secondary Plan may be appropriate to provide clear direction that reinforces and builds on the existing planning framework of the CWSP, and reflects the vision, guiding principles, and initiatives arising from the Study. An Area Specific Policy would address:

1. The range of permitted uses including, parks, open space, community and cultural uses on City-owned lands.

2. The renewal strategy for the Canada Malting Silos site and Marina Quay West including:
 - Preserved/rehabilitated Silo structures;
 - Ireland Park and the Western Channel dockwall;
 - New cultural and community services (potentially including uses in the Administration Building) with potential accessory uses;
 - Shared underground parking structure consolidating airport and community parking and pick-up/drop-off functions currently dispersed throughout the neighbourhood;
 - An expanded community centre with City aquatic facility; and
 - Expanded waterfront open spaces;
3. A strategy including opportunities for partnerships to bring new uses and activities to the Canada Malting Silos site, the Administration Building and Marina Quay West in the near term as catalysts for longer term revitalization.
4. A public realm plan to provide a framework for enhancements over time including:
 - improved north to south and east to west connections for pedestrians and cyclists;
 - improved physical and visual access to the water's edge;
 - new and existing parks, open spaces and streetscape designed for a variety of experiences and functions; and
 - Eireann Quay transformed as the neighbourhood main street.

On May 1, 2017 the OMB issued a verbal decision approving the CWSP for all lands west of Yonge Street to Exhibition Place. The final written decision of the OMB however, has not yet been issued. Staff will review the written decision of the OMB to identify appropriate amendments to implement the Bathurst Quay Neighbourhood Plan and report back to Community Council at a statutory meeting on any necessary Official Plan amendments to implement the recommendations of this report.

CONCLUSIONS

This report presents the interim findings of the Bathurst Quay Neighbourhood Plan Study which was initiated in 2014 at the direction of City Council. The Bathurst Quay Neighbourhood Plan presents a vision, guiding principles, and action plan that builds on the existing foundation of the neighbourhood while supporting the core principles of waterfront revitalization established through the Central Waterfront Secondary Plan. It also provides the framework to ensure that ongoing groundside airport operations and future planning undertaken by BBTCA respond to City policies and objectives for the Bathurst Quay neighbourhood and the waterfront.

This report seeks City Council's endorsement of the Bathurst Quay Neighbourhood Plan and recommends that Staff report back to Toronto and East York Community Council for a statutory public hearing under the *Planning Act* for an Official Plan Amendment and other measures necessary to implement the findings of the Bathurst Quay Neighbourhood Plan Study. It also recommends that staff report back to Toronto and East York Community Council with an Implementation Strategy for near term public realm and streetscape improvements, and the potential for PortsToronto to contribute to these improvements through their continued use of a portion of 5 Eireann Quay for interim taxi management and parking. Two additional recommendations address the use of the administration building at the Canada Malting Silos site and planning for the proposed City aquatic facility.

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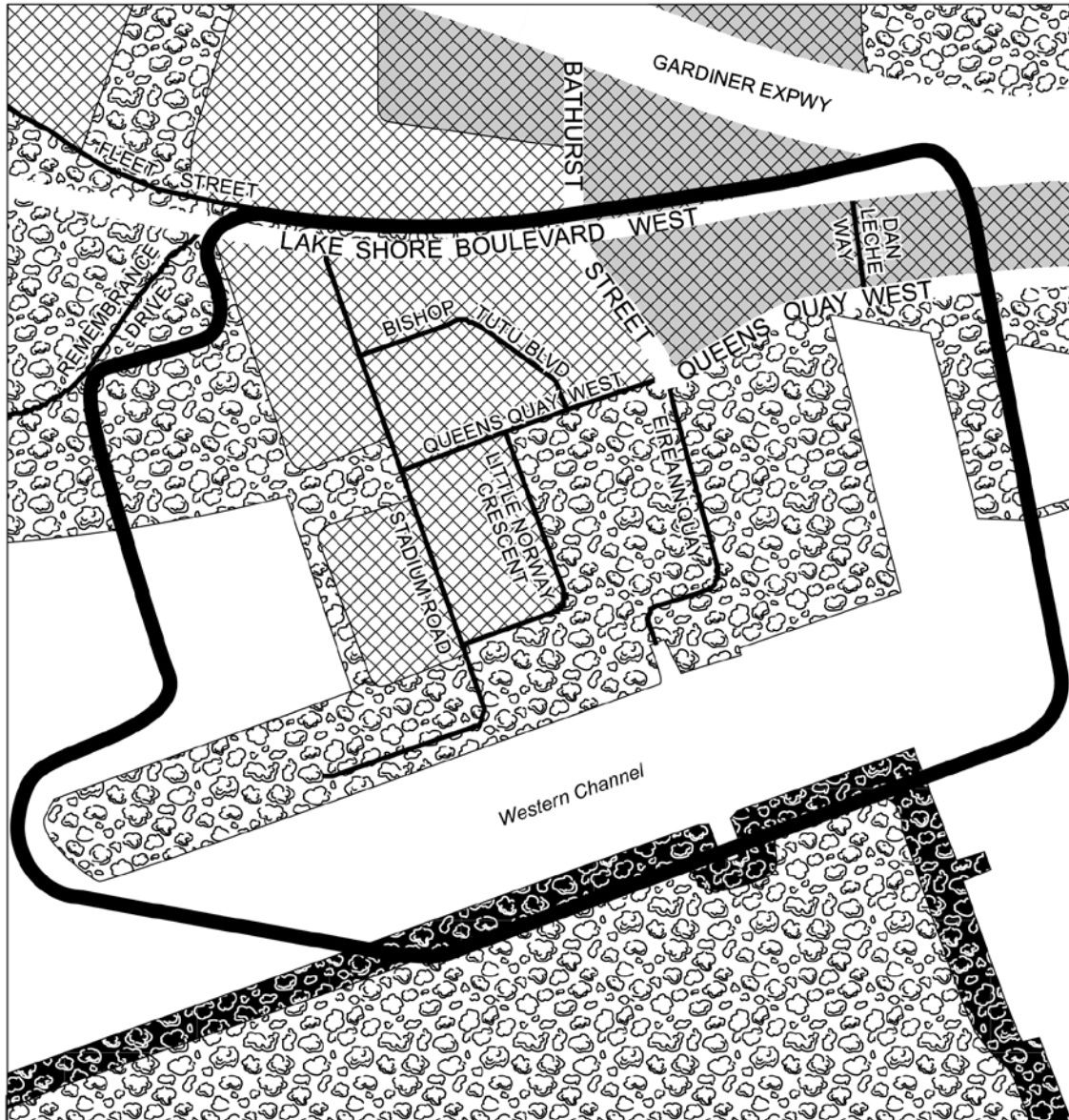
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Official Plan – Land Use Map
Attachment 2: Central Waterfront Secondary Plan
Attachment 3: Summary of Community and Stakeholder Engagement
Attachment 4: Recent Transportation Improvements in the Bathurst Quay Neighbourhood
Attachment 5: Map of Historically Designated Canada Malting Complex

Attachment 1: Official Plan – Land Use Map



TORONTO City Planning
Official Plan

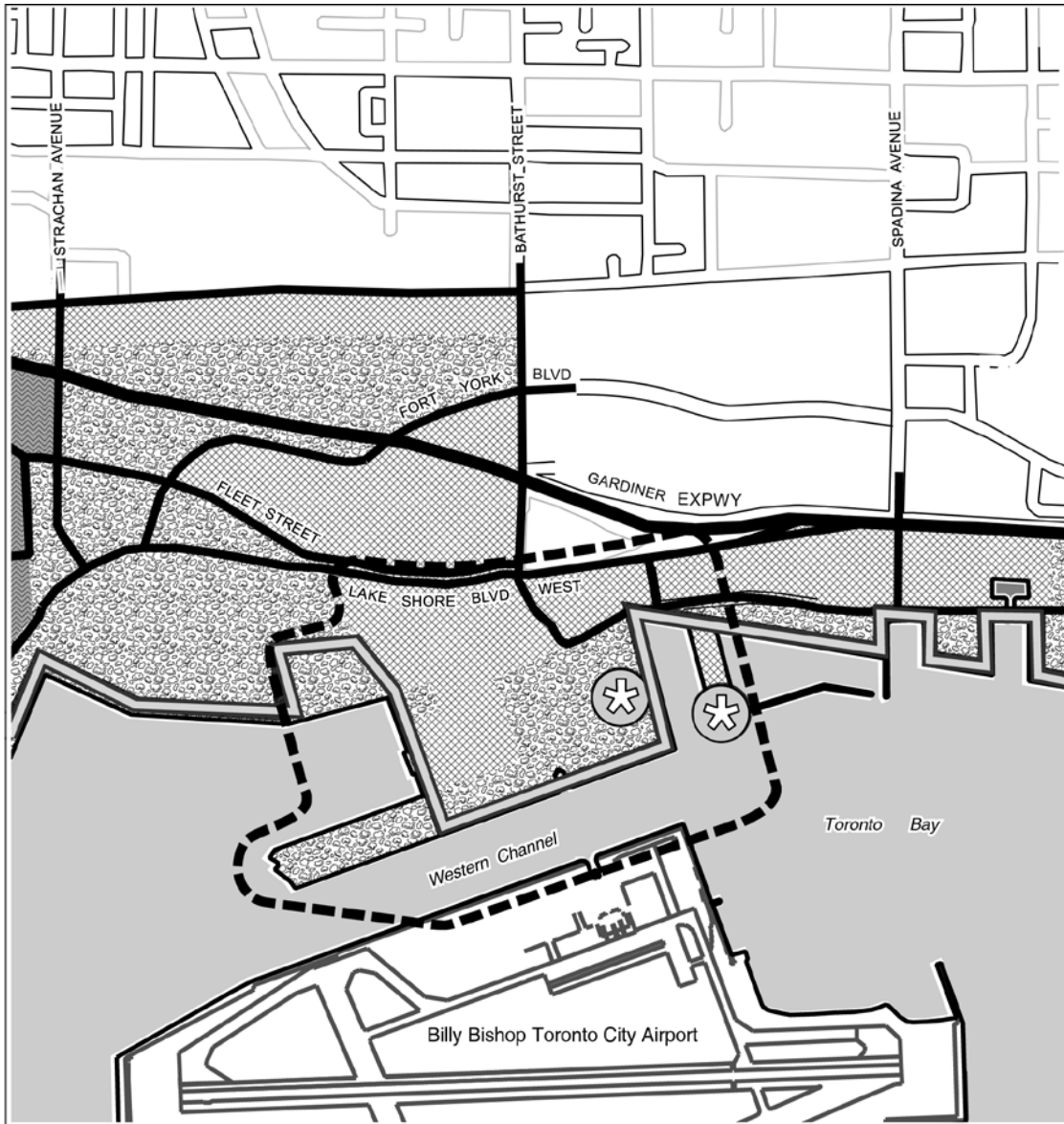
Bathurst Quay Neighbourhood Study Area
Former Official Plan 2006 Land Use Map

File # 15_102637 STE 20 02

- | | |
|--|--|
|  Site Location |  Parks & Open Space Areas |
|  Apartment Neighbourhoods |  Natural Areas |
|  Mixed Use Areas |  Parks |

↑
 Not to Scale
 05/19/2015

Attachment 2: Central Waterfront Secondary Plan



Central Waterfront Secondary Plan Map E Extract

Bathurst Quay Neighbourhood Plan

File # 15 102637 STE 20 0Z



Site Location
Public Promenade (Dockwall / Water's Edge)
Parks And Open Space Areas



Regeneration Areas
Existing Use Areas



Inner Harbour Special Places



Not to Scale
06/05/2017

Attachment 3: Summary of Community and Stakeholder Engagement

There has been extensive stakeholder engagement throughout the study in a wide variety of consultation formats designed for information sharing, presenting and testing of ideas, and seeking input and feedback. An overview of the consultation events in the first two phases of the study is summarized below.

1. Kick-off Community Meeting December 15, 2014

The meeting included an open house session where participants reviewed information, discussed ideas and asked questions. This was followed by a presentation and facilitated discussion to test the principles, ideas and identify challenges and opportunities within the neighbourhood. Approximately 100 people were in attendance.

2. Meetings with Residents – February and March 2015

City Planning hosted meetings at each of the residential buildings within the neighbourhood. These meetings provided additional opportunity for residents to share their ideas and enable more focussed discussions on opportunities and challenges within the neighbourhood, and priorities for the community.

3. Youth Engagement April 1 and April 2, 2015

City Planning hosted an open house for youth at the Waterfront Neighbourhood Centre on April 1, 2015 and met with children aged 3 – 18 at the City School and Waterfront School on April 2, 2015. The children were encouraged to get involved in the future planning of their neighbourhood through "If I were the City Planner" interactive workshops. They provided their ideas on the special places in the neighbourhood, parks and open space opportunities, the TTC and bike routes, the school and community centre, and their vision for the Canada Malting Silos and the neighbourhood. Approximately 250 children participated in the workshops.

4. Community Workshop – April 22, 2015

City Planning hosted a community workshop to present and test the emerging directions, a preliminary framework plan and consider alternative concepts focussed on the Canada Malting Silos site. Key elements of the neighbourhood plan and concepts were presented and participants then discussed and answered questions organized around main themes. Staff from several City divisions were in attendance to provide information, answer questions and facilitate discussions at each theme table. The questions were designed to elicit feedback on how well the concepts achieved the study objectives, if there were specific elements of the concepts that were more important or others that should be removed, and if there was a preferred concept. Approximately 150 people attended.

5. Meetings with area stakeholders – April 2015

Following the community workshop City Planning hosted meetings with area stakeholders to provide opportunity for more focussed discussion on the priorities in relation to the emerging framework.

6. Community Working Group Meeting – May 11, 2015

City Planning hosted a working session of community stakeholders to refine preliminary directions, including discussing the range of uses considered appropriate within the area, and alternative concepts particularly in relation to how parking and pick-up and drop-off facilities should be configured. Approximately 35 people attended.

7. Community Working Group Meeting – October 28, 2015

City Planning hosted a working session of community stakeholders to discuss and seek input on refinements to the neighbourhood plan. Approximately 35 people attended.

8. Open House – December 15, 2015

City Planning and the Ward Councillor hosted an open house event where participants were invited to review and provide feedback and ideas in relation to a revised preliminary Neighbourhood Plan based on feedback elicited from the community working group and other stakeholder meetings. City Planning staff also presented the preliminary plan in two sessions during the event with opportunity for questions and comments. Approximately 100 people were in attendance.

9. Community Working Group – October 28, 2016

A community working group meeting was hosted by City Planning to provide opportunity for input and discussion on the vision, guiding principles and implementation strategy proposed for the Neighbourhood Plan. Approximately 35 people attended.

10. Community Consultation Meeting – November 28, 2016

A community meeting was held to review and discuss the vision, guiding principles, the Neighbourhood Plan framework, and an implementation strategy. The implementation strategy includes a series of near term initiatives for improvements within the neighbourhood and on the Canada Malting Silos site to provide space for community and cultural activities on the site to act as catalysts for the longer term vision for the site as a community and cultural hub. Approximately 90 people attended.

The Bathurst Quay Neighbourhood Association (BQNA) considered the Neighbourhood Plan at its meeting of December 14, 2016, and advised that the Neighbourhood Plan as presented at the November 28, 2016 Community Consultation Meeting was endorsed unanimously by the BQNA.

11. Meetings with Community and Area Stakeholders April - May 2017

Since the community meeting in November 2016 staff have had additional meetings with resident associations and other stakeholders on the Neighbourhood Plan including continuing engagement on the ongoing work in relation to initiatives for more immediate public realm and streetscape improvements on the Canada Malting Silos site and within the neighbourhood more broadly. This included a meeting on May 3, 2017 with the residents Park's Not Condos group to discuss the Neighbourhood Plan.

12. Community Working Group

A Community working group was established to provide input into the study including participating in workshops and open houses to present and discuss ideas and provide comments and feedback on presentations. The Community Working Group also provided outreach to the broader community in relation to the study process and events.

The Community Work Group included:

- Bathurst Quay Neighbourhood Association
- York Quay Resident Association
- Resident representatives from each residential building in the neighbourhood
- Waterfront and City Schools
- Toronto District School Board
- Waterfront Neighbourhood Centre
- St. Stephen's Childcare Centre
- Waterfront Business Improvement Association
- Harbourfront Centre
- Ireland Park Foundation
- Waterfront Toronto
- Build Toronto

13. Interdivisional Staff Working Group

An interdivisional staff working group was established to assist with the study. It included staff from:

- City Planning
- Waterfront Secretariat
- Parks, Forestry and Recreation
- Transportation Services
- Real Estate Services
- Municipal Licensing

14. Technical Working Group

A Technical Working Group was also established to provide input to the Study. The working group included the staff from the interdivisional working group as well as Waterfront Toronto, Building Toronto, and PortsToronto.

15. Study Website

A study website was also established on the City's website to provide information about the Study and the presentation materials from the engagement events.

Attachment 4: Recent Transportation Improvements in the Bathurst Quay Neighbourhood

Improvements implemented by the City of Toronto to improve intersection and road performance in the neighbourhood for all users:

- Improved crossing time at Bathurst Street/Lake Shore Boulevard West/Fleet Street intersection.
- Closure of southbound right turn lane to westbound Lake Shore Boulevard West. Implemented northbound left-turn restrictions at Bathurst Street/Queens Quay West intersection
- Implemented NB and EB right-turn on red prohibitions at Bathurst Street/Queens Quay West intersection to prioritize pedestrian movements
- Implemented intersection narrowing at Bathurst Street/Queens Quay West intersection and permanent narrowing south of Queens Quay West
- New "No Stopping" restrictions on east side of Eireann Quay
- New school bus loading zone on east side of Eireann Quay
- Implemented Stadium Road AM peak hour right-turn restrictions from eastbound Lake Shore Boulevard West, and PM peak hour left turn restrictions, to reduce infiltration of peak hour airport traffic through neighbourhood
- Separated bikeway on Queens Quay West
- Installation of new bikeshare location
- Installed Martin Goodman Trail bikeway curb at Stadium Road
- Installed sidewalk link to ferry terminal on west side of Eireann Quay
- Secured remaining Federal approvals for Portland Slip pinch point decking (installation planned Summer 2017)

Improvements made by Ports Toronto:

- Opening of pedestrian tunnel has eliminated surges in vehicular traffic tied to ferry schedule
- Relocation of taxi corral to silo site has consolidated taxi storage away from public right-of-way
- New airport wayfinding signage upon arrival
- Increased parking and traffic enforcement personnel
- Introduction of new shorter airport shuttle buses allows shuttles to pick-up and drop-off passengers directly in front of terminal

Attachment 5: Map of Historically Designated Canada Malting Complex

