

TE 7.60.2



Deputation  
City of Toronto  
Toronto and East York Community Council  
Tuesday June 16, 2015

To: Chair, Mike Layton and Members of the Toronto and East York Community Council

From: Harbourfront Community Centre, Board of Management, presented by the Board Chair, Linda Ballantyne

Agenda Item TE7.60 - Bathurst Quay Neighbourhood Plan Study – Preliminary Directions and Next Steps.

---

My name is Linda Ballantyne and I am Chair of the Harbourfront Community Centre Board of Management. I am here today to address the Chair and Members of Community Council regarding the Bathurst Quay Neighbourhood Plan.

The Board would like to thank community planning staff for their time in organizing community consultations. We are pleased that we were heard.

However, we are here to request that recommendations in the report go further in order to address what we are hearing from our membership and users of the Harbourfront Community Centre.

We are concerned with Recommendation 1, 2 & 3 and Attachment 1. While Option 3A brings traffic into our community by considering underground parking as part of the planning directions to guide the development of Bathurst Quay, our preference would be to adopt concept 3B which would have underground parking North of Queens Quay, thereby diverting traffic away from Eireann Quay & HCC.

From an operational view point we ask that the recommendations be amended to include a more active direction to staff to study off- site parking and that the consolidation of parking be limited to public parking off site and certainly north of Queens Quay.

The community is protective of what little private parking they have.

This study was undertaken to develop a vision and strategy to complete our neighbourhood and our vision should reflect the principles of the Central Waterfront Secondary Plan – “that there should be a strategy to reduce car dependence and shape travel patterns” and “that new traffic management approaches will be pursued to accommodate non auto modes of transportation”. An off-site staging area option reflected best in Concept 3B should be

developed versus any above ground or underground parking option south of Queens Quay as proposed in Concept 1, 2 and 3 within the community.

We are concerned that this report and especially concepts 1, 2, & 3A recommends a **CAR** dependent strategy and goes against the Waterfront Plan's Principles and is not what we see as part of the vision for the Bathurst Plan.

Our community does not need any more traffic congestion and conflict. Although the report indicates that there has been traffic improvements implemented, these measures only provided temporary relief. The temporary taxi staging area has not contained the taxis. Further, new measures constructed just last week extending the Martin Goodman Trail have created a further nightmare for HCC's operation causing additional conflict with cars, seniors in wheelchairs, parents with children attending programs and has proved to further limit building access for deliveries and servicing.

The bus lay-by on Eireann Quay is inoperable, ineffective and ignored by all except for the taxis and their purposes. The lay-by on Queens Quay is blocked daily by taxis and parents dropping off children at the school and cannot be used as designed for Wheel-Trans.

We are providing you with pictures of the complete traffic standstill on Bathurst St. and Eireann Quay on Friday June 12<sup>th</sup>. Unfortunately, these streets cannot handle all the current traffic from multiple users. Therefore, an off-site parking option such as that represented in Concept 3B would be preferable to HCC.

Our shared use building with 4 partners needs an expanded drop off and receiving area and we will not agree with any solution that in any way diminishes what we currently have, nor forces a consolidation of our parking or servicing needs with those of the airport.

We are pleased to see that *Recommendation 2* includes retaining and expanding HCC, but we would recommend it be amended to include two further points and these points also be added to *Attachment 1*.

Recommendation 6 talks about quick starts – we need a quick blast!

We would like to see an enhancement to the City's capabilities for adequate enforcement added to the recommendations.

We are also purposing further recommendations be added concerning completion of a needs assessment audit of pedestrian and traffic patterns in and out of our multi-purpose building.

Finally we request that City staff review all possible measures as outlined in the City of Toronto's School Zone Safety Strategy and report back on a School Zone Audit and Improvement Strategy for the schools, which would also benefit HCC.

Thank you for your time and we ask that these amendments be made to this report prior to approval by Community Council.

## Harbourfront Community Centre's Amendments to Recommendations

From HCC's operational view point we ask for 8 amendments to direct staff to:

1. **"develop and prioritize a Concept 4, where the best option for the residents of Bathurst Quay, members and participants of HCC, would be to have all the traffic from airport operations moved underground outside of our neighbourhood"**

Otherwise while not a preferable as Concept 4, HCC would like to see the implementation of Concept 3B with an underground public parking option situated north of Queens Quay and be revised to include a more active direction to staff to:

2. **"develop options" or "secure" actual concrete proposals for offsite parking that are feasible, for example other lands owned by the City of Toronto such as the CNE and report back to Community Council.**

In reference to consolidation of parking, wording should be changed to:

3. **the consolidation of "public parking" and the consolidation be in favour of "off site underground parking".**

Also to be added to *Attachment 1* so that the Neighbourhood Plan refinements also include:

4. **"preserving the current building parking and receiving area footprint"; and**
5. **"provide above ground accessible Wheel-Trans, school bus, passenger drop off and receiving area to adequately address the needs of the 4 building partners".**

We would like to see an enhancement to the City's capabilities for adequate enforcement added to the recommendations to include:

6. **"that the City's 2016 operating budget include the hiring of a dedicated enforcement officer and that the cost to the City be recovered from traffic violation fines".**

We are also purposing further recommendations be added:

7. **" completion of a needs assessment audit of pedestrian and traffic patterns in and out of our multi-purpose building (such as bus/parent/participant drop off, accessibility drop off, servicing, delivery and garbage pickup patterns and parking needs ) and make recommendations on better pedestrian/traffic flow measures within the neighbourhood to support adequate operation of the facility for current users and to sustain growth;**
8. **"request that City staff review all possible solutions, actions, measures as outlined in the City of Toronto's School Zone Safety Strategy – Supplementary Report – May 30, 2014 to improve pedestrian and road safety and report back on a School Zone Audit and Improvement Strategy for The Waterfront School and City School".**















