

**From:** [Carolyn Johnson](#)  
**To:** [Toronto East York Community Council](#)  
**Cc:** [yqna Planning Committee](#)  
**Subject:** Item TE23.43 200 Queens Quay West Preliminary Report  
**Date:** February 21, 2021 2:24:56 PM

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Dear Community Council Chair and Members,

York Quay Neighbourhood Association (YQNA) are pleased to submit the following comments on this application for rezoning. While generally in support of the redevelopment of this ugly garage for residential uses including some affordable housing, we have some concerns with the proposed height, density and set-backs from the adjacent Waterclub complex, as well as some more detailed issues.

## **Demolition**

Before thinking about the merits or otherwise of the proposed development, the City must consider how the demolition of the existing garage is to be achieved. There is very little space at the west end of the site between the garage wall and the columns supporting part of the Waterclub complex. Even closer there is a major natural gas installation. There is a vent from an emergency generator close by. The common driveway running east-west will have to be kept open to provide access to the underground garages and garbage areas.

What is the extent of Waterclub's underground garage? Does it run below the driveway? How will noise and vibration be mitigated for local residents? When the old Gardiner ramp was torn down, vibration sensors were installed on nearby buildings.

In terms of access from public streets, Lower Simcoe has only three traffic lanes plus a bike lane on either side. It provides access to the Waterclub and Riviera Condominiums, and links the waterfront to Harbour Street, Lakeshore Boulevard and the Gardiner off-ramp. It can be congested at the best of times, and cannot afford to lose a lane.

Harbour Street is the only other fronting public road, part of which directly carries the flow from the Gardiner off-ramp. It has four traffic lanes east of the short merge lane from the ramp. There are two lamp poles carrying traffic signal plant right at the north-west corner of the garage which will have to be

moved. This seems to be the only logical location for demolition equipment.

## **Access**

The applicants have proposed to use the existing private driveway system to bring vehicles to the garage and service area, with pedestrian access available also from Harbour Street. The driveway connects to the street network at Harbour Street, Queens Quay West, and Lower Simcoe Street.

In response to concerns raised by residents of the Waterclub during the community consultation event on January 12, 2021, the applicants suggested reworking the building to take access from Harbour Street, or from Lower Simcoe at the location of the existing parking garage entrance.

This latter idea would continue the congestion that currently occurs on Lower Simcoe due to the short distance from Harbour to Queens Quay with three entrances. Unlike the existing garage, which only allows access for small vehicles, the proposed building would also be visited by garbage trucks, moving vans and other large vehicles.

The situation would be untenable for residents of the Riviera condos opposite, who already have to contend with trucks serving the Penguin Pickup operation in one of the retail units of the complex, and is strongly opposed by the Riviera residents and YQNA.

Therefore, a new access driveway from Harbour Street is the only option available that makes any sense.

## **Public Realm**

According to the Sun Shadow Study submitted with the application, on March 21 and September 21 the proposed buildings will cast extensive shadows over Roundhouse Park, including the playground area, for much of the morning. On June 21 the playground will be in shadow until about 11 am. Some parents have expressed grave concerns over the lack of sunlight for their children using the park equipment, as there are very limited playgrounds available for children in the area and this will be a permanent situation. We must respect our children and ensure that we build livable long term communities. Is the applicant prepared to provide permanent playground equipment for children in a sunnier location nearby?

Recently, the PATH network of weather-protected pedestrian routes has been extended in several directions from Union Station. A final link was completed

late last year from 15 to 16 York Street, completing the route to 15 Lower Simcoe Street, just across the Gardiner Expressway/Lakeshore Boulevard corridor from the subject site. That corridor remains a significant barrier to pedestrians, and a PATH extension to and through the proposed building would be a major public benefit. All new developments along the waterfront have prioritized the PATH Waterfront connection including 11 Bay Street and 1-7 Yonge Street. We must not allow this opportunity to fulfill the commitment to connect the waterfront to the city through the PATH system to pass. We implore the City to ensure a proper PATH connection is made a precondition for the approval of this project.

The proposal for a parkette at the north-west corner of the site with an adjacent retail or restaurant use is a welcome idea. The cycling fraternity will also appreciate the improved bike path along the north of the site. Dog owners would be pleased with the proposed relief area.

### **Traffic and Parking**

We expect that traffic volumes overall will be less for the residential use than currently experienced by the commercial garage, despite a commercial element as well in the proposed project which will have an underground garage.

The *recreational parking* requirements in the Harbourfront Zoning By-law for lots YQ-4 and YQ-8 reflect the land uses and opinions of the time. Now that this area is very well served by transit, the need for general parking is much reduced. As noted by the traffic consultant, there is an ample supply of commercial parking in many locations on and near the waterfront for those who must, or who choose, to drive.

The parking supply for individual buildings provided in the parking garage by way of agreements, however, needs to be preserved.

To reduce vehicle traffic and congestion at Billy Bishop Toronto City Airport, Porter Airlines has an arrangement for ticket-holding customers to park at the garage and catch a 12 seater shuttle which loads near the south entrance. With air travel paused, those shuttles were parked in the garage, but have now been moved. Presumably this arrangement will end with the demolition of the garage. Does the developer plan to re-instate the arrangement upon completion?

Regards,  
Carolyn Johnson  
Co-chair, YQNA