

Minutes from the Bathurst Quay Precinct Plan – Community Consultation
Information Session – 6:30 to 8:30 pm
Wednesday December 10, 2014

Please report errors and omissions to: cdunn@toronto.ca

OPENING REMARKS – Christopher Dunn from the City of Toronto's Waterfront Secretariat welcomed everyone to the community consultation and gave a brief overview of the project to date. The City is holding this community consultation session so that residents can learn more about the upcoming Bathurst Quay Precinct Plan, ask questions, speak with City Planning staff, and share your comments on issues and opportunities for the Bathurst Quay community. The evening is structured to begin with a presentation from the project team and then the floor is open for questions and comments from residents and responses from the project team.

Precinct Plan Presentation – Warren Price of Urban Strategies introduced the project team members, including: Urban Strategies (planning & design); BA Group (transportation planning & engineering); PLANT Architect (architecture & landscape architecture); and Vermeulens (construction cost economists). A copy of the PowerPoint presentation can be found on the City's website.

To kick off the presentation, Warren emphasised that this is a neighbourhood plan, not a precinct plan. *"This is about capturing the neighbourhood's voice with existing and permitted uses [...] A strong vision of the neighbourhood will inform how this and other areas develop."*

Warren clarified that the Study Area boundaries are slightly different than the area shown for the Bathurst Quay Neighbourhood Precinct Plan Area. For the western boundary the project team included the eastern portion of Coronation Park as well as portions of HMCS York, the National Yacht Club and Alexandra Yacht Club. For the eastern boundary, the project team went to the western edge of the Music Gardens whereas the Bathurst Quay Neighbourhood Precinct Plan Area went to Spadina Avenue.

This is the first of at least 3 public open houses for the neighbourhood plan. The study goes until late spring 2015.

Draft themes for the neighbourhood plan include:

- Enhance the identity and experience of the neighbourhood;
- Improve the open space system;
- Manage transportation and improve access to Queens Quay and along the waterfront;
- Identify improvements to the neighbourhood to make it more successful;
- Integrate a long-term vision for the Canada Malting Silos; and,
- Recommend mitigation measures to limit existing airport operational impacts on the neighbourhood.

The remainder of the presentation was led by Denis Lago of Urban Strategies – The Bathurst Quay neighbourhood is an area of confluence: the western gateway to the central waterfront area; outer

harbour meets the inner harbour; local roads meet regional roads; Garrison Creek meets Lake Ontario; Billy Bishop Toronto City Airport meets community; and where regional leisure venues meet local recreational activities. These factors make the Bathurst Quay neighbourhood unique in the Toronto context.

Need to protect and enhance existing assets such as the marina, silos, school, community centre, and Little Norway Park.

The neighbourhood plan needs to improve:

- Getting around (intersections, gateways, and streets). For example:
 - How to make Bishop Tutu Boulevard and other streets beautiful and functional?
- Expanding the public realm (improving connections, creating a continuous waterfront, and improving the edges along Little Norway Park). Key tasks include:
 - Address Martin Goodman Trail pinch point;
 - Public access to HMCS York;
 - Funding for Stadium Road South Park;
 - Different parking strategies;
 - Replacement of the south dockwall and its vision from the community

At the conclusion of the presentation, Chris Dunn reiterated the importance of resident consultation to influence the vision of this community and where it is going. Also, Chris mentioned that the Toronto District School Board's master planning exercise for the school and community centre would be aligned with the Bathurst Quay Precinct Plan. Next, the floor was opened for questions and discussion.

COMMENT – Why are we studying this now? What are the motives and objectives of this study?

RESPONSE – Previous studies have never dealt with the root of the problems because they were always focused on Band-Aid solutions. The City needs to know what the neighbourhood considers to be important so that the neighbourhood be proactive and set the way forward.

COMMENT – Need to consider the health and safety of residents, including the potential benefits of traffic separation.

COMMENT – The airport generates significant spillover traffic within the community. Many vehicles are idling as they wait for people to come from the airport. This idling blocks bike lanes and makes some buildings inaccessible to TTC Wheel-Trans vehicles. Also, people who work at Billy Bishop Airport currently park their vehicles on Little Norway Crescent because the maximum daily fine is \$15, which is cheaper than the cost charged in local parking lots.

COMMENT – The pictures shown in the presentation do not accurately reflect the traffic issues facing the neighbourhood. None of the pictures illustrate the ongoing traffic congestion and the repeat violations of traffic / parking laws. The Toronto Police Services (TPS) and the Parking Enforcement

Unit should have representatives at this meeting. Currently, TPS focuses exclusively on the ease and flow of traffic when they should be focusing on community safety.

RESPONSE – City staff from Transportation Services are engaged in the process and City staff will relay messages to the TPS and the Parking Enforcement Unit. The traffic issues facing the local neighbourhood were also acknowledged and it was agreed that the pictures do not capture the traffic realities impacting the neighbourhood.

COMMENT – When driving north on Stadium Road there is a no left hand turn sign at Lake Shore Boulevard. What is the point of putting up traffic signs if you don't enforce the rules? An increased police presence is required in the local community to deter traffic violations. Also, travelling north on Bathurst there is no left hand turn sign onto Fleet Street but over a 1 hour period between 4:30 and 5:30 pm, a total of 55 vehicles were counted making left hand turns at this intersection. Need to have signalized advanced greens to help traffic and people (especially if there is already an advanced green in the other direction).

COMMENT – Regarding the Lakeshore-Bathurst intersection, it is currently very dangerous. To catch the streetcar going southbound to Queens Quay you have to cross 9 lanes of traffic. Currently the TTC drops you off in the middle of nowhere. Safety is a big concern and as a consequence, the local resident is unlikely to shop at the new Loblaws.

COMMENT – It appears that the Waterfront Toronto exercise stops just east of the community centre. Why not extend it further west? Also, traffic is often very bad here due to events in neighbouring areas. How can we address this?

COMMENT – When the TTC was replacing the Queens Quay track, they removed all of the shelters. Now that the track is completed, the TTC has put the same tired and old shelters back in place. Nothing was done to enhance the facilities for local residents or airport users. The TTC should make the 509 streetcar free and force the airport to pay for operating the line. The Porter shuttle bus does not work and only free TTC service will get cars off the road.

RESPONSE – Working with the TPA to figure out the best way to get people to the airport. People currently have difficulty finding the pickup points for the Porter Bus.

COMMENT – The silos echo and make too much noise. Also, the free Porter Shuttle doesn't work and a designated TTC bus along Queens Quay would also fail. Currently, people idle at the gas station, school, and in bike lanes.

RESPONSE – need to address the idling of taxis and other vehicles within the neighbourhood. Taxis stands and other options are being considered.

COMMENT – Bigger planes will use 20% less fuel per seat but jet fuel use will increase 58% if jets are allowed 25% of the 172 slots per day.

COMMENT – The construction techniques utilized in building the silos make demolition costly.

COMMENT – (Councillor Joe Cressy) – We need a 50 year vision for our neighbourhood that considers public realm, policing, traffic, etc. when we have our vision, then they have to respond to us, not the other way around. A Bathurst and Bloor neighbourhood plan is designed to do the same thing; make the developer respond to our vision. This consultation process is critical and the outcomes must reflect this community. We need to get ahead of [airport expansion]. We should have done this 30 years ago.

RESPONSE – This consultation is not limited to the meetings here. We want to be in every building.

COMMENT – The northern boundary of the study area cuts through the southern half of the Loblaws building. Not including the Loblaws site would be a mistake because traffic in the area is already bad and Loblaws will make things worse.

RESPONSE – The lines on the map are not intended to define the area of influence but are rather intended to define the area focus. Loblaws and other sites around the periphery of the area of focus will be considered.

COMMENT – We are in a winter condition 6 months of the year. Need to strike the balance between the needs of tourism and a great residential neighbourhood. Therefore, yes to drawing people to the area but we need to find a balance.

COMMENT – A complete look at the neighbourhood is good. Regarding the 2 silos, it is important to remember that one (1) is of architectural significance and the other was poor quality and constructed during WWII. The latter one should be taken down. Regarding the HMCS York, what about a land swap with the Department of Defence as well as the Armory. Also, didn't the original DTAH Architectures design incorporate a curved wave deck to deal with the choke point? Can you also speak to the federal encumbrances on Eireann Quay?

RESPONSE – The current choke point will be addressed with interim measures until WT reconstructs the Portland Slip dockwall. The TPA has a 100 foot wide easement on the east side of Little Norway Park. This federal easement is a legacy agreement. The key is to develop a plan and then start removing the encumbrances.

COMMENT – To acknowledge that the Loblaws will service 4 neighbourhoods to the NE, NW, SE, and SW, a public open space named Weston Plaza "where 4 neighbourhoods meet" should be created. Instead, it appears that the Loblaws will turn its back to the southern neighbourhoods.

RESPONSE – Lynda Macdonald from City Planning noted that the Loblaws site will feature 2 residential towers and the historic portion will incorporate a supermarket on the first floor and office space above. Currently, the historic facades on the south side of the property are intended to be the entrances for the office component. The Loblaws application has now addressed the Garrison Creek issue.

COMMENT – Walking north to Bathurst and Lake Shore is nearly impossible. Streetcar tracks need to be reassessed because the current set up isn't working for anyone. An overpass would be helpful for seniors. Dan Leckie Way also needs to be reconsidered. Overall, drivers get impatient with lights, with

other drivers, and pedestrians. These factors, combined with the confusing road network, are a bad recipe.

COMMENT – The neighbourhood plan needs to protect the school and sloping sidewalks are not the answer. There have been many dangerous situations were kids on tricycles have almost slid onto the road.

COMMENT – The current road configuration creates an island effect for residents to the west of the school / community centre.

COMMENT – Believe that former Councillor Adam Giambrone once stated that Fort York Boulevard was built as a bypass. Never happened as intended and Fleet Street never closed.

COMMENT – Want principles of precinct plan stated upfront, including: the school and community centre don't move; no new parking lots on the waterfront; and how does a sound barrier enhance quality of life.

RESPONSE – The TDSB representative stated that the school board is committed to the site but in the absence of change, they will need to consider their options. Regarding air quality, the highway is the primary concern, not the airport.

RESPONSE – The City's Official Plan has policies that discuss reducing vehicular travel and reducing the prevalence of surface parking lots. Specific policies for this neighbourhood may not be required.

COMMENT – Only way to solve this problem is to separate traffic and pedestrian traffic. Also, the tripartite agreement expires in 2033 so we can get rid of the airport then. Why not increase the amount of parking under the Gardner?

RESPONSE – Parking under the Gardner was explored in the past and will be reconsidered.

COMMENT – Is a total rethink of Fleet / Lake Shore / Bathurst possible? It doesn't work in its current form.

RESPONSE – Mark Jamieson from the BA Group noted that all traffic options are being considered at this stage. However, it is also important to realize that solutions can be very complicated and costly.

COMMENT – Lakeshore is one of three major routes into downtown Toronto. Traffic is the key stone and our recommendations need to be careful going forward.

COMMENT – Why doesn't onstreet parking switch sides on the 16th of the month like in every other Toronto neighbourhood? Parking on Norway is dangerous and the gutters are rotting.

COMMENT – Malting Head Office should be preserved.

RESPONSE – Urban Forestry used to occupy the building but was then relocated to a PTA site so that the PTA tunnel project construction team could be onsite. Urban Forestry may not move back.

COMMENT – While the Gardner may be a larger polluter, you don't improve air quality by expanding the airport.

COMMENT – Local community polling has historically shown that residents are evenly split over preserving or demolishing the silos. Perhaps keeping one silo might be the best option.

COMMENT – What happened to the Music Conservatory

RESPONSE – The project lacked the required funding to be initiated.

COMMENT – the silos take up a lot of land and if we don't tear them down and put something else then the land will be used as a parking lot in 10 years.

COMMENT – The community centre always included a pool in Phase 2. It was supposed to be on the Kiln Building site. What is its status?

RESPONSE – We are aware that the plan included a pool in Phase 2. At this time it would be premature to comment on the likelihood of a community pool in subsequent phases.

COMMENT – Need to have divided cycling lanes to stop aggressive behaviour from motorists who are stopping at the northern edge of the park. Waterfronto Toronto said bollards would be installed.

RESPONSE – Bollards for the Martin Goodman Trail extension between Eireann Quay and Stadium Road will be considered.

COMMENT – Taxi stand not wanted on the Rogers site.

RESPONSE – There is currently no plan for a taxi stand in the parking lot section of the Rogers' site.

COMMENT – The silo towers at Lake Shore and Cherry took 3 rounds of dynamite to bring down. It was costly. The advantage of having these silos with thick concrete walls is that musicians could use the space, play to their hearts content, and no one would ever hear them.

COMMENT – Boutique hotel could be part of the silo redevelopment plan. The dockwall was built to help facilitate redevelopment but who is considering the traffic impacts?

COMMENT – Both silos should be protected. They are historic.

RESPONSE – Both silos already have historic protection.

COMMENT – Reach out to the disabled community.

RESPONSE – The City will make every effort to reach out to all residents in the community.

COMMENT – How does this study rely on TPA Noise considerations? These neighbourhoods lack sufficient window glazing and the HVAC systems cannot support the expansion of the airport.

RESPONSE – this study does not have a noise consultant on the project team but retrofitting older windows and HVACs is being considered.

COMMENT – What is the study's timeframe and implementation schedule?

RESPONSE – The timeframe for the study is late spring 2015 and implementation depends on the solutions that are recommended.

COMMENT – Lakeshore traffic issues spillover into this area.

COMMENT – A year ago there is a TPS presence on Stadium Road to nab people making left hand turns. People are currently speeding down the street trying to make the light. Bring back police enforcement and make this neighbourhood safer.

COMMENT – The Martin Goodman Trail has a pinch point turn near the Tip Top Buildings. Is it possible to expropriate the HMCS driveway to alleviate the issue?

RESPONSE – The area in question does have a pinch point and the study will consider multiple options, including an easement for the grassy portion of the driveway.

COMMENT – The traffic light at June Callwood Park is difficult to predict. This makes it dangerous for crossing pedestrians.

COMMENT – The Martin Goodman Trail is too narrow. People are spilling over because of the variety of users (i.e. cyclists, joggers, rollerbladers, walkers, strollers, etc.)

COMMENT – What is happening with the Rogers site?

RESPONSE – Nothing is currently proposed or planned for the Rogers' site. If we are proactive, then when they come in with an application we have the framework to shape the redevelopment process. The Roger's site is likely to develop in the near term because it is a "soft site", which means the site has few onsite hurdles to overcome and therefore redevelopment is possible at anytime.

COMMENT – Need to appreciate the difference between who lives here and who visits here. We have vulnerable people in this community.

RESPONSE – City staff are willing to go building by building to understand the issues of the community.

COMMENT – A 2009 Traffic Study sought to reduce traffic capacity in the area by 50%. The idea was that vehicle traffic would also diminish. Need to go back and review that study to determine whether we are meeting the 2009 standards. If not, why?

The question and answer period was concluded and Christopher Dunn thanked everyone for their participation.