

April 22, 2015 Community Consultation Summary

A community workshop to present and test the emerging framework and concept plans was held on April 22, 2015. The consulting team presented the key elements of the neighbourhood plan and concepts, and participants then discussed and answered questions organized around six main themes including: parks and community facilities; the open space network; the Canada Malting Silos; movement; the scale of change; and existing operational challenges. The questions were designed to elicit feedback on how well the concepts achieved the study objectives, if there were specific elements of concepts that were most important or others that should be removed, and if there was a preferred concept. Approximately 150 people attended the workshop. City staff from a number of divisions were in attendance to provide information, answer questions and facilitate discussions at each theme table. The Ward Council was also in attendance.

Following the workshop City Staff held individual meetings with key stakeholders including: Harbourfront Community Centre and St. Stephen's Child Care Centre, Toronto District School Board, The City School and Waterfront School, Waterfront Toronto, Ireland Park Foundation, Bathurst Quay Neighbourhood Association, Waterfront BIA, PortsToronto, Build Toronto and Waterfront Toronto. A follow-up round table working session of community stakeholders was held on May 11, 2015 to refine preliminary directions for moving forward.

There was general consensus among community and other key stakeholders that Concept 3 provides the greatest opportunity to achieve study objectives overall. Most felt that consolidating parking and transportation facilities below grade would be more effective than the other concepts to mitigate neighbourhood impacts from traffic associated with the airport as well as resolve other neighbourhood traffic issues, while creating opportunities for new and enhanced parkland, open space and community services and facilities. Questions concerning the cost of each concept and how improvements would be phased over time were also raised.

Enhancing the views to the Canada Malting site and the waterfront were considered essential to achieving the aim for this site as a centrepiece for the neighbourhood and as a broader destination, although there were varying ideas on how this could be accomplished. Although realigning Eireann Quay was noted as a benefit to improve vistas and access to the Silo site, Ireland Park and the waterfront, some noted that this may leave insufficient space for enhancing the community centre and schools or space enough for a pool or aquatic centre. Introducing new uses to activate the site including public-private partnerships to facilitate revitalization, while ensuring that community services and facilities were maintained and enhanced was considered a key principle for moving forward. More open space was generally desirable overall and particularly around the Silos site to promote revitalization. New uses that have a cultural or recreational focus were preferred by some while others suggested a wider mix of uses would be beneficial. Connecting the water's edge continued to be highlighted as a main objective, and Concept 3 was noted as providing the best opportunity to realize this aim.

Reinventing Marina Quay and the Portland Slip were well received, and in particular a pedestrian connection over the Portland Slip was considered to have a number of added benefits. It not only creates new recreational and cultural opportunities but would improve pedestrian connections between Marina Quay and the neighbourhood. It also provides an improved connection to the existing underground parking garage at Marina Quay. Improving this facility and maximizing its use was seen as an essential element for traffic management in the neighbourhood and a preliminary direction for moving forward.

There was strong support for reorganizing the Bathurst Street, Lake Shore Boulevard West and Fleet Street intersection to improve pedestrian and cycling experience and reduce traffic congestion. Closing Fleet Street to vehicular traffic and improving it for pedestrians, cyclists and transit users was also seen by many as an effective strategy to improve accessibility and manage traffic. Others noted that a full closure should be considered in a broader context, to assess impacts on traffic operations in a larger area. An overarching comment concerned the need for further investigation of off-site opportunities for parking for the airport and enhanced shuttle service for passengers as a preliminary direction for moving forward.