

Notes from Q&A session following development proposal presentation

Address: 23 Spadina Avenue

Date: March 24, 2015

Presenting: Concord Adex planner Robert Glover, architect Mansoor Kazerouni, and public art consultant Karen Mills

Status: re-zoning application was submitted in August 2014 and this is the first public consultation meeting

NB: All answers are from the developer team unless otherwise noted.

Q: This proposal is three times larger than what is permitted by the existing zoning. How can we take this seriously?

A: (Joe Cressy) This is just the beginning of the process – the very first public meeting on this application. We are here to hear your thoughts.

Q: Don't fall for the trap where they ask for something way beyond the zoning with the idea that they'll cut it back to what they really wanted later.

Q: This application is hugely beyond the allowed zoning and it proposes virtually no public open space at ground level. The patio on Bremner isn't really public space. There is already enormous gridlock in the neighbourhood. I don't see another lane or turning lane to cut back on congestion. Other than your desire to maximize profit, what possible justification do you have for asking for so much more?

A: Concord has already built Canoe Landing Park in the neighbourhood and both the South and North linear parks are already developed. We have also invested \$12 million in public art. Concord has been building a community and public amenities – we are not a one-off developer building a big tower and leaving.

A: The site was always intended to be an intense location. There are many transportation choices for people who live in a location like this – they travel by foot, bicycle, and transit. The site plan, with entrances off Blue Jays Way as well as Navy Wharf, is very flexible when it comes to vehicle access. This choice allows people to take advantage of traffic patterns, especially at rush hour. An important part of minimizing traffic generated by not providing too much parking space. Car ownership and use has been declining in comparable development downtown over recent years. Due to the mode split (in favour of travel in ways other than cars), we estimate this development will add one additional vehicle every four minutes, compared to the existing zoning.

Q: I am concerned about the service trucks for this building. Is the entrance for services off Navy Wharf Court? There is already tremendous congestion from 81 Navy Wharf Court parking garage and the Rogers Centre parking garage, in addition to congestion from pedestrians.

A: The existing surface parking lot here has space for 70-80 cars and is accessed off Navy Wharf. This will be replaced with a loading dock with four spaces, which is much less traffic.

Q: We are hearing a lot of concerns about quality of life from residents in the area. It is a traffic nightmare. What will the City do to mitigate traffic for people who don't have an alternative to the car? Even one more vehicle is too many. Bremner at Spadina is one of

the only left turns you can make onto Spadina at rush hour. Is there any way to let people turn left further north?

A: (Transportation Planning) In a very large and complex development like this one, as part of the traffic impact study, the applicant is required to make a Travel Demand Management plan. This goes above and beyond the usual requirements and looks at traffic changes throughout the day. For example, we know the afternoon rush hour is bad, so we can require certain activities like loading to happen at other times. You shouldn't be too concerned about the residential contribution to congestion because most won't drive their vehicles. How the retail affects traffic will be a bigger concern. These issues are not invisible to the City and we are listening to your feedback and will address it through the review process.

Q: Front Street is not being used to its full capacity. Movie trucks are always parked on the side. We should use money from this development to expand Front Street so it had 3 reversible lanes, extended over the railway tracks.

Q: The integration of art along the outside of the building is positive. I'm concerned about the wind in the area and worried this will exacerbate it. Can you tell us more about the retail? The neighbourhood needs more retail.

A: We are required to produce wind studies as part of the application process. There are standards for pedestrian comfort. We will be producing these studies by testing a model of the proposal in a wind tunnel. In terms of retail, Concord has retail consultants who are looking at the appropriate mix of uses for every block. This is an opportunity to bring that approach east of Spadina, but it is still early and evolving.

Q: What is the quality of the bike parking in the proposed building?

A: There will be 1500 bike parking spaces, including 160 for visitors at street level. These will be accessed by a dedicated bike ramp. We have used this method in the past and it has worked well. All the bikes are in a secure storage area using horizontal and vertical racks.

Q: The traffic light at Spadina and Bremner over-emphasizes traffic from the Gardiner Expressway over local traffic. This makes it very difficult to get out in the morning. I would like to see the lights more evenly balanced.

A: (Joe Cressy) We have heard about these traffic issues and we are working to get the lights re-timed.

Q: Each building going in dramatically increases the wind which is especially unpleasant in the winter. When will we know more about the wind studies? And what is the timeline for this application? Will construction staging happen on the roadway?

A: (City Planning) I can send you a link to download the submission materials including wind studies. [see contact info at end] In terms of timing, generally re-zonings take 9-15 months. This one may take a bit longer due to the election last fall. We may be reporting out at the end of the year, at the earliest. As part of the final approvals after rezoning, known as the site plan process, every applicant is required to submit a construction management plan which would include any road occupations.

A: (Joe Cressy) The City is looking at changes to the rules about allowing construction on the public roadway but we don't have those yet.

Q: What is the percentage of traffic that this would add at rush hour? What are the ratios of amenities? The big commitment to a dog park on site is coming out of the share of amenities for people in the building, and I suggest it be reconsidered.

A: There is a very high dog population in the neighbourhood – estimates put it at 7 dogs per floor in each tower. Accommodating dogs on site would reduce the burden on public parks.

Q: Can the partial ground floor be given to the public, for example, to get out of the cold in the winter? Is there anything the City can do to keep all construction on site and off the roadway?

A: We can look into this and discuss it internally.

Presentation slides from this meeting will be posted on www.joecressy.com.

If you have any questions, comments, or concerns, please feel welcome to contact:

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