

HUMBER BAY SHORES CONDOMINIUM ASSOCIATION

SUMMARY

MEETING OF THE BOARD OF DIRECTORS

November 24, 2015

MPP Mr. Peter Milczyn - Humber Bay Shores Traffic and Transportation Issues

Mr. Peter Milczyn was invited to meet with the Board of the Humber Bay Shores Condominium Association to discuss traffic issues.

Mr. Milczyn represented Mimico-New Toronto as a past City of Toronto Councillor and, in addition to his position as TTC Commissioner for eight years, he also Chaired the Planning and Growth Committee, which initiated development of a Transportation Master Plan for the Greater Toronto Area (GTA) with intent for it be integrated with the City of Toronto's Official Plan regarding land use.

Mr. Milczyn advised that the Transit Town Hall Meeting scheduled for December 8 with the Provincial Minister of Transportation, Mr. Steven Del Duca, would be postponed to the new year. The purpose of the meeting will be to review with the community the Province's investments in transit for the GTA, and specifically the west end. Discussion will cover a couple of the main transit corridors travelling through Etobicoke-Lakeshore: the Lakeshore west and Milton Go lines for which the Province is responsible.

The Lakeshore West Corridor Study currently underway will identify how to implement the electrification of the Lakeshore West Go line, which will result not only in better air quality, but more frequent and faster service because the electrified trains will be better equipped than diesel to accelerate and break, which raises the potential for addition Go train stops.

The other initiative for Etobicoke-Lakeshore currently in the request for proposal stage, and for which a formal announcement is forthcoming, is the Kipling Mobility Hub designed to integrate new facilities for Mississauga Transit, Go Transit and the Kipling subway station, resulting in less bus congestion on some roads, less pollution and faster commutes.

Specifically related to HBSCA's interest in a Go stop at Park Lawn, Mr. Milczyn reported that before amalgamation, as far back as the late 1980's the City of Etobicoke had identified the potential for an additional or replacement Go stop at Park Lawn, and as Chair of the Planning and Growth Committee, Mr. Milczyn raised a motion for City staff to look at growth options for a new Go stop at or near Park Lawn. The motion generated significant discussion with Metrolinx, and the recent closure of the Christie factory has now created an excellent opportunity for Metrolinx to become part of the future planning and development of this property.

Metrolinx is currently conducting a station study along all Go train corridors in the GTA which will consider the potential locations for additional stations. The list, which started with 120 potential sites, has been shortlisted to 57, including Roncesvalles, Park Lawn and New Toronto/Kipling. On the Milton line, Dundas/Royal York, East Mall and West Mall are still on the list. In an attempt to better integrate the Go system with various other transit systems, the Study is considering the viability of installing Go stops where the train corridor intersects the subway system.

The shortlist will be further shortened to identify locations are both technically feasible and have a strong business case to be built. With the development that has occurred in and near Humber Bay Shores in

recent years Mr. Milczyn stated that he could not think of any other location in the GTA where a Go stop, from the day it opened, would have such a large population within actual walking distance of the stop. Mr. Milczyn emphasized the synergy that has developed now that a land use discussion and a transit discussion can happen at the same time. As well, having such a significant transit hub incorporated into the development of the Christie site will also enhance the appeal to developers of the property as an employment site.

Mr. Milczyn also advised that the Presto fare system will be implemented on the TTC by the end of 2016, which will facilitate the integration of the various transit services and their diverse fare systems.

Mr. Milczyn concluded his statements by encouraging the Humber Bay Shores community to support his efforts on these matters by helping to build local support for the Go stop in every way possible. For example, a postcard campaign or petitions could be coordinated to identify to Metrolinx and City officials how many people in the community currently not using the Go train, would use the train at a Park Lawn stop. Confirming through a petition that a few thousand new riders could be added to the system as soon as it opened would provide a significant business case for the stop, and would have more influence on decision makers than would evidence of broader community support for the stop simply because it would help alleviate traffic congestion.

In terms of timing, Mr. Milczyn advised that a shorter list of proposed stops would be confirmed by the end of 2016 but, realistically, the timeline for a local station to be open for business would be 10 years. The lengthy timeline would be required by the complex planning process to identify that the location is viable, negotiating land transfers, and the design, tendering and construction of infrastructure, and all this in conjunction with the planning, marketing and construction undertaken by the Christie site developer. Although the timeline is long, Mr. Milczyn emphasized, that there would never again be a more opportune time than right now to become part of the expansion plan.

It was also noted that, in the event that Park Lawn was not chosen for a Go stop, discussion would immediately turn to the development of a transit link the HBSCA population would need to access the chosen local stop.

Although significant frustration was expressed regarding the lengthy timeline required for infrastructure planning, Mr. Owen stated that it was exactly because people did not plan 10 years ago that the community was in the situation it is now, and the community today has a responsibility to plan for the future, even for times when we will not be here.

In response to Ms. Crewe's concern regarding the Mimico and Long Branch Go stations' low level of accessibility, Mr. Milczyn advised that work is currently underway to retrofit Go stations with elevators and this work should be completed by 2018.

Mr. Henderson reiterated the importance of gaining concrete community support through Humber Happenings surveys, and stated his confidence that the community could rely on Mr. Milczyn's guidance and support to lobby for Park Lawn to remain on the priority list for a Go stop.

Regarding interest in more immediate improvements in transit service, Mr. Milczyn confirmed that the TTC has tried every combination of existing streetcar service from Queen St and King St to Lake Shore Blvd W. to improve service, short of building a dedicated right-of-way or increasing the frequency of service. He confirmed that there is a reluctance among decision makers to do anything that impedes car traffic. The challenge with increasing the King Streetcar service to Lake Shore Blvd W. would occur at Roncesvalles where traffic for the left hand turn onto the Queensway is consistently backed up, especially during afternoon rush hour.

Mr. Milczyn also provided a brief history of the complex discussion surrounding possible widening of the Humber Bridge, which proved in the end to be cost prohibitive. The municipality had acquired, at significant cost, a small strip of Palace Pier land from which minor expansion was completed, including a pedestrian walkway. Mr. Arkay explained that any further appropriation of Palace Pier land would have required demolition of a portion of the Palace Pier garage. This issue was being debated prior to amalgamation with discussion occurring between the City of Etobicoke and Metropolitan Toronto governments. Mr. Milczyn suggested that although amalgamation has proven problematic at times, it could have helped achieve a more suitable resolution to the bridge discussion, albeit still inadequate for Humber Bay Shores' current traffic issues.

Ms. Preyma suggested the need for improvements to the Union Express bus service, including a round trip fare reduction from \$12.00 to \$6.00, to incentivize people to use it. Mr. Milczyn recommended that, with ridership well established, the community should petition for the TTC to turn the service into a regular TTC bus service, even if only for the busiest times of the day.

Mr. Najak reiterated the need of the five condominiums accessing Brookers Lane, for a right hand turn lane instead of a bike lane eastbound at Lake Shore Blvd W. Mr. Milczyn confirmed that this issue falls under City of Toronto jurisdiction.

There being no further questions, Mr. Henderson thanked Mr. Milczyn and his assistant Ms. MacNaughton for their attendance.

EXECUTIVE REPORT

The HBSCA Traffic Committee, consisting of Mr. Henderson, Ms. Preyma, Mr. Reekie, and Mr. Faichnie meet four times a year with Councillor Mark Grimes and the City of Toronto Transportation Services Dept. to discuss traffic issues specific to Humber Bay Shores. Recent accomplishments include installation of a three way stop at Marine Parade Drive and Waterfront Drive, and the passing of Councillor Grimes' motion to close off Gardiner Expressway exit to Park Lawn Rd during morning rush hours. It is estimated that this closure could reduce traffic through the community by 40 per cent during peak hours.

Mr. Henderson and Mr. Reekie communicate regularly with local developers concerning traffic disruption caused by the construction. Councillor Grimes' support on this issue resulted in the City of Toronto installing a traffic officer, at the developers' cost, between 5 a.m. and 9 a.m. at the Lake Shore and Park Lawn intersection to ticket construction vehicle drivers when necessary. At a December 16 meeting with the City of Toronto and local construction crews, this issue and others including calming strategies, relining or repaving certain areas, converting the right hand lane along Lake Shore Blvd W. just east of the Esso Station to a staging lane will be discussed.

With the most recent survey in the Humber Happenings publication, community input on various traffic issues is being invited. Mr. Henderson reported a good level of participation with this survey which included a question on the 7:00 a.m. to 9:00 a.m. weekday closure of the Gardiner Expressway to Park Lawn Rd. Of 1,100 respondents, 70% supported this action, and Councillor Grimes' motion for a test trial has passed. In the same survey, 66% supported moving the Humber Loop to Park Lawn Rd., and the Legion Road extension planned for 2020/21 at an estimated cost of \$50 million also received 66% support.

Mr. Henderson attended an OMB hearing at which Mystic Point Condominium Association and the City of Toronto were opposing a proposed 48 story development in the Mystic Point area. The purpose of Mr. Henderson's attendance was to represent HBSCA in regards to any resulting traffic implications through

Humber Bay Shores created by this development. If the opposition is successful, development density for this project will be 80% of the original plan.

The HBSCA executive has also been consulting with Mr. Milczyn regarding how to assist him in obtaining approval for a Park Lawn Go train stop. Mr. Henderson emphasized that engaging broader community support for HBSCA's efforts on this and other matters will include Humber Happenings surveys, and could also include a letter writing campaign by the President of each HBSCA member Board. Mr. Najak noted that newer buildings are not yet set up with electronic communication systems and so are somewhat limited in how they communicate with their residents.

Mr. Henderson noted that the Directors Meet and Greet scheduled for December 10 will be an opportunity to solicit support from condominium Boards, and Mr. Henderson requested that all HBSCA Directors encourage their Board members to attend.

Mr. Henderson then welcomed Ms. Crewe as the new representative for Hearthstone and also thanked Toni Lisi for standing in for Jonathan Isaacs representing Marina Del Rey Phase I.

COMMITTEE REPORTS

Communications Committee

Mr. Henderson reviewed the circumstances and the process regarding the switch from Media Matters to a new Humber Happenings publisher, and the unexpected costs of approximately \$5,000 related to problems with receiving the production files from Media Matters in a format incompatible for transfer to the new publisher.

An editor of the new publishing house will work on advertising and editorial in the same manner as previous, unless or until an HBSCA volunteer chooses to assume all or part of the role. The summer student who was hired to work on advertising among other things, is compiling a spreadsheet of advertising detail to hand off to the HBSCA. It is hoped that future advertising sales will cover the cost of the publication, which has become a hallmark of HBSCA identity, and a significant tool for additional outreach to the community.

NEW BUSINESS

Ms. Petrolo asked for an update on the bike issue. Mr. Henderson reaffirmed that the intent is to remove high speed cyclists from the path. However, the new design for the path, for which construction is expected to begin in the spring, includes widening the path to accommodate mixed use, but to create access restrictions to the bridges requiring cyclists to dismount.

There was lengthy discussion including suggestions to improve path markings to more clearly identify pedestrian and bicycle separation on the existing lane until better solutions are installed. HBSCA members continued to express frustration with the lack of police enforcement of traffic laws on Marine Parade Drive, and the inability of Police Services to fine cyclists for unsafe behaviour because the path is not governed by the Motor Vehicle Act.

Mr. Henderson advised that Councillor Grimes met recently with the cycling community to obtain their input, and he assured Board members that HBSCA representatives will continue to oppose cycling on the path at the December Traffic and Transportation meeting with Councillor Grimes and City officials.

Mr. Faichnie and Mr. Owen left the meeting during the following discussion at 8:53 p.m. and 8:56 p.m. respectively.

Mr. Henderson reported that a contra lane is being installed along the south side of Lake Shore Blvd W. between Norris Crescent and First Street, to accommodate cyclists on roadways. The HBSCA executive will be asking for this type of lane to be carried through Humber Bay Shores for use by high speed cyclists.

Ms. Petrolo stated that left hand and right hand access onto Brookers Lane from Lake Shore Blvd W must be taken into consideration during these discussions, as this issue impacts five condominiums. Mr. Henderson encouraged the five condominiums to form a collective voice on the issue, as they would be the most effective advocates for their specific needs and could recommend solutions.

The five corporations will be meeting with Councillor Grimes in December regarding the Village Court and could consider raising the access issue at that time. However, Ms. Petrolo emphasized that residents do not have the expertise that civil engineers do to identify infrastructure solutions especially in the context of larger issues.

Mr. Henderson also advised that the HBSCA executive is opposing a City of Toronto proposal to install a contra lane along Waterfront Drive. Mr. Henderson reaffirmed the need for member participation, and anyone interested in attending the next Traffic and Transportation meeting with Councillor Grimes and City officials was encouraged to do so.

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