



**BCCA Meeting Minutes
Monday January 20, 2020**

Agenda:

Quorum was met with representation from 9 out of 14 buildings. The meeting started at 7:05 p.m. with President Marilyn Tait-McClellan as the chair.

- 1a) Approval of Agenda:** The Agenda was accepted by a motion by M. Noonan and seconded by C. Dingemans
- 1b) Approval of BCCA Meeting Minutes – October 15, 2019 + AGM November 21, 2019**
The Minutes of the October 15, 2019 were accepted by a motion by K. Holden and seconded by T. Gardiner. The Minutes of the AGM of November 21, 2019 were accepted by T. Gardiner and Dingemans subject to the correction of the spelling of C. Dingemans name.

2) Reports

- 2a) Neighbourhood Safety** (N. Waite /Cathy Carnevali)
Due to the absence of C. Carnevali this item was deferred until our March meeting.
- 2b) November 2020 BCCA Elections** (M. Tait-McClellan)
- **3 Executive Positions**
 - **Internships/Committees**
- As we have three positions opening up on the Executive Committee, we asked if anyone was interested to approach any of the current executive members to discuss what the positions entail.
- 2c) Environmental Assessment Plan** (M. Tait-McClellan)
In 2015 City Council authorized a Functional Street Design Study for Yonge Street as the aging infrastructure (water/sewer lines) needed to be replaced. This presented an opportunity to revitalize Yonge Street. The first phase of the EA is from Queen to College and second phase from College to Davenport.
There have been four stakeholder meetings to date with a fifth one scheduled for February 2020. Four alternative plans were developed with the most popular being number 4 which consists of two lanes with wider sidewalks and laybys for deliveries and pick up and drop offs. Cycling will be moved to either Bay Street or University Avenue. The completed study should be presented to City Council in June or July 2020.

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2d) Green Loop and Living Urban Blocks (LUB)

The Pedestrian Green Loop and Living Urban Blocks Map (J. Candido)

Jack guided us through the path of the Green Loop and the proposed Block A and Block B Living Urban Blocks (LUBs), the blocks as envisioned by this committee.

Introduction and Overview of Living Urban Blocks (B. Fabian)

- **General Comments and Discussion** (K. Holden)
- **Questions and Answers** (All) A lively discussion regarding what was involved, which could be as simple as a wider sidewalk or greening on the street.

See Attachments:

Attachment 1- A Promising Neighbourhood Future

Attachment 2 - BCCA Presentation to the Members, January 20, 2020

Attachment 3 - The Pedestrian Green Loop and Living Urban Blocks Map

3) Any New Business (All)

BCCA Constitution: N. Waite presented the current Constitution. More work is required at our next meeting in March. Additional minor revisions will be discussed and brought forward as a motion by the Membership to be ratified by the Membership Building Representatives at a later Date.

A motion was accepted @ 9:05 p.m. to end the meeting by M. Noonan and seconded by K. Holden.

Next Meeting:

Date: Monday March 16, 2020

Location: 81 St. Mary St. Alumni Hall Room 400

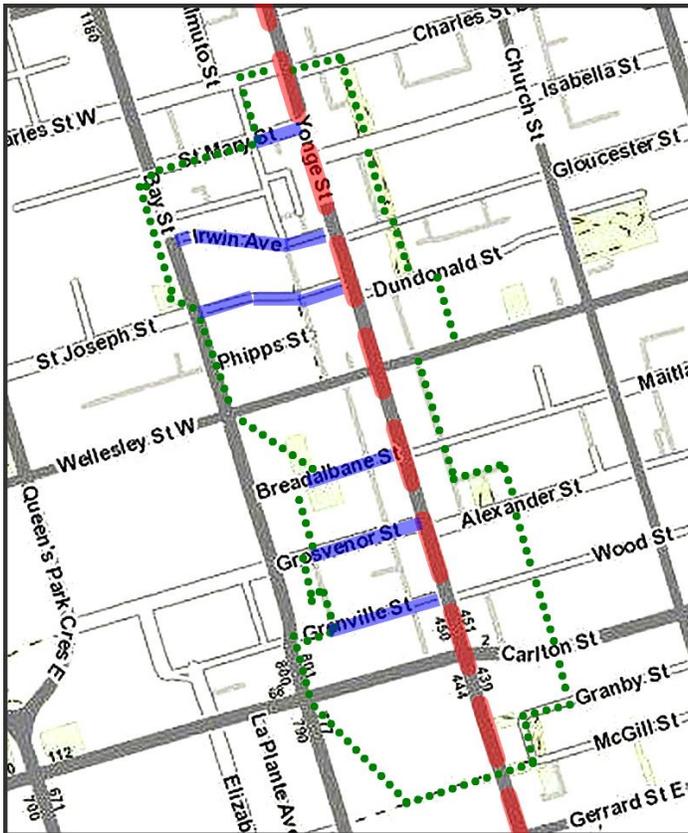
Time: 7:00 pm - 9:00 pm

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Attachment 1

A Promising Neighbourhood Future *Three Different, Related Opportunities*

Toronto has always been people-friendly. Given all of the new people encouraged to live downtown, the city has a responsibility to provide the places that will make downtown a home. The three steps sketched here deserve to be a basic part of planning for the future of downtown.



Yonge Street Revitalization

Yonge Street has been variously described as “Canada’s longest street” and “Toronto’s main street”. It’s the place of musical and commercial legends. It’s also a place of massive new developments, especially in downtown Toronto. And it’s a place with crumbling infrastructure in downtown. A revitalization is in the works. In the next phase of that effort, the stretch of Yonge Street from College / Carlton Streets to north of Bloor Street is to be revitalized. (Shown on the map in [dashed red](#).)

Downtown Pedestrian Green Loop

The narrow linear parks between Charles Street and Dondonald Street inspired the communities on both sides of Yonge (BCCA & CWNA) to advocate for recognition of a new pedestrian loop (shown in [dotted green](#))

All the sections either exist or are under construction or are being actively discussed. Work remains, but there seems no good reason why a Downtown Pedestrian Green Loop cannot become a respected and valued feature of this part of downtown.

Living Urban Blocks

In addition to these initiatives there is an active proposal to make the western side streets off Yonge Street into pedestrian priority public places (shown in [solid blue](#)). The intended result will be an enhanced experience for all those who live, study, work, shop or just relax in the area. The residents living in the area will have the opportunity for places to anchor their neighbourhood. The anonymity of a tall residential tower may appeal to

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some, but Toronto needs to offer all of its residents neighbourhood places they can call their own. (A more detailed explanation of Living Urban Blocks follows on the next page.)

Desired Outcomes

Today, all the active construction sites and steadily increasing density have made this part of downtown less attractive for people living in the area. The steps briefly sketched in this note could go far towards changing how and what people experience in this part of Toronto. We need to take full advantage of possible pedestrian oriented improvements. Let's start by making one (or more) Living Urban Blocks using the side streets found along this stretch of Yonge Street. The BCCA proposes that during the current heavy construction phase, temporary pedestrian friendly changes be made to Breadalbane Street or Grosvenor Street, or both. Based on the experience with those temporary changes, informed decisions can be made about permanent pedestrian priority changes to side streets in the area.

In the "Downtown Parks and Public Realm Plan" section of the TOcore Secondary Plan, the Bay Cloverhill Loop (aka Downtown Pedestrian Green Loop) is identified as Park District 8. Living Urban Blocks will enhance the Pedestrian Loop, as well as building on previous and ongoing greening projects. These steps will change how residents and visitors connect to our neighbourhood.

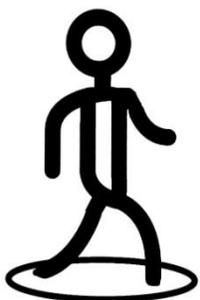
Bay Cloverhill Community Association

December 2019

Living Urban Blocks

Toronto and many other cities have started to experiment with pedestrian priority streets and lanes. Many of these are designed to enhance the retail experience or to enrich the local nature of an existing low-rise neighbourhood. The need in Toronto Core is different. Downtown Toronto needs to make new recognizable places for people living in all of the new high-rise buildings, where positive connections could be established between people and the places that they can use in the definition of themselves.

Multiple names have been given to the idea: pedestrian priority, shared space, naked streets or simply the Dutch *woonerf*. Vehicles are typically allowed, as are bicycles, but all traffic is encouraged to move at walking speed. Everything along the street can be accessed by vehicles, but the street ceases to be a short-cut that motorists use to reduce their travel time across the downtown core. This new role for the public realm can be suggested by design clues or enforced by traffic rules, or both.



The side streets (and lanes) on the west side of Yonge Street between Charles Street and College Streets would be a natural place to apply this thinking. The area has a rapidly expanding residential population. Through a historical accident, none of these side streets connect directly across Yonge Street. Today, the streets are frequently used as short-cuts across downtown. Local residents should be given priority. These side streets warrant elevation to defining downtown residential neighbourhood places. Given all of the new residential buildings that Toronto has approved and the very limited new green space, the city



owes it to its old and new downtown residents to consider giving priority to pedestrians on as many downtown side streets as possible.

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Greening Other Streets

There are an endless number of ways our neighbourhood could be improved. Past efforts have added an important “green” element along portions of Bay Street. In addition, numerous laneway gardens and smaller greening projects have been undertaken. The work on Bay Street must continue and extend to the other streets and lanes in our area. Specifically, College Street, Wellesley Street West and Charles Street West would all gain from a similar greening effort. And it’s not just the block immediately west of Yonge Street that’s important. New opportunities for greening and pedestrian priority should be carefully evaluated for all the streets and lanes in BCCA’s catchment area. The goal is for the entire BCCA area to be a place where people want to live, study, shop, dine, play or just hang out. It’s the job of all residents to work to make it so.



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Attachment 2

BCCA Presentation to the Members, January 20, 2020 Living Urban Blocks (LUBs)

1. Jack Candido Map of the Green Loop and the 2 communities (BCCA, CWNA)
2. Bob Fabian: A Discussion of what a LUB can offer our community
3. Kathryn Holden: The following 3 pages. Some of these topics were addressed very briefly.
Page 1: Meetings to date
Page 2: Next Steps and some notes
Page 3: Issues and Possibilities as we move forward.

NOTES OF PRESENTATION TO BCCA ON JANUARY 20, 2020 by kah

Meetings To Date

- TOcore in September 2019
- Discussion with BCCA Executive to Test and seek their FULL SUPPORT
- Small Committee struck : has met 3 times Oct, Nov, Dec
- November 6, Councillors Layton and Wong-Tam: Both very positive
this is supported by Vision 0 and TO Core for safer/open streets, residential shared streets
- November 14, 2019: Committee work to flesh out the concept, the problems and maybe some solutions.
Stakeholder meetings
1. November 27, 2019: 3 City Staff Departments:
Tocore, Kristina Reinders
Parks, Corrine Fox
Transportation, Robert Mays
Very positive

BCCA is already in TOcore as Park District 8.

This is different from the green loop but a good fit. It is continuing the same sort of park/green space generation where almost no green space exists.

The 3 City Staff above believe that the BCCA will get little opposition from the city for this concept.

We will need to request that it become a pilot project.

- December 7, 2019: Committee Regrouping to Test our Commitment and then on to Next Steps

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Stakeholder Meetings

So far:

- Church Wellesley Neighbourhood Association (CWNA): Like the concept. Find it very ambitious. Cannot participate at this time. Would like to be kept updated.(CWNA President, Connie Langille-early December, 2019)
- Downtown Yonge Business Improvement Area (DYBIA): January 8, 2020, Meeting with DYBIA Chair, Mark Garner. Full and enthusiastic support given.
- BCCA Member Building Reps and other interested members: January 20, 2020, General BCCA Meeting. Presentation to group by Jack Candido (map), Bob Fabian (2 page explanation), and Kathryn Holden (committee work to date and for the near future.

Members had numerous questions. General appreciation of how important it is to make our downtown tower communities into NEIGHBOURHOODS.

Next Steps

- Seeking appointment with Gregg Lintern, Chief Planner for the City of Toronto
- Second approach to the 2 councillors February 6 2020
- Downtown Planning Department, David Sit/Katherine Bailey, February 12 2020
Developers will be contacted as opportunities arise. There are several re-development proposals that could work with us to make these ideas become reality.

The BCCA believes that we cannot wait for the Yonge Street Re-visioning to come up to our area if we wish to capitalize on the numerous developments that are currently proposed within our community. It is probable that it will be 6 to 10 years before the Yonge Street re-visioning project reaches the BCCA section of Yonge Street.

IMPORTANT CONCEPT TO DEVELOP

Define a Downtown Neighbourhood:

The starting point is to define what we see as a downtown neighbourhood. A community of tall buildings in a mixed use area is a very different neighbourhood from the traditional definition of a suburban or single family dwelling neighbourhood in the City of Toronto. Its needs and volumes of participants are much greater in numbers when compared to a neighbourhood of houses or low-rise buildings. Tall building mixed use communities do not have any of the by-law protections that are given to the single family residence neighbourhoods. In general, high rise neighbourhoods have become an engineering project with little attention being given to the well-being and neighbourhood needs of the large volumes of people. It will be important to define and address this inequity.

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Possible/Likely Impacts of Creation of “Living Urban Blocks”

1. We expect the reduction of vehicular traffic in these areas.
2. All public transit routes in the BCCA area would remain as they are in both function and location.
3. Cars entering the BCCA green block areas would be required to have some sort of mission within our boundaries such as visiting, shopping,. Deliveries, returning to a home, etc.
4. Pedestrians, Cyclists, and vehicles would have equality and equal access within the public domain within the Green Living Block.
5. Through traffic would be discouraged/not be allowed.

Moving Forward Issues

- The downtown has sufficient Section 37 monies to do this sort of project but the shortfall is in staffing. City Staff is not in a position to take on this sort of new projects especially something outside of the City of Toronto 5 year road construction plan.
- The city is already involved in an extreme amount of construction in our downtown area and is not likely to be interested in or approving additional major street construction.
- We are advised that we do our best to use the development process to make our ideas a deliverable part of each of the actual development proposals that are active in our community. Thus, it is necessary that we stay on top of the developments within our community.
- Use more temporary and interim treatments such as planters, bulb-outs, chicanes. In short, use greening quick fixes.
- Our first asks could be low cost and not permanent.

Stakeholders Contacts

- Downtown Toronto YMCA
- Police
- Fire
- Health
- Second approach to City of Toronto Transportation Department
- City of Toronto Parks Department

Questions to these groups might be:

1. What would you like to see in this WOONERF-like block?

What do you see as a problem

Tuesday, January 21, 2020:kah

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