

Special Ward Forum

Transportation and Planning for the Central Waterfront

February 24, 2025



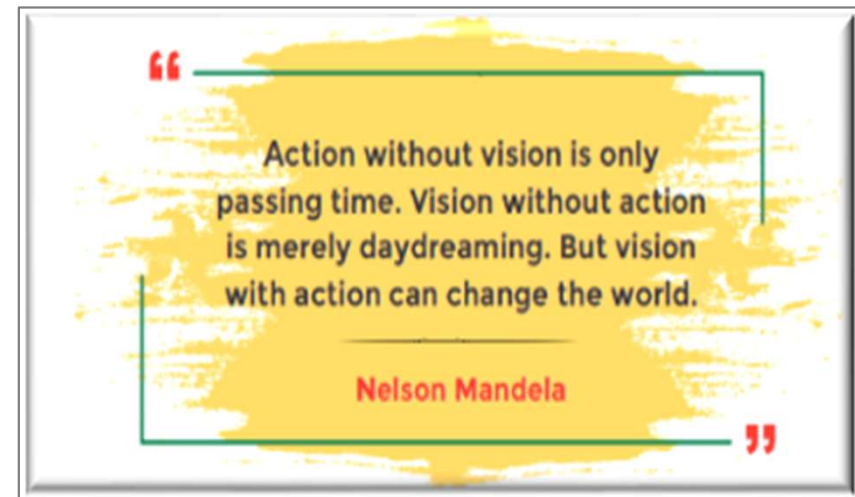
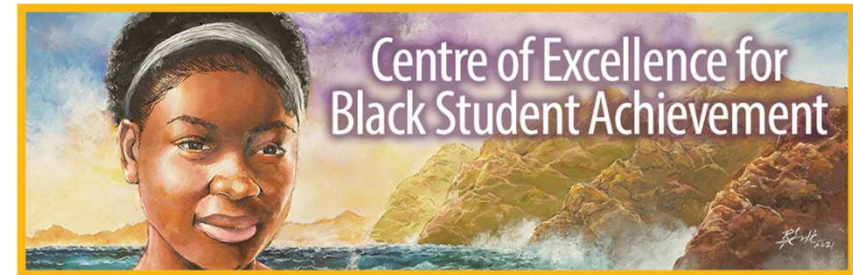
Land Acknowledgement

We acknowledge we are hosted on the lands of the Mississaugas of the Anishinaabe, the Haudenosaunee Confederacy and the Wendat. We also recognize the enduring presence of all First Nations, Métis and Inuit peoples.

African Ancestor Acknowledgement

This African Ancestral recognition is made in the spirit of Umoja: We are evoking the spirit of the African ancestors and all ancestors, to guide us and protect us in this work of learning, leading, and healing. We will continue to survive and thrive long after the history of the Trans-Atlantic Slave trade. We also believe that advancing Indigenous sovereignty is deeply and inextricably linked to Black liberation and we remain committed to advancing both. We want to recognize the longstanding generations of Black people in Canada and celebrate the legacy of their contributions towards building this country by honoring the shoulders upon those we stand. Ase (Ah-Shay)

- **Written by Jamea Zuberi**



Opening Remarks

Welcome and Introductions

Alexis Dawson	Trustee, Ward 9
Deborah Williams	Trustee, Ward 10
Sara Ehrhardt	Trustee, Ward 15
Anastasia Poulis	Superintendent, FOS15
Emma Nichols	Principal, Dundas Jr. PS
Ross Edgar	Principal, Queen Alexandra MS
Maia Puccetti	Executive Officer, Facilities and Planning
Daniel Castaldo	System Planning Officer (Interim), Strategy & Planning
Garry Green	Senior Manager, Student Transportation Services
Ellie Cameron	Manager, Student Transportation Services

Virtual Meeting Norms

- All participants of virtual public consultations are expected to maintain meeting decorum and abide by the requirements of the Board Code of Conduct (PR585) and the Code of Online Conduct (PR571). Discrimination and harassment will not be tolerated.
- Please be **concise, respectful, and courteous** with your comments and questions.
- To ensure that everyone has the opportunity to speak, please **make 1 comment or ask 1 question**. If you have more comments or questions, please raise your hand again or type your question in the Q&A box.
- If you choose to speak, **please minimize background audio**.

How to Participate



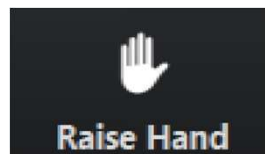
For computer and smart device users

To text:

Click **Chat**; then type your question in the window.

To speak:

Click **Raise Hand** and the Moderator will be notified that you would like to speak.



For telephone users

To speak:

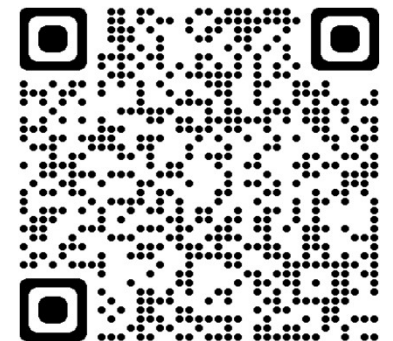
Press *9 to request to raise your hand

When the Moderator announces your turn,

Press *6 to unmute yourself

Detailed Zoom Instructions

[Raising your hand in a webinar – Zoom Help Center](#)



Agenda

1	Student Transportation in the TDSB	Garry Green, Senior Manager Ellie Cameron, Manager
2.	Overview of Accommodation Issues in the Downtown	Daniel Castaldo, System Planning Officer (Interim)
3.	Long-Term Plan for New School Construction in the Downtown	Daniel Castaldo, System Planning Officer (Interim)
4.	Feedback: Comments, Questions, and Answers	All
5.	Closing Remarks	Alexis Dawson, Trustee, Ward 9 Deborah Williams, Trustee, Ward 10 Sara Ehrhardt, Trustee, Ward 15
6.	Adjournment	Daniel Castaldo, System Planning Officer (Interim)

This presentation is available on the TDSB public website at www.tdsb.on.ca – click on **Accommodation Reviews** on the bottom of the page – scroll down to **Other Reviews** – select **Central Waterfront**.

Transportation in the TDSB

Two key issues/concerns have been raised to the TDSB Transportation department w/r/t the Cooper Street and Queens Quay East stop where students have been relocated to Dundas:

- 1. Concerns about the “staggered start” to the school year for the first week of school, and;**
- 2. Concerns about the bus stop location at Cooper Street.**

1. Staggered Start Background: TDSB currently transports only students with special needs and others with special circumstances during the first week of school. This has been done to ensure that students with special needs and others with special circumstances receive reliable transportation to start school, to provide an opportunity to assess the readiness of the system with respect to driver shortages and to adjust in order to ensure that the following week sees as few disruptions as possible. TDSB does have some room to make exceptions especially where students are being relocated such as is the case here.

Decision: Transportation staff has reviewed the information presented by the community and has decided to include the students redirected to Dundas to receive busing commencing on the first day of school.

General Stop Procedures and Principles

Students riding big buses or students in regular programs:

Prior to sharing information on the bus stop location, we wish to share some background on how stops are created and procedures and principles for bus riding:

- Students riding big buses or students in regular programs that may ride smaller buses shall have a common neighbourhood stop.
- Students are expected to get to the stop and wait at the designated location for their bus.
- The Toronto Student Transportation Group (TSTG) will endeavour to provide the most accessible and safe stop location bearing in mind the following:
 - ❖ The bus stop will be located no further away than the shortest applicable walk to school distance set by governing policy (i.e. JK-Gr. 5 = 1.6 km, Gr 6-8 = 3.2 km, Secondary= 4.8 km. The policy can be found here: <https://ppf.tdsb.on.ca/uploads/files/live/93/185.pdf>).
 - ❖ The bus stop should be located at the curb of a municipally controlled thoroughfare.
 - ❖ Stops on roads that require a bus to make three-point turns will be avoided.
 - ❖ Stops on a route will not be closer than 200 metres apart unless student volume or hazards necessitate stops within these distances.

General Stop Procedures and Principles

Students riding big buses or students in regular programs:

- ❖ No home stop will be assigned unless the neighbourhood stop is coincidentally the same as that of a bus rider.
- ❖ Stops will generally be at intersections, mid-block, or municipally maintained walkways or parks.
- ❖ Preference will be given to locations that have sidewalks.
- ❖ Stops will have sightlines to allow approaching traffic to see the bus and students in time to stop for the flashing lights.
- ❖ Efforts will be made to avoid stop locations on high traffic arterial roads.
- ❖ If a stop must be placed on a high traffic road it will be designated right side pickup and drop off only.
- ❖ If a bus stop is considered unsafe on a high-volume arterial road, TSTG will approach the private property owner and request access to their property.
- ❖ There must be safe access and egress for the vehicle servicing the stop.

2. Concerns about the bus stop location on Cooper Street:

Parent/Guardian/Caregiver Concerns:

- ❖ Cooper Street and Queens Quay East bus stop is blocking the crosswalk.
- ❖ Previous bus driver was stopping at the “Farm Boy”/entrance to parking & parents/guardians/caregivers requested it be returned there.
- ❖ Students are required to walk between parked cars.

Background:

- ❖ The Cooper Street and Queens Quay East stop was created in the '23-'24 school year for new students in the area that will be attending Dundas PS.
- ❖ The stop location being on Cooper St. N/E corner at Queens Quay E, (a north/south side street running between Queens Quay E & Lake Shore E) which is less busy than Queens Quay E.
- ❖ This meets the TSTG stop process as noted on the previous slide.
- ❖ Due to Toronto's congestion and posted “No Stopping and/or Parking” signs in much of the area, TSTG mitigated a greater risk than using a main thoroughfare.
- ❖ This stop has required students at time to access the bus via walking between parked vehicles.
- ❖ Since the vehicles are parked and cannot move due to the bus blocking their way, this option was deemed to be safer.
- ❖ This location is also safer than having the bus block the entrance of an active underground parking structure servicing the building.

Decision:

Process:

- ❖ TDSB staff has visited the Cooper Street site multiple times to observe the pick-up and drop-off procedures.
- ❖ Staff has reviewed the information on the pick up/drop off with Principal Nichols, Superintendent Poulis and City staff.

Decision:

- ❖ **After careful review and feedback from many parties, TSTG has agreed to relocate the Cooper St. stop to the S/W corner of John M. Tinsley Street.**
- ❖ The City has confirmed that they will amend the signage on John M. Tinsley St. to allow for the school bus to stop without infractions for student pick-up & drop-off, as it is currently marked as “no stopping” and “no parking”.
- ❖ We will work with the City to ensure that the road is cleared of snow and snowbanks to allow easy access to the bus.

Thanks:

On behalf of TDSB, thank you to parents/guardians/caregivers, as well as City staff (the Deputy Mayor's office), the principal and superintendent and TDSB staff who have visited the site and all others who have assisted in raising awareness and working toward solutions.

Other Issues/Contacts

TDSB Student Transportation Contacts:

If anyone has questions specific to their child/guardian's transportation needs, including driver feedback, unique concerns, policy questions, issues with bus routes or timing, please, contact your school and/or the Transportation Area Supervisor for your school:

Area Supervisor Contact for Dundas PS:

Area Supervisor (A2):	Jordan Atanasovski
Email:	Jordan.Atanasovski@tdsb.on.ca
Office:	416-394-7381
Main Line:	416-394-4BUS (4287)

Overview of Accommodation Challenges in the Downtown

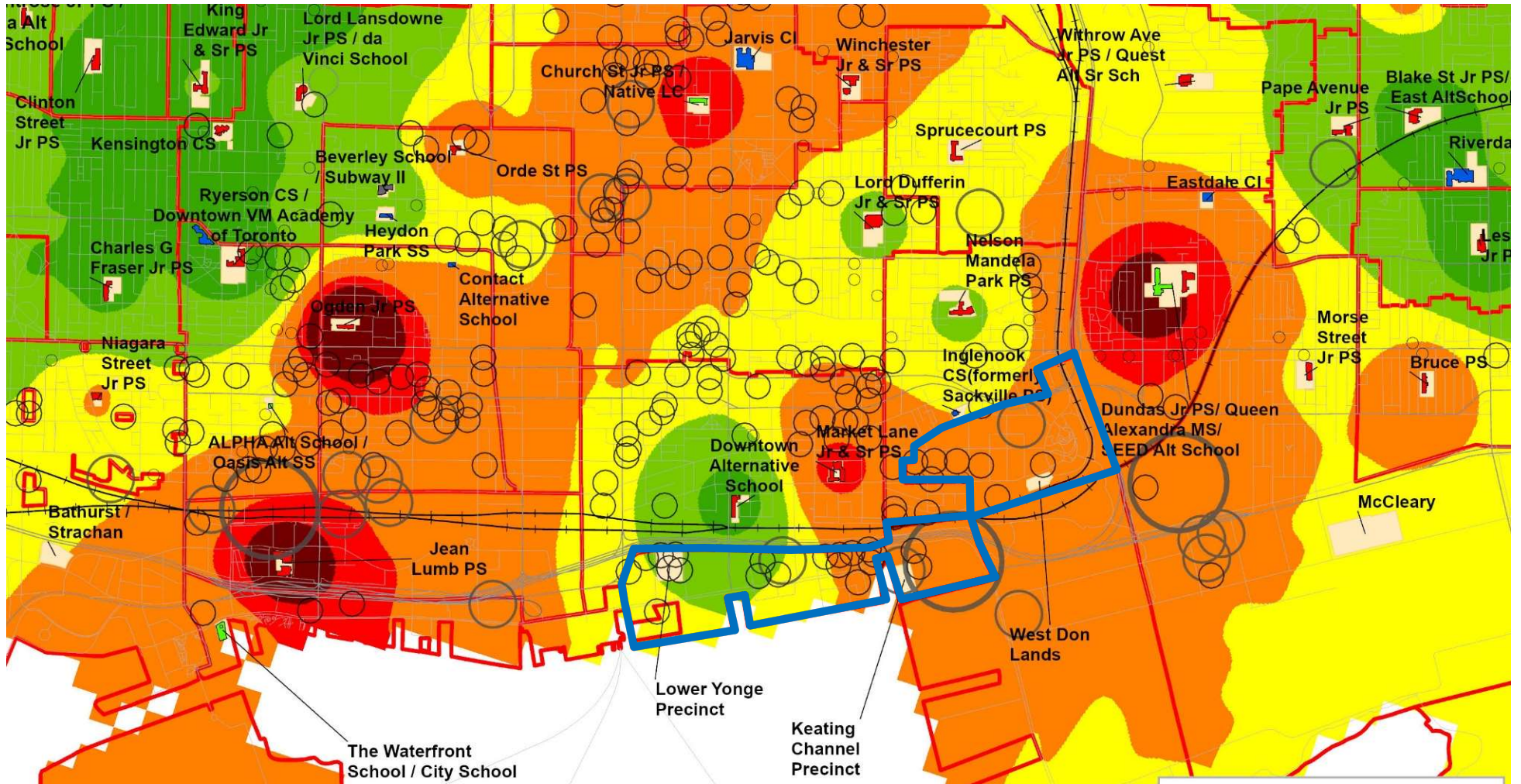
Accommodation Challenges in the Downtown

- Majority of residential growth in Toronto is focussed in higher-density urban environments like the downtown.
- Schools in high-growth areas cannot accommodate the projected levels of growth.
- Existing school sites are small, constrained and don't provide the flexibility necessary.
- The Board is required to implement changes to boundaries, grades and programs to balance enrolment at local schools.
- Some emerging neighbourhoods are not served by elementary schools.
- Expanding existing schools and/or building new school is a lengthy process, often outside of the Board's control.

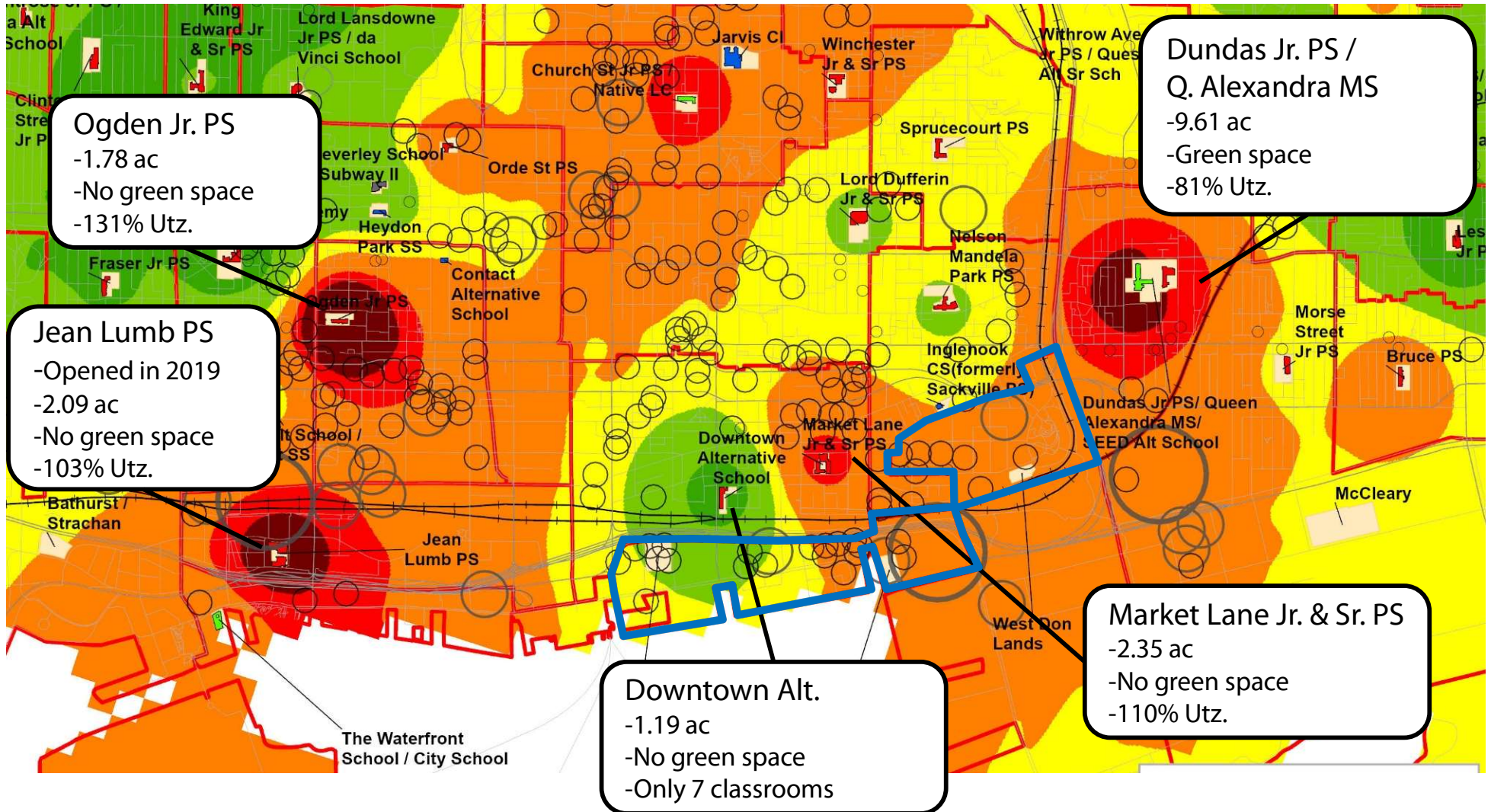
Accommodation Challenges in the Downtown

- The precincts along the Central Waterfront; Lower Yonge, East Bayfront, Keating Channel and the West Donlands will see nearly 25,000 new residential units constructed.
- Nearby schools cannot accommodate the projected number of students.
 - Small sites
 - No greenspace or flexibility
 - Enrolment growth
 - Other accommodation issues to resolve
- In June 2015, all new residential development along the Central Waterfront was assigned to Dundas Jr. PS and Queen Alexandra MS.
- The combined site totals 9.6 acres and can accommodate portables should they be required.

Accommodation Challenges in the Downtown

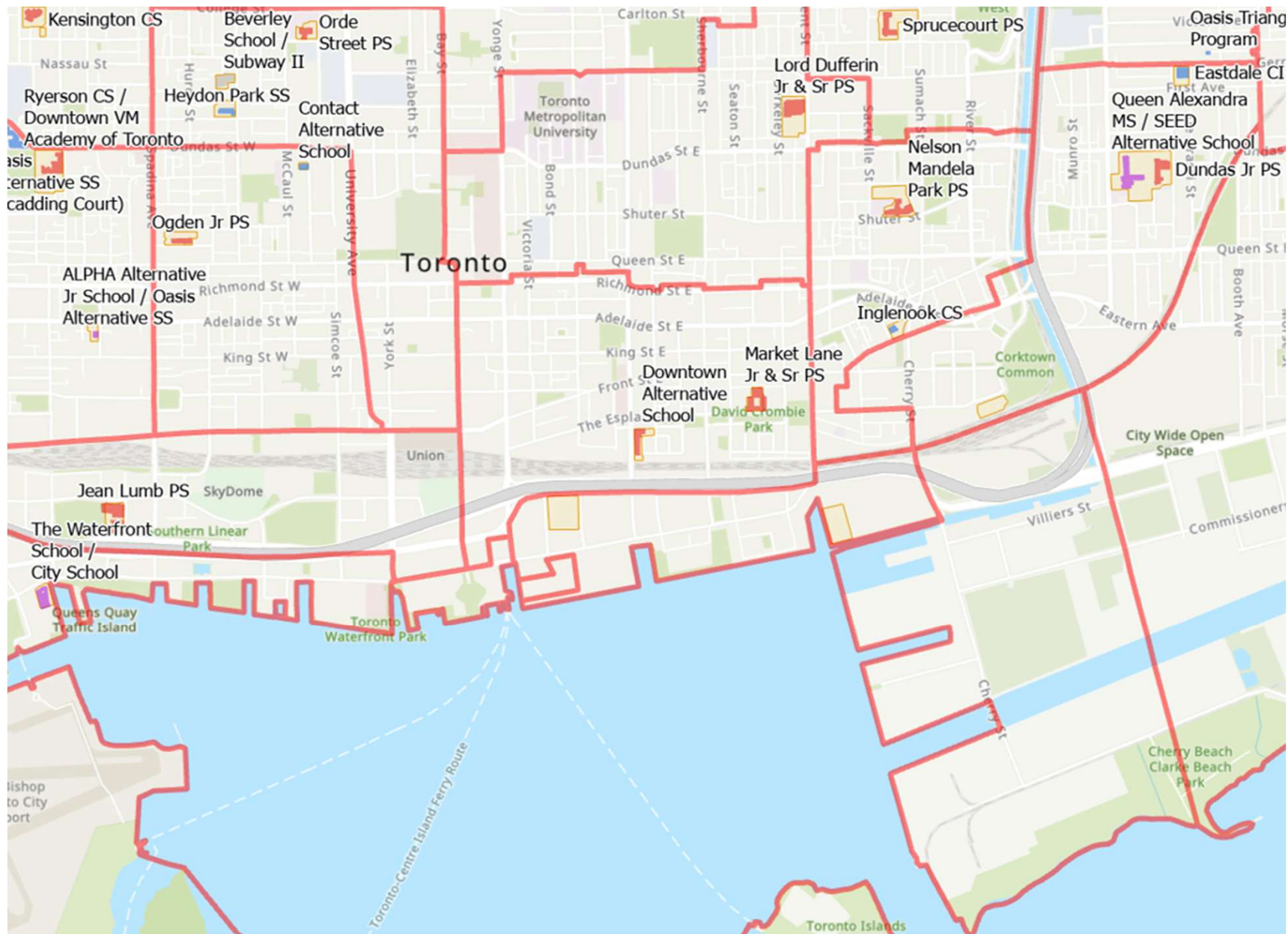


Accommodation Challenges in the Downtown

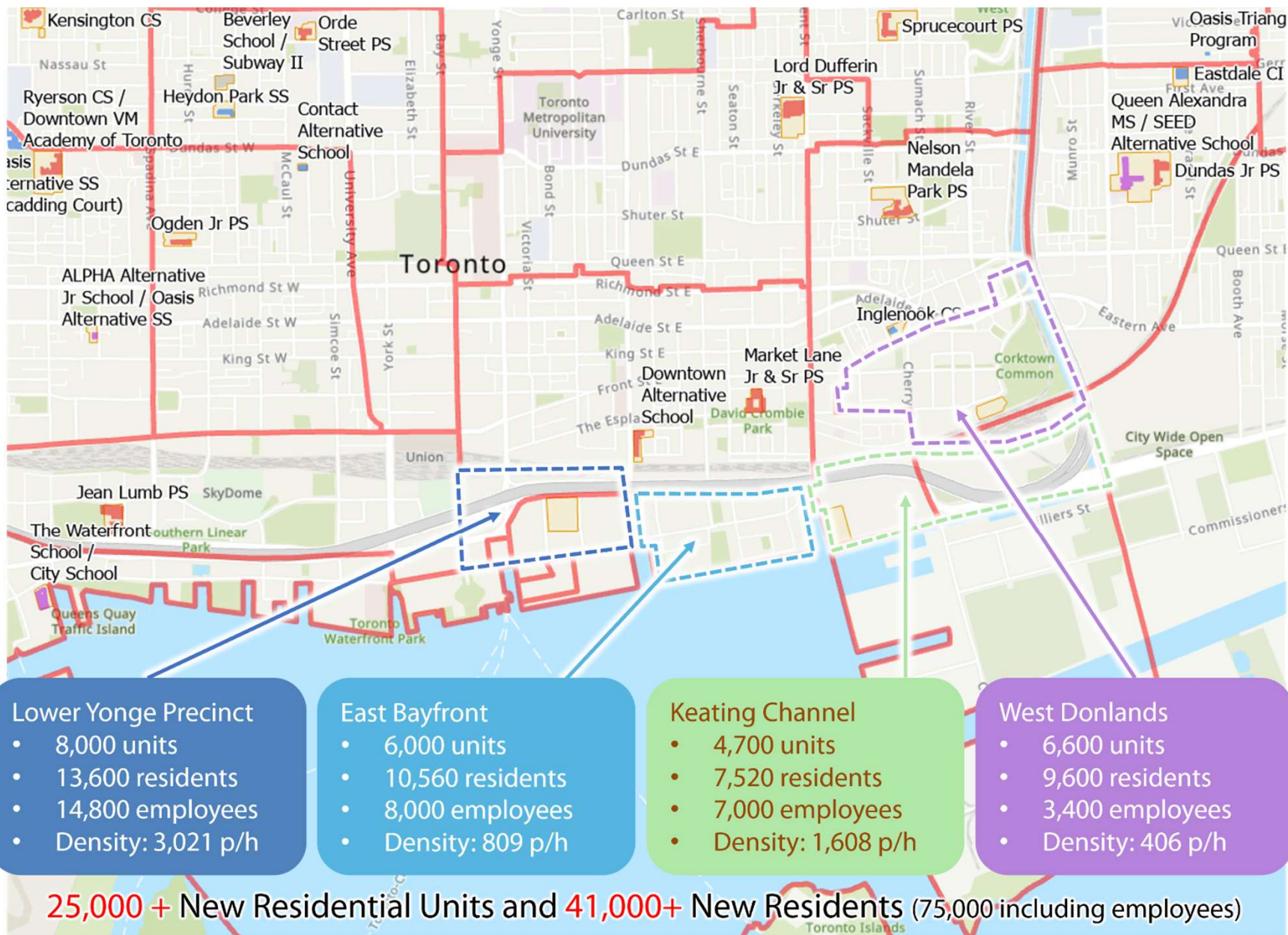


Planning for New Schools in the Downtown

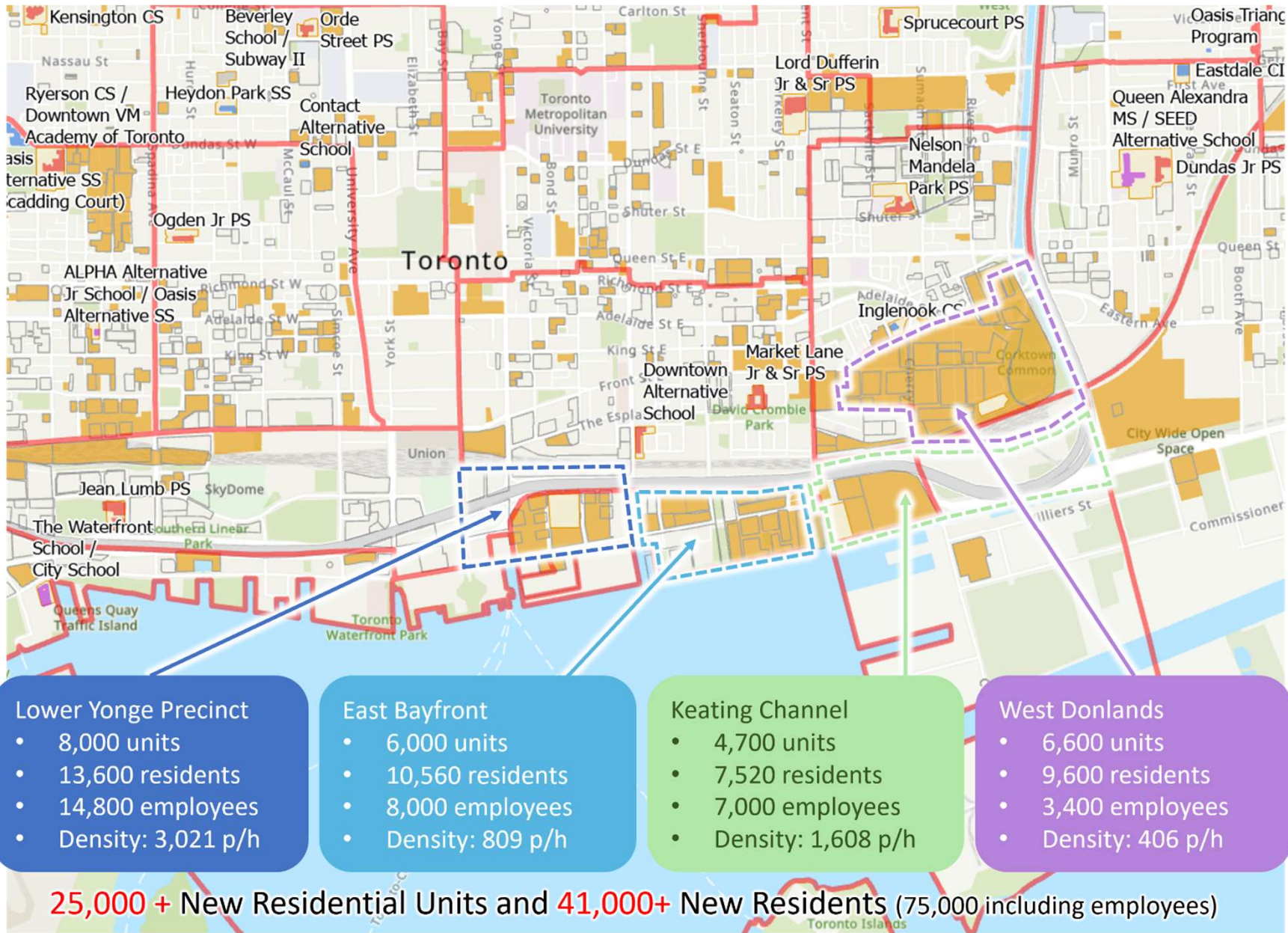
Community Meeting – Transportation and Planning for the Central Waterfront



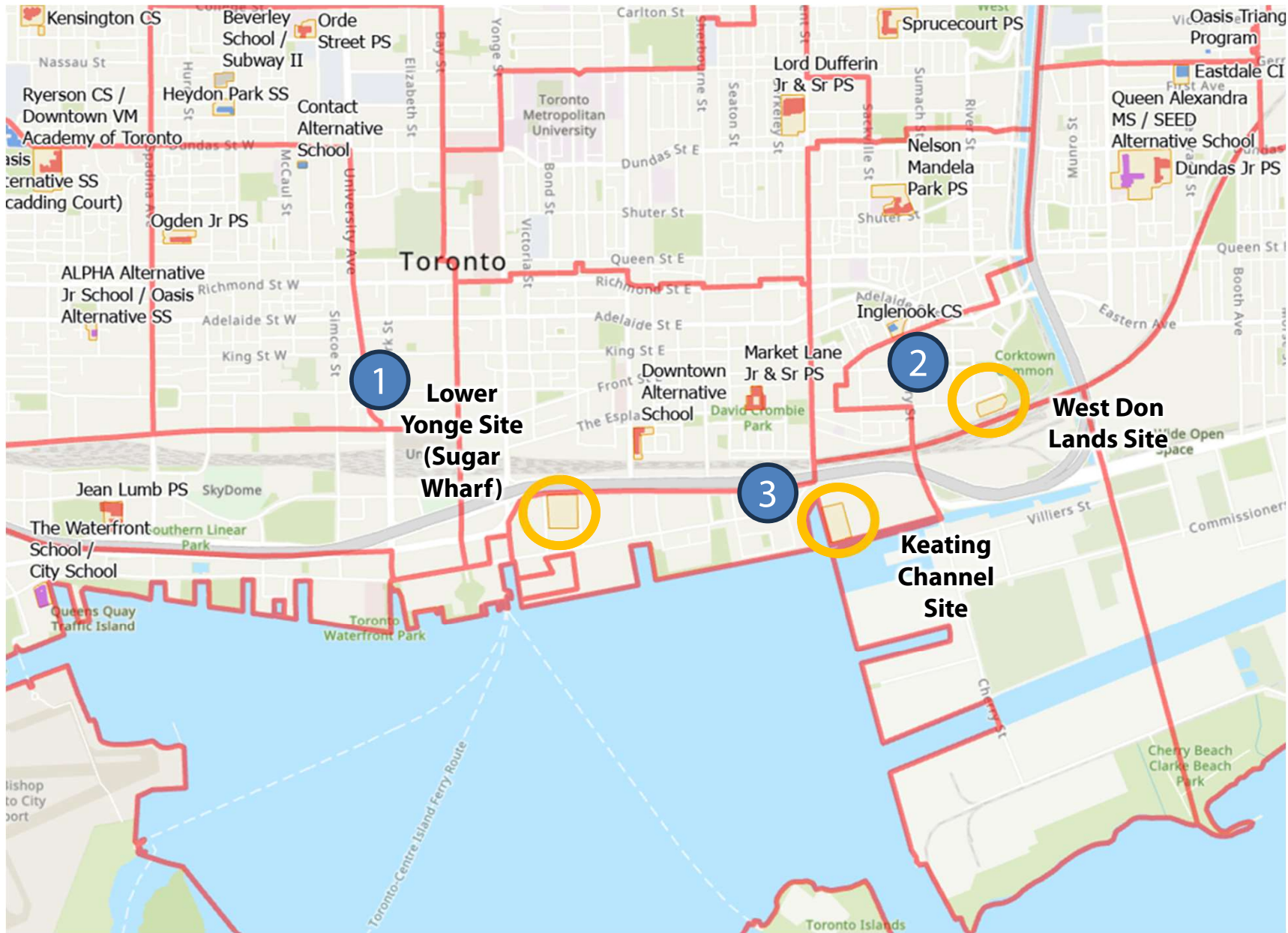
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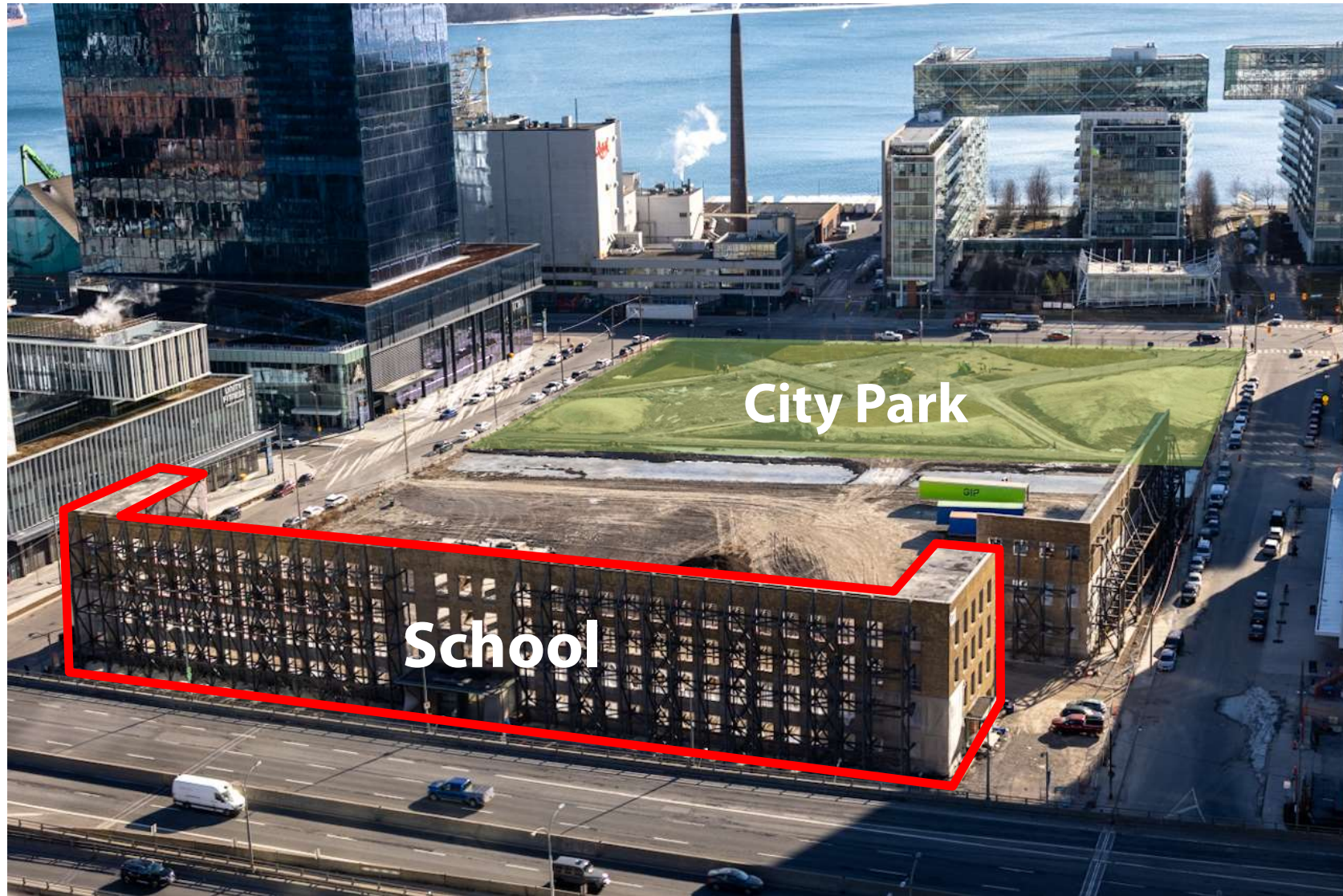
1 Lower Yonge Precinct (Sugar Wharf)

- Process to identify and secure an opportunity for a new elementary school began in 2015.
- Funding allocated in 2021 - \$44M to support a 450-pupil place JK to Grade 8 elementary school.
- Design of the school is currently underway; model has shifted from a school in the podium to a school in the heritage building.
- School is anticipated to open for the 2029-30 school year
- A study to determine an attendance boundary for the new school will be undertaken during the 2026-27 school year.

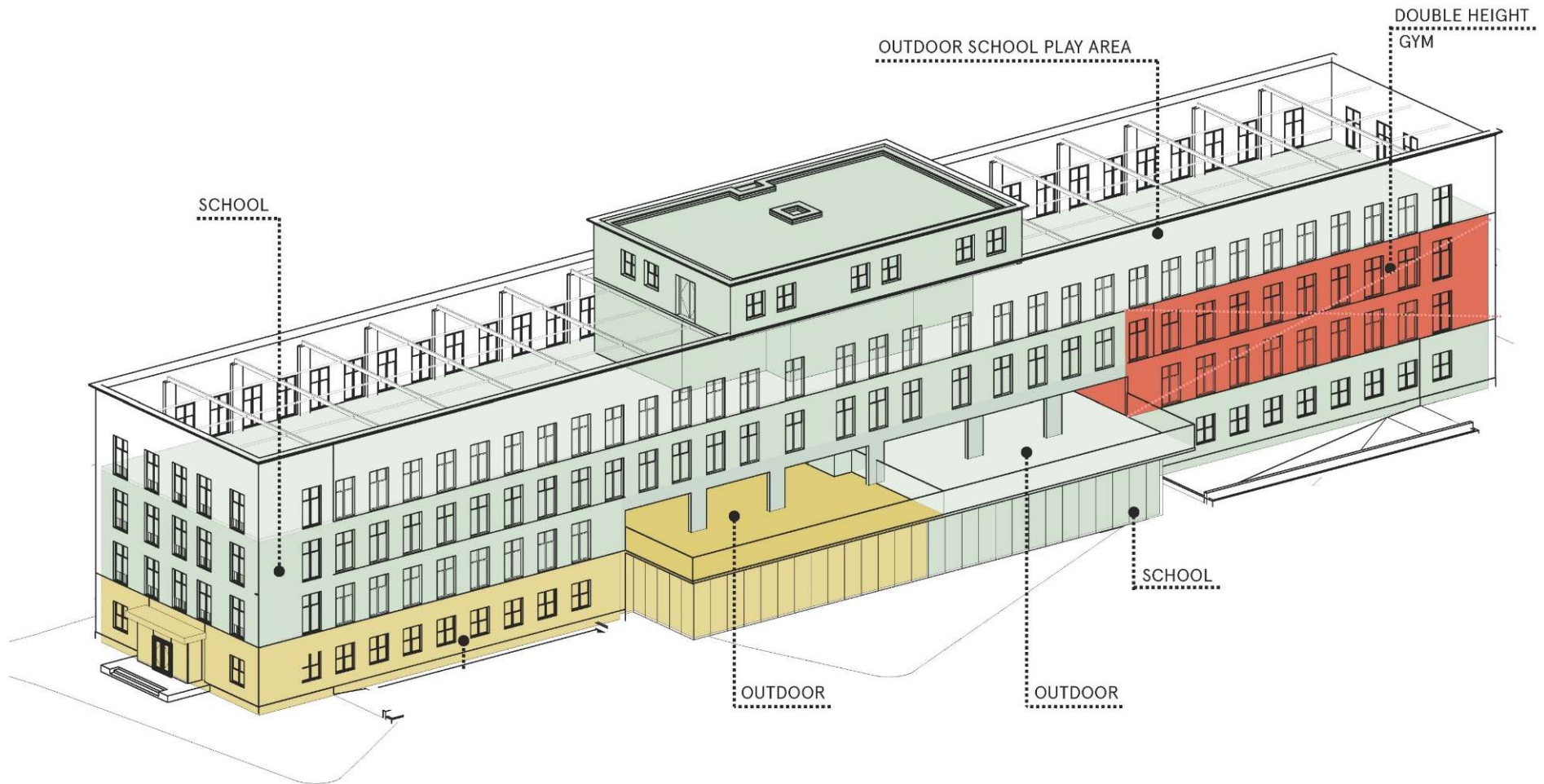


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Lower Yonge Precinct (Sugar Wharf)



1 Lower Yonge Precinct (Sugar Wharf)



2

West Donlands (Block 9)

- Site was identified in the early 2000's as part of the precinct plan for the area.
- The Board acquired the site in 2017 through a land exchange with the provincial government.
- A business case for a new 450-pupil place JK-8 elementary school was submitted for funding consideration in 2021 but was not approved.
- In May 2022, the site was expropriated by Metrolinx to support the construction of the Ontario Line.
- The site is expected to be returned to the Board in September 2028



2

West Donlands (Block 9)

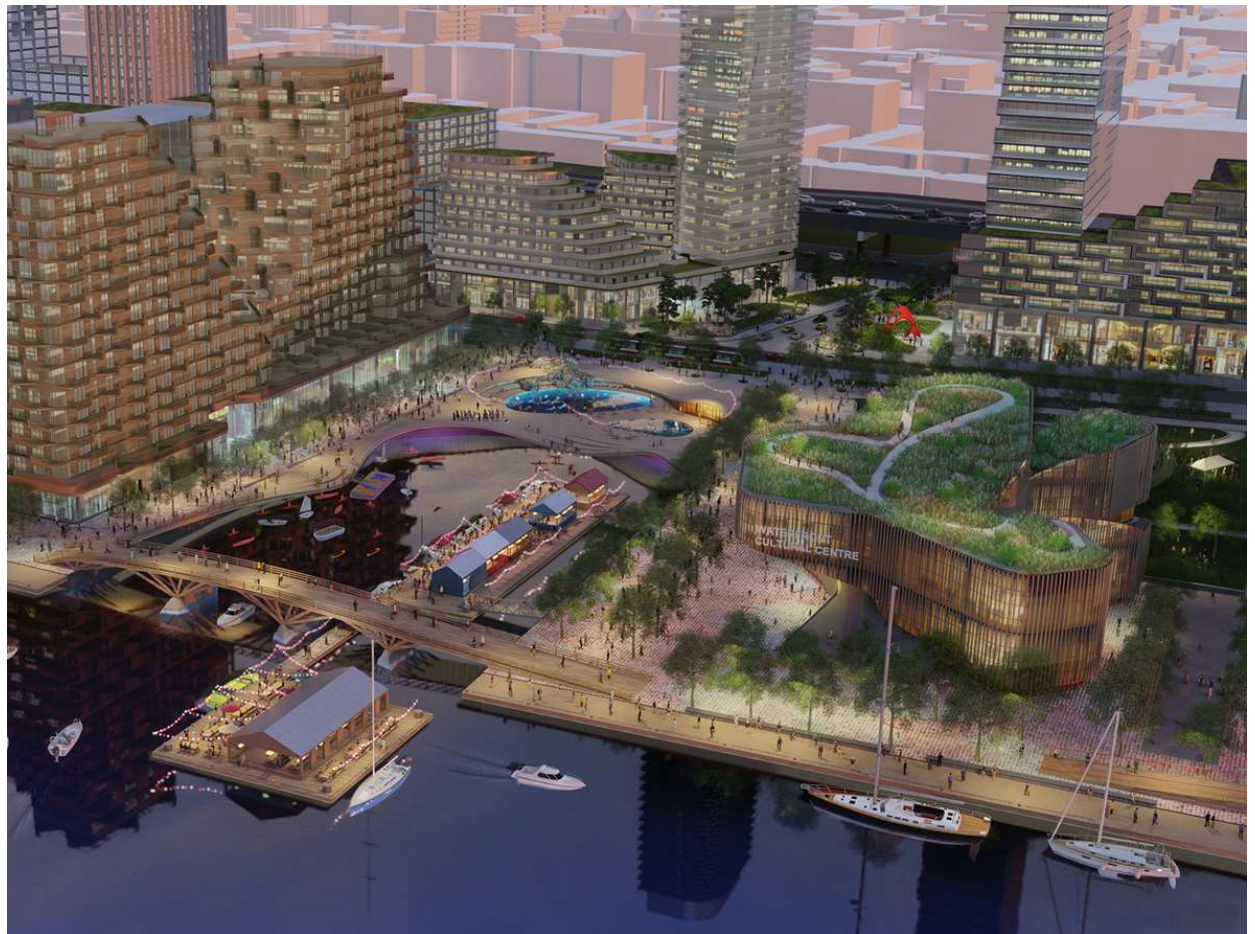
- Site is approximately 2 acres in size.
- Will require shared use of Corktown Common.
- Expanded service on the adjacent rail line requires a 30m setback.
- The Board may explore a partnership to redevelop the site.
- Business case likely to be submitted at the next opportunity.



3

Keating Precinct

- Need for a site was identified through the precinct planning process that began in 2010.
- Discussions with Waterfront Toronto and CreateTO are ongoing.
- A third JK-8 elementary school to serve the accommodation needs of the Central Waterfront.
- Envisioned as a mixed-use development with other community services.



Questions ?
Comments ?

Thank!
You!



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