



**MINUTES OF MEETING #50
TUESDAY, January 14, 2014
Radisson Admiral Hotel, 249 Queens Quay West
Chaired by Bob Rasmussen**

Residents attending:

33 Harbour Square – Fred Taylor, Sangita Lall, Marlies Burkhard, Helen Mazur, Helen Skwarok
55 Harbour Square – Ulla Colgrass
65 Harbour Square – Celia & Bob Rasmussen, Lauren Stephenson, Sulani Yashpal, Shylee Someshwar
77 Harbour Square – Laura Cooper, Nan Cooper, Brooks Barnett
99 Harbour Square – Ginette Fournier, Sohini Rana, Ellen Nichols, Odd Knudsen
208 Queens Quay West – Estelle Weynman
228 Queens Quay West – Carolyn Johnson, A. Hupra
250 Queens Quay West – Claire Sparks
251 Queens Quay West – Allan Rivers
260 Queens Quay West – Marcia Boyd, Carol McCanse, Kamala-Jean Gopie
270 Queens Quay West – Neal Colgrass
390 Queens Quay West – Jill Hicks (Yankee Lady, Toronto Passenger Vessels Assoc.)
8 York Street – Cyndy De Los Santos
34 Little Norway Crescent – Hal Beck

Guests

Jennifer Keesmaat, chief planner of Toronto
Lynda MacDonald, city planner
Chris Dunn, project manager, Waterfront Secretariat
David Stonehouse, director of Waterfront Secretariat
Sam Gileno, Waterfront Toronto
Heather Waddell, director of planning, Harbourfront Center
Jen Chan (rep. Councillor Vaughan)
Tom Davidson (rep. Councillor McConnell)
Emily Crema, operations coordinator, Waterfront BIA
Jasper Moester, communications manager, Waterfront BIA
Shirley Bush (1299 Bayview Ave., CAIR activist)
Connie Gallaway

1. Adoption of Minutes from November 12, 2013 meeting

On a motion from Allan Rivers, seconded by Claire Sparks, the minutes were adopted.

2. Adoption of the agenda

On a motion from Ulla Colgrass, seconded by Allan Rivers, the agenda was adopted.

**3. Special Guest Speaker: Jennifer Keesmaat, City's chief planner
A fresh approach to city building.**

Jennifer brought along city planner Lynda Macdonald, the new director of the Waterfront Secretariat David Stonehouse and Chris Dunn from his staff.

She presented "A Day in the Life" of a city planner. Her role is directed by city planning priorities. She works with a team of 250 city planning staff, advises City Council on city planning, and large transit planning projects. She introduced us to the Official Plan - an important regulatory document that clarifies how we will change and grow in the city – its principles, and its vision.

She first explained how the city has lots of room to grow and still provide a liveable environment that balances the needs for living and working in the same neighbourhood. She is a proponent of changing our main streets with moderately tall buildings of five to eight storeys. It would offer as much density as clusters of very tall condo towers, but would create a friendlier environment on a human scale. She showed many examples of cityscapes on a screen and was open to questions.

The Official Plan vision is to provide:

- A comprehensive and high quality affordable transit system that lets people move around the city quickly and conveniently.
- A strong and competitive economy with a vital downtown that creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all.
- Clean air, land and water.
- Green spaces of all sizes and public squares that bring people together.
- A wealth of recreational opportunities that promote health and wellness.
- A spectacular waterfront that is diverse and beautiful.
- Cultural facilities that celebrate the best of city living.
- Beautiful architecture and excellent urban design that astonish and inspire.

On the question of transit planning, she encouraged us to check the website Feelingcongested.ca

Among new policies she is working on is a Development Permit System. It would enable city planners to demand that developers build certain much-needed components into their new buildings. It could be a medical lab, day care, library, theatre or public access. If the developers refuse, they can be denied a building permit. This Permit System is much overdue and would vastly empower the Planning Department.

She proposes a new procedure for the allocation of funds provided under Section 37. The proposed procedure would move decisions from the councillors into a committee process that would include the participation of communities affected by overbuilding. This is a welcome change after years of seeing these funds being used to pay for projects that should rightfully be included in the city's budget.

She concluded her presentation with a Q & A session. Many of the questions were about the effects an expanded island airport would have on the Waterfront. The general impression was that the Waterfront Secretariat staff needs a lot more information than the scanty reports that the Port Authority paid consultants to produce in a very brief time.

Q. from Neal: About 27,000 people are coming into our area (no new road or transportation), where do we stop for overcrowding?

A. We've reached the tipping point of overcapacity for sewers. Regarding the transit and the transportation, we work closely with our colleagues (transportation planning and transportation services). We need a new framework for better transit infrastructure.

Q. from Ulla: How about hospitals, schools, playgrounds, green spaces? We need those as well.

A. The system used to be driven by application. It is a very fragmented way to plan. We now do the opposite: we look at the boundary and do infrastructure study, and we create strategy, and we entrench this in the development policy. With regards to regulatory changes, there is no appeal for a 5 year period.

Q. from Allan: 10 York Street, it is frustrating. At a community meeting, the vast majority was against it. We lobbied for transportation. We don't seem to get anywhere in this flawed process and it destroys our community.

A. Over 50% of city planning is in reaction to developers applications. We should think about the outcome we want, and work toward that outcome.

Q. regarding island airport: How do you see your role, and that process?

A. City planning is leading that exercise, and our role is to look at all considerations, and make sure that we are not compromising all what we had in the Plan. Is there a moment in time or a tipping point where scale of the airport is detrimental? Problem with ground-related impact. Substantive outstanding issues that need to be addressed. We also need clarity from the airport to know what their intentions are. We need to assess their intentions against the vision that we have. In February, the executive will have to review. Meeting at the end of the month to update community: January 27. The objective to update community with Port Authority's plans.

Q. from Estelle: How do we address soft structures?

A. We can do so with Section 37. We recommend City Council that in each community, we need more clarity about what the community needs. We need to create a protocol aligned with our strategy.

Other question: Impact of airport and waterway, fumes, extra traffic.

A. Land implication: we've undertaken analysis regarding environment. One of the biggest implication is transportation on the ground on city side, and managing the volume of taxi cabs. We have to ask ourselves how could this area be redesigned by mitigating the impact on the adjacent school?

David Stonehouse talked about waterfront renewal. The Secretariat connects the city of Toronto with Waterfront Toronto. Our job is to make things happen. He introduced Chris who is on his team. David will be continuing on projects management of airport. We are now at the stage of moving the jet proposal through a process that will end with a vote by City Council.

Lynda's team works very closely with Waterfront Secretariat: day to day application, community planning, rezoning, etc.

A couple of YQNA members added their own significant knowledge. Engineer Hal Beck said that complete studies and reports on environment, health, noise, traffic, businesses and loss of Waterfront developments would take at least another two years to complete. He also pointed out that if City Council voted in favour of airport expansion without having complete information, the City could very well end up with numerous law suits from businesses and individuals who would be affected.

YQNA member Ed Hore, a lawyer and eager kayaker, mentioned that Transport Canada, a federal agency, can decide that larger safety zones are needed around the airport for safe flying. That means Transport Canada can in effect prevent, stop or remove any buildings nearby, even if the City approved them. Ed pointed out how the Airport Novotel Hotel was affected by Pearson Airport's new runway in 1991. The hotel had just opened, when the owner was ordered by Transport Canada to remove the top four floors. That haircut cost the taxpayers \$45 million in compensation to the owner.

4. Treasurer's Report

We now have a balance of \$1,155.09. Thanks to donations of \$120. We have \$66.76 in our PayPal account. We received a thank you letter for our contribution to a charity supported by Toronto Police.

5. Neighbourhood Representatives' Reports

Heather Wadell from Harbourfront Center: update on programs. Skating lessons (group and private). Fleck Theater hosting 28 dance companies in Ontario Dance (Friday to Sunday). York Quay Center will reopen on January 24. Chinese New Year celebrations (lunar palaces, great exhibition), Kumba (black history). Family day weekend: family skating. With waterfront BIA, there will be Easter weekend celebrations. Summer camp program is now online. Now planning all summer major festivals. Major China festival (130 artists from China, partnering with Smithsonian) on second weekend of July. Bill Boyd, CEO of HfC is retiring after 30 years.

Tom Davidson (rep. Pam McConnell): Pam is hosting a town hall meeting regarding city budget on Monday, January 20.

Highlights for budget: money for design for reconfiguration of York off-ramp. Later on we will move to design for York off-ramp park. Design work for Jack Layton ferry terminal will start this year.

Downtown transportation operations study (available online): approved by City council, came with recommendations to improve traffic flow in downtown core. New policy changes.

Jen Chan (rep. Adam Vaughan)

Meeting on January 27 about airport expansion at 6:30 p.m. in City Council chamber.

Loblaws site at Bathurst and Lakeshore: application for 2 towers above the grocery store (meeting January 21).

6. Committee Reports

Police Liaison

Residents and community members working in the neighbourhood are invited to attend as guests, at CPLC Meetings. They are held at Toronto Police 52 Division at Dundas/University at 6:30 pm (Jan. 15, Mar 5, June 4, Sept 10 & Dec 3). There will also be sub-committee meetings for CPLC members to plan, organize and host Police Week celebration, Fundraising, and Town Hall meetings. Allan Rivers will be devoting his time to other commitments, so he will not be a CPLC member this year. If anyone wants to replace him, please contact queensquaywaterfront@gmail.com.

Marie Blanchard & Cyndy De Los Santos represented YQNA at the Town Hall meeting. There were many complaints about cyclists riding on the sidewalk. Officer Hugh Smith who made a presentation on Traffic Safety acknowledged that the present by-law is weak and not enforced properly. Police have to identify in order to prosecute, which is difficult since cyclists do not have to carry a licence. In 1935 there was a By-Law to license bicycle owners \$.50 cents/year, and \$5 for not having a licence. But on Feb. 4, 1957, City Council repealed the By-law. They opted out reasoning that it often resulted in unconscious contravention of the law at an early age by children, which resulted in poor relations between police and children. Several times, licensing was revisited but rejected, claiming difficulty in keeping database complete and current, and difficulty in licensing children, and the belief that licensing will not change behaviour of cyclists disobeying traffic laws. Officer Smith said strengthening the By-Law (fines & consequences) are again being considered.

7. Next Meeting Date: March 11, 2014

8. Adjournment

On a motion to adjourn the meeting from Allan Rivers, seconded by Fred Taylor, the meeting has been adjourned.