

**MINUTES OF MEETING #61, Wednesday, Mar. 09, 2016, Radisson Admiral Hotel, 249
Queens Quay West
Chaired by Laura Cooper**

Residents (who signed in) attending:

10 Yonge St. – Ed Hore, Pearl Theeza
1 York Quay – M and G Lake
33 Harbour Square – Teresa Miolla, Karone Lardal, Mark Stern, A Upenieki
55 Harbour Square – Ulla Colgrass, Ana Chalvertine, John & Julie Welch, Francine Ruggles
65 Harbour Square – Celia & Bob Rasmussen,
77 Harbour Square – Laura Cooper, Nan Cooper
99 Harbour Square – Stephen & Christine Richards
208 Queens Quay West – Estelle Weynman, Kate Lee, Gail Middleton
218 Queens Quay West – Kagan Kerman
228 Queens Quay West – Carolyn Johnson, Dave & Lynne Secor, Daniel Belanger
230 Queens Quay West – Angelo & G Bertolas, Anthony Down
250 Queens Quay West – Claire Sparks
251 Queens Quay West – Allan & Angie Rivers
260 Queens Quay West – Carol McCanse, Marcia Boyd,
270 Queens Quay West – Susan & Masaki Nakamichi
280 Queens Quay West – Karin Milne
350 Queens Quay West –

Guests:

Lenita Lopes – Office of MP Adam Vaughan
Councillor Pam McConnell – Ward 28
Brent Gilliard – Assist. to Councillor Joe Cressy
Tom Davidson, Assist. to Councillor Pam McConnell

1. Adoption of Minutes from January 13, 2016 meeting

On a motion from Angelo Bertolas, seconded by Estelle Weynman, the minutes were adopted, without amendment.

2. Adoption of the agenda. On a motion from Carolyn Johnson, seconded by Allan Rivers, the agenda was adopted.

3. Chair Laura Cooper introduced Councillor Pam McConnell and her assistant Tom Davidson. Pam noted that her colleague Joe Cressy was at a meeting on Monday night to deal with the York-Bay-Yonge ramp issues. The two Councillors are working well together across the Ward boundary. Pam then spoke in some detail about a range of waterfront issues.

Jack Layton Legacy

In consultation with Olivia Chow and Sara Layton, a street near Bridgepoint Hospital has been named after him, as well as the ferry terminal as a reminder of the love he had for the islands

where he and Olivia were married and where his ashes lie now. The existing terminal is not a well-organised or nice place for the regular users, and day trippers on the ferries. Jack's principles will be reflected in the new entrance and park design to welcome residents and visitors. The Master Plan has been discussed with a stakeholders group that includes YQNA. It is an innovative design for the ferry terminal and the park, which will welcome people coming back to the mainland. Phase 1 will be coming soon, which is gateway work using the \$1 million available. The Westin Harbour Castle Hotel is involved. The balance will be implemented gradually as funding comes available, including from development levies.

Ferries

Over the past two winters the existing ferries had problems with ice on the harbour. New ferries are to be ordered under an RFP that has been issued. The design will be quite special so two boats may be purchased with funds from Development Charges and the fare-box.

Lower Yonge Precinct Plan

The Plan is before the OMB, where planning staff are working for a settlement. It envisages a mixed income community based on a network of new roads. Harbour Street is to be straightened at Yonge and continue to Jarvis; north-south connection will include extending Cooper Street under the rail corridor to meet Church Street. There will be bike paths too. A Community Meeting is planned for June 23, 2016 to obtain public input. The York-Bay-Yonge ramp matter will be discussed then as well.

The development application at 1 Yonge is also before the OMB. The request was for 7 buildings up to 95 stories; currently it has been reduced to 5 buildings including the existing Toronto Star building, 2 office towers and condos. Negotiations are on-going.

York-Bay-Yonge Ramp Project

The ramp was built for one lane of traffic and is sub-standard and unsafe. During the EA Study for what to do with it, there was a full weekend charrette to brainstorm ideas. The final outcome of the analysis was to end it at Simcoe Street and free up the park that is encircled by the ramp – an idea that came from YQNA. It has nothing to do with the office building owners. While expropriation was not talked about at the time, it is now needed to provide for the bike trail. City staff are working with the affected condo owners, some of whom are new to the project.

The construction job is out for tender and will be awarded on June 20, in time for the June 23 meeting. Construction will begin in July and run to the end of 2017. Staff have made a start on the park design which will continue in 2017 so it can be built in 2018. Pam will put together a group from the public to work on it after this summer.

Chair Laura Cooper opened the floor for questions.

Q: What is happening about the proposed changes to the Noise By-law?

A: The matter has been taken off the agenda. MLS staff were told that there would be huge public opposition, which there was at the consultation meeting where YQNA attended and demonstrated loud music. There are not enough MLS staff; efficiencies have led to deficiencies. Under the current by-law noise is not supposed to emit to the street. The 85 dBA level proposed made no sense. For noise around the harbour, the effects over water are worse and are closely

monitored. The party boats used to be like a restaurant playing music late at night close to shore. Then after the customers went home the crew cleaned out the garbage and empty bottles very noisily. The Docks concert venue lost at the OLG Board hearing, which found in favour of the community. Pam meets with James Dann of Parks, Forestry and Recreation to discuss concerts and events like the Ports Toronto sail in movie nights, events at George Brown College and island concerts, to spread them out and publicize them. People do monitor the noise so the operators can be dealt with. There is a huge body of knowledge concerning the noise by-law on the waterfront. The City has no jurisdiction over Harbourfront which is Provincial.

Q: What is the status of the by-law changes?

A: It has been postponed. The existing by-law says residents are entitled to quiet enjoyment, which is fine. Staff brought this amendment forward quite suddenly with little time to respond. Pam will make sure the community is informed of any future work on it.

Q: Is the limit 45 dBA in New York City?

A: Yes

Q: Is any group pushing for these changes?

A: Businesses like The Docks, who are seeking a change to their liquor licence to allow 7000 patron spaces outdoors. Probably other bars and places of entertainment all over the City too.

Q: What is happening at Roundhouse Park? Is a Cineplex going in, in place of Leon's Furniture?

A: Check in with Joe Cressy, monitor for noise.

Q: If we complain about noise we have to keep logs for MLS to bring to court. The noise-makers should prove they are not annoying the residents.

Q: At the ACC the video screen sound for a game can be heard at York Street.

A: There is not supposed to be sound except for special events. Pam will check the agreement.

Q: Can we look at decreasing the noise levels if inspectors cannot address it. It has to be civilised.

A: Today's regulations say if it annoys you then it is a violation – that is very clear.

Q: What about construction noise on weekends?

A: None permitted on Sundays, on Saturdays 9 am to 7 pm. There are exceptions for a continuous concrete pour, and for the TTC although they have been pushing the limits.

Q: Is the Westin Hotel up for sale? Are there plans for more towers on the site?

A: Nothing has been submitted officially. There are some trial balloons and ideas in the sales brochure. Is the conference centre working? Will it be sold as is or with more development rights? YQNA will be informed if there are any real proposals.

Q: At the Lower Yonge Precinct, is it a 95 storey tower at the Toronto Star building?

A: It is a very bad process at the OMB. 7 towers are now reduced to 5. The ones closer to the water are a bit lower.

Q: What about the airport flight path? Planes are flying in fog but the airport is visual approach rules.

A: Pam is pleased with the outcome over the jets, but should we have an airport at all? There are so many large places of assembly and condos at risk in the area. She would like it removed altogether as a commercial airport. Let's keep supporting NoJets and Community Air.

Geoffrey Wilson of the Port Authority has done some work on attenuation walls for the engine run-ups, and there will be a public meeting to review the design. A joint letter has gone out from Pam and Joe Cressy. The TPA may co-operate.

On the Poverty Reduction Strategy, please send in ideas.

4. Chair Laura Cooper invited **Lenita Lopes** to comment on behalf of **MP Adam Vaughan**.

Lenita noted that he had fought back in the House of Commons against an Opposition Motion in favour of re-opening the jet ban at the airport. The motion lost. With regard to TPA reform, stay tuned.

5. Chair Laura Cooper invited **Brent Gilliard** to provide an update on Ward 20 matters behalf of **Councillor Joe Cressy**.

There has been a pre-application meeting with the owners of Maple Leaf Quay (350-370 Queens Quay W) concerning a re-zoning for a tower in the centre of the site. Another meeting is planned.

At Roundhouse Park, Leon's is leaving. Some kind of entertainment venue is proposed by Cineplex. The City has no say in the tenancy, but there may be approvals required. There was a meeting with the proponents. With respect to the NBA All-star Party Tent, they will never get another approval after breaking all the conditions.

Q: What about the heritage of the building. Will there be gaming or bingo?

A: Any use like that will need approvals. Our office is not aware of gambling, but it might be games like bowling or table tennis.

Q: There is a muddy mess from the NBA facility.

A: They will clean it up.

6. Chair Laura Cooper invited **Hal Beck** to provide an update on the Ports Toronto Community Liaison Committee (CLC).

Hal advised that there was a meeting on February 24, 2016. There are new owners of the Porter terminal building. NavCan statistics on noise contour studies were discussed. Clifford Ford of Transport Canada attended to discuss noise contour studies as requested by YQNA. However, he was not able to respond to community concerns concerning the contents of the annual noise contour studies. Hal noted the annual Noise contour study reports, as currently prepared, cannot be relied on by decision makers. The typical NEF calculation does not consider water surfaces. A sub-committee meeting will be set to include the staff of the Tripartite Agreement signatories, the MOECC, and Hal Beck, to walk through the contents of the annual contour studies and discuss their applicability to the Island Airport.

There is a 3-year airfield rehabilitation program proposed for all the asphalt areas. Tenders will be issued in March to May 2016, for construction to begin this Fall. The work is not

reconstruction of the runways to a higher standard, and includes grinding and paving of most existing asphalt areas. Ports Toronto is reviewing if materials can be moved at night by barge from the port-lands to the airport site, to minimize trucking through the community. Hal noted that there should be noise guidelines prepared specifically for Toronto's waterfront, which build on the current provincial noise approval requirements. The Councillor's office confirmed that lessons learned from The Docks hearing should be referenced.

YQNA requested further information regarding airport works with respect to Life Cycle budgets. The CLC program will include site tours similar to the Ornge Helicopter facility that took place last Fall. Future tours include the Fire Hall and Maintenance Facility, Fuel Storage, and De-icing Liquids Management. The tours can accommodate 20 people, and there is potential for additional YQNA members to fill vacant tour spots. Ornge has annual open houses to the public and the facility is worth having a look at.

The quarterly CLC Meeting attendees generally include representatives from: the TPA, Waterfront Secretariat, Waterfront Toronto, Bathurst Quay RA, Islands RA, , occasionally consultants and industry reps, Porter Airlines, and Councillor reps. The CLC has requested copies of the incomplete draft reports recently halted by Ports Toronto on traffic and noise. The TPA noted that it paid for the recent studies. The TPA confirmed it has been self-sufficient since 2009, which would suggest this to be a useful base year to which environmental effects can be assessed.

Q: There are issues with the fuel dump and fuel tankers on the ferry.

A: There have been many complaints. The main concern has been with the schools and many fuel trucks, so now they move at night. However, there are fuel tankers on arterial roads all across Ontario that may pass by schools.

Q: The fuel dump is not very safe from attack from across the fence.

A: The public concern has been acknowledged. A CLC site tour will be organized.

Q: The tankers drive across the runways, and the fuel is stored above ground instead of underground. Is there another route?

A: These questions have been asked. Hal will advise about the date of the site visit.

Q: Does the proposed runway reconstruction starting this year include extending the RESA safety buffers?

A: No. The impact of any changes to RESA requirements on the Island Airport were not studied independently from jet expansion in the recently halted EA process.

7. Treasurer's Report – Angie Rivers

Angie advised that as of February the balance was \$1363.01. \$134 was received in donations at the January meeting, while \$121.90 was expended on the website fee for 2016 and \$54.69 for cheques. Space for these meetings is donated by the Radisson but YQNA does give a small tip to the staff person who does room set-up.

8. Greater Waterfront Coalition – Ed Hore

Ed explained that the GWC is a co-ordinated effort among various groups including NoJetsTO, Code Blue and Community Air. Members knew more about the airport issues than the

proponents, and were able to point out problems with the jets proposal which helped to build public opposition to jets across the City. Now that we have the Federal Government decision to not permit jets, what is next?

Let's advocate for the waterfront instead of having to fight crazy ideas. GWC is meeting to develop a vision, especially for the TPA. What should happen with dormant lands like the Rochester Ferry Terminal? What should happen with the airport when the Tripartite Agreement expires in 2033? How should decisions be made? GWC will bring draft principles to all groups for comment and endorsement.

On a motion from Ulla Colgrass, seconded by Bob Rasmussen, the meeting was adjourned at 8:50 pm.

The next meeting will be on Wednesday May 11, 2016.