

**MINUTES OF MEETING # 63, Wednesday, Sept. 14, 2016, Radisson Admiral Hotel,
249 Queens Quay West (QQW)**

Chair: Laura Cooper

Residents (who signed in) attending:

10 Yonge St. – Haimchand Katwaroo

10 QQW – Ed Hore

208 QQW – Estelle Weynman, Eva Sarenland (??)

218 QQW – Kagan Kerman, Patrick & Diana Walton

226 QQW – Lynne & Dave Secor

228 QQW – Karin Milne, Elaine & Gordon Moores, Ian Campbell

230 QQW -- Sara Hsieh

260 QQW – Anne Osbaldeston, Wayne Christian

270 QQW – Neal Colgrass

55 Harbour Square – Leah Lambert, Ulla Colgrass

65 Harbour Square – John & Penny ?????, Klaus & Friedel Hatje, Daphe Lavers, John & Susan LeMay

77 Harbour Square – Dana & Yvonne Gidlow, Dave Scott, Nan Cooper

99 Harbour Square – Geri Doherty, Harold Swartz

260 QQW -- Carol McCause, Claire Sparks

270 QQW – Pat Kern

Guests:

Gene Cabral, Ports Toronto (guest speaker)

Angela Homewood, Ports Toronto

Harvey Beresford, 55 Harbour Square (guest speaker)

Eti Greenberg, 20 Niagara St.

Bryan Bowen, Waterfront Secretariat

Shirley Bush, 412 Eglinton Ave. E.

Lance Ewing, Municipal Licensing and Standards

Jim Panou, 91 Stadium Rd.

Brian Iler, Community AIR

Jerry Aznavourian, 33 Harbour Square

#1. Adoption of Minutes from May 11, 2016 meeting.

On a motion from Ed Hore, seconded by Estelle Weynman, the minutes were adopted.

#2. Adoption of the agenda. On a motion from Klaus Hatje, seconded by Nan Cooper, the agenda was adopted.

#3. Chair Laura Cooper introduced guest speaker Gene Cabral of Ports Toronto (PT).

He said that the Billy Bishop Toronto City Airport (BBTCA) is in the midst of an airfield rehabilitation construction. The purpose is to improve the runway, mitigate noise and improve traffic. Gene is chair of the airport's Community Liaison Committee (CLC) which has Hal Beck as

the YQNA representative. Gene said Hal is very productive, efficient and great to work with. The original runways – the main runway, two smaller runways and lay-by's -- were from 1938 and needed repairs and some redesign. The main runway is resurfaced and the side runways completely rebuilt. The former N-S runway is now a taxi-way only. This work has been ongoing most nights this summer and runways will be completed at the end of September, 2016. New lighting of the airport will take longer, with work happening 6 days a week. Photos available on the PT website.

With road access not possible, up to 2,000 trucks with needed materials were shipped in on barges, mostly during the night. A run-up enclosure (GRE) for aircraft to minimize engine run-up is in the planning stages, expected to cost of \$9 million. It would be a large structure on the S-W corner of the airport, 14 meters tall and built on City-owned land. (For this reason, the City has a say in the structure.) The GRE would average one run-up procedure a day, allowed from 8 am to 10 pm, weekends 9 am to 9 pm.

Brian Iler asked why run-ups must happen here, and not at other airport destinations. Gene asked him to look for further information on the PT website. He said that heavy maintenance work on planes is done in Sault Ste. Marie. This summer was busy for the airport, with 270,000 passengers in August, the busiest month ever. A new web-track program, showing all aircraft movements has been implemented. Noise meters have been installed at the Island Firehall, the Police Marine Unit and the Ferry Docks to measure air traffic noise. An improved data feed has been established with Navigation Canada.

Jim Panou said he had measured 125 decibel levels at the airport, and said the taxiing of planes can be loud or quiet. Does that show the airport can improve this situation? He also said that the Port Lands are slated for flood protection to pave the way for tall buildings that could interfere with airport operations. He asked if PT would consider shutting down the airport in 2033, the year their lease runs out. Gene said no.

Daphne Lavers said planes came close to hitting a Harbour Square building twice. She also mentioned the danger of having 25 tons of TNT in fuel tanks that she said was unprotected on airport lands. An explosion would destroy the Waterfront she said and asked if PT is still going for jets. Gene replied there is a jet ban. No private jets are allowed, only Medivac jets with organ delivery. He also said there is security in place around the fuel tanks.

Ulla asked how noise conditions would improve with the GRE. **Amanda Homewood** said you only hear noise if you can see the source of it, so we would need to go to the top of the CN Tower to hear noise escaping from the GRE.

Bryan Bowen said the City has given conditional approval of the GRE and still wants answers to our concerns.

#4. Laura introduced Harvey Beresford, a lawyer specializing in conflict resolution and president of the board of 55/65 Harbour Square.

Harvey said about his position on condo boards: we are stronger together. When you bring people together you can reach a productive outcome. Yes, we might disagree and fight – but how? He drew a chart of the elements in conflict resolution: data, relationships, structure, values and interests. If you decide to dislike the people at the table, you are already at a disadvantage, so avoid that.

He gave the example of the 3 condo boards at Harbour Square – in 33, 55/65 and 70/90 – with more than 2000 condos combined. These boards talk a lot and share parking, the ring road, shuttle buses and more. Harvey also talked about finding agreements with Waterfront Toronto (WT) regarding the redesign of Queens Quay. WT wanted to shut down the car access to 55 Harbour Square from QQ and requested that traffic only enter through the ring road behind the building. Long negotiations resulted in constructing a service road parallel to Queens Quay, which keeps open two necessary garage access points. It strengthened the relationship with WT.

The Jack Layton Ferry Docks are still on the drawing board. Harvey said his board is working with YQNA to get the best results. If all the condo boards work together, the plans become neighbourhood issues. If an impasse occurs, it may lead to either a legal or political process. Harvey encourages other condo boards to engage in neighbourhood issues and together they could benefit from sharing information about mutual concerns, such as replacement of windows, cable contracts, cleaning and other services.

What if our condo board doesn't want to engage, asked a QQ resident. "Go and talk to them," said Harvey. The president of the Maple Leaf condo board was interested, and Ed asked what kind of mechanism would be needed – a steering committee with one or two from each condo board? Harvey had started a new conversation.

#5. Heather Wadell, director of planning at Harbourfront Centre (HfC), was introduced to roll out program news for the new season. She started with highlight of the popular Word on the Street on Sept. 25 with a large presentation of books, magazines and their writers on HfC grounds. Nuit Blanche, on Oct. 1st, would have 6 projects on the Waterfront and HfC will be open all night. Reel World Festival will show films from Oct. 12 to 16. Heather gave out brochures for the renowned International Festival of Authors, Oct. 20 to 30, and offered Waterfront residents half-price tickets after giving out a code to access them.

Heather said HfC had lowered the sound on the outdoor Redpath stage. YQNA will meet with **Marah Braye**, CEO of HfC, councillor Joe Cressy and HfC staff. Marah will be YQNA's guest speaker in November.

The YQNA treasurer reported a balance of \$1,444.57 and noted the generous contributions that were dropped in the box by participants at our meetings.

**#6 Estelle moved that the meeting be adjourned.
The next YQNA meeting will be Nov. 9, 2016.**