

**MINUTES OF YQNA MEETING #70, Tuesday, January 16, 2018, Radisson Admiral Hotel, 249
Queens Quay West
Chaired by Angelo Bertolas**

Residents (who signed in) attending:

39 Queens Quay East -
10 Yonge Street. – Ed Hore
18 Yonge Street –
10 Queens Quay West –
1 York Quay –
33 Harbour Square – 55 Harbour Square – Ulla Colgrass,
65 Harbour Square –
77 Harbour Square – Laura Cooper, Margarete Akens
99 Harbour Square – H. Swartz, J. Andersen, Antonietta Malfara
8 York Street –
208 Queens Quay West –Estelle Weynman
211 Queens Quay West – John & Affaf Owen
221 Queens Quay West – Elizabeth Moniz
218 Queens Quay West – Ann Mayer,
228 Queens Quay West – Carolyn Johnson, David & Lynn Secor, Ian Campbell, Rae Marlatt,
Gladys & Angelo Bertolas, David & Karin Milne, John Hayward
230 Queens Quay West – Jay Naidoo, Jack Atkins
250 Queens Quay West – Claire Sparks
251 Queens Quay West –Allan Rivers
260 Queens Quay West – Carol McCanse, Wayne Christian
270 Queens Quay West – Neal Colgrass, Annick Aubert
280 Queens Quay West –
350 Queens Quay West –
401 Queens Quay West –
34 Little Norway – Hal Beck

Guests:

Adam Vaughan MP
Tom Davidson – Assist. to Councillor Troisi
Brent Gilliard – Assist. to Councillor Cressy
Bryan Bowen – City of Toronto Waterfront Secretariat
Robert Nordness – 5 Mariner Terrace

Chair Angelo Bertolas opened the meeting and welcomed all those attending. He advised that Heather Waddell from Harbourfront Centre was unable to attend.

1. Adoption of the agenda.

On a motion from Carolyn Johnson, seconded by Ed Hore, the agenda was adopted.

2. Adoption of Minutes from November 10, 2017 meeting.

On a motion from Carolyn Johnson, seconded by Carol McCanse, the minutes were adopted.

3. Billy Bishop Toronto City Airport (BBCTA) Master Plan Consultation

Chair Angelo Bertolas introduced Gene Cabral and Angela Homewood from Ports Toronto and Greg Ballantyne from WSP Engineers. The speakers gave brief outlines of their roles and responsibilities. Gene has worked for three different airlines and spent some time in airport security with CATSA. He has been at BBCTA for 6 years. Greg is an architect and airport planner, who worked with WSP on the 2012 Master Plan for the jets scenario. Angela has a background in environmental planning and was previously with the Ministry of the Environment and Climate Change.

Gene noted that there has been some engagement with various groups, and that the Community Liaison Committee includes Hal Beck, Ed Hore and Wayne Christian who have participated and are holding BBCTA accountable.

The 2018 Master Plan is an update to the 2012 Plan, focussed on the existing situation without jets. It has to be compliant with the Tripartite Agreement. It will feature a robust public consultation plan listening to local groups. 26 Canadian National Airport System (NAS) airports have master plans, and must provide updates to Transport Canada every 10 years. The BBCTA exercise will feature the most robust public consultation of any airport to date. A Master Plan helps to avoid anything that precludes future activities. One change at the airport since 2012 is the construction of the pedestrian tunnel. A large public meeting is planned for February 7 at the Metro Toronto Convention Centre.

The 202 slots were introduced 6 years ago. The 2012 Master Plan led to the runway repairs and the building of the Ground Run-up Enclosure. Ports Toronto had been involved with Bathurst Quay for years before the 2015 election of Adam Vaughan to parliament. The taxi corral and parking have to be addressed to balance the needs. A better transit connection to the 509 streetcar route is needed. Surveys show that 40% of passengers arrive by non-auto modes. Ports could cost-share on infrastructure improvements.

Another initiative is the SOAN - Southern Ontario Airport Network - 11 airports from Windsor to Kingston are working together to deal with the passenger growth projected to 2043. Today's capacity is 90 million passengers. Each airport will come up with its own context-sensitive plan for growth.

Ports have met with the BQNA and are happy to speak with other groups, even individual buildings. Two more public meetings are planned as well as more local group meetings if they are wanted. A project website has been launched, which will feature a FAQ section. Ports have met with Councillor Cressy and others. They will be meeting with Waterfront Toronto, City departments and First Nations in the near future.

Note that the presentation slide deck is posted on the YQNA website under Documents.

Chair Angelo Bertolas opened the floor for questions.

Q. I have an air quality concern as we can smell fumes from the airport. Will there be meaningful monitoring with facts and analysis available?

A. We provide updates to Toronto Public Health, and take these issues seriously.

Q. How was the increase in passenger loads calculated?

A. The 2012 Master Plan projected 3 million; now looking at 3.6 million in 2024.

Q. For SOAN less business travel expected so what is the basis for the projections?

A. Analysis done by McKinsey. They used to think there would be less travel but millennials are travelling more to make face contact rather than teleconferencing. World travel markets are similar.

Q. What about reduced capacity at BBCTA?

A. Pearson adds the capacity of a BBCTA every year. They are looking at 80 million passengers. BBCTA is not a competitor. The Master Plan will decide on the future passenger capacity. The airport is not supposed to cost the partners anything but it will not chase revenue.

Q. What are the meeting details at the Convention Centre?

A. On February 7 people can drop in between 5 and 8:30 pm to meet with various experts. There will be a short presentation at 6:45 pm.

Q. What exactly are you developing to deal with growth?

A. The 2012 Master Plan set the stage. No runway extensions are planned. The airfield improvements are coming to an end this year with re-surfacing and lighting work. No road tunnel is planned, although 7,000 commercial vehicles go to the island on the airport ferry. Not all are for the airport. The Master Plan needs to look at this as well.

Q. There are new Transport Canada regulations. Are the runways safe?

A. You are referring to the Runway End Safety Areas (RESA's). 3,988 feet is safe for operations today. The RESA beyond the runway is 150 m, we have 107 m to the dock wall. Transport Canada (TC) is reviewing the regulation as it applies to BBCTA. The Master Plan will have to address the regulation. We will share ideas once we get the TC ruling. There have been 7 to 10 years of talk about RESA's.

Q. What are the fuel storage plans?

A. We have a capacity of 250,000 litres in above-ground tanks. We get deliveries as needed. The perimeter security system has been up-graded. While TC only requires a farm fence, we have a six foot fence with barbed wire, along with CCTV and other detection systems for trespass. There are security personnel on site so response times will be short. The fuel would not explode.

Q. Ports Toronto received \$96 million for a property sale. There not many cargo ships. The dock wall needs repair. Will there be any study for the port and for the use of this money? Are there plans to sell more land at the Eastern Gap?

A. There are no plans to develop a port master plan. There has been some tonnage growth for shipping. The \$96 million has nothing to do with the airport. Ports Toronto does plan to spend the money on modernizing the port.

4. Updates

Chair Angelo Bertolas introduced Brent Gilliard from Councillor Cressy's office.

Brent noted that on February 12 the OMB hearing for 370 Queens Quay West will begin. There have been some confidential discussions. Joe Cressy will fight the proposal.

On Monday January 22 from 6 to 9 pm there will be a joint Waterfront Toronto (WT) and City meeting on local parks. WT will bring their expertise and enthusiasm to start a vision and consultation process.

Q. What is happening about the former Pawsway building?

A. Councillor Cressy does not know what business is going in.

Q. What is the status of the new City wards, given the latest appeal?

A. The City is assuming that they will be in place for the 2018 elections.

Q. What is the schedule for the new parks?

A. It will be a few years for the 318 site near Rees Street.

Q. Are City staff still opposing the proposal at 370?

A. The staff report has to remain confidential, as decided by Council.

Chair Angelo Bertolas introduced Tom Davidson from Lucy Troisi's office.

Tom advised that there will be a two-year process for the park at York Street. Funding is coming from the central parks reserve budget rather than from local parks levies. There is \$10 million in the draft budget, and a similar amount for Rees so they will be good quality parks. Some remedial work may be needed at York but it will be a great design.

With regard to the patio at 11 restaurant, they had a 3 year temporary permit. A new application now has to be addressed.

Q. Some trees were removed from the park area. The remaining trees need protection.

A. The remaining trees are protected. The removals were reviewed by forestry staff and the community. One had to come down for the ramp demolition.

Q. What has happened to the artwork at Maple Leaf Square?

A. It needs repair.

Chair Angelo Bertolas introduced MP Adam Vaughan.

Adam remarked that he has been dealing with homelessness funding. The government has announced a new National Housing Strategy with \$40 million over ten years. Most other cities have been able to reduce their shelter capacity, so why does Toronto have this crisis? If we can absorb all those Syrian refugees, why not 5,000 homeless people?

On the waterfront, the flood protection scheme has started. The Sidewalk Labs project is under way. Funding is available for transit on East Bayfront to support development. It needs a proper solution to the Bay tunnel, not a moving sidewalk.

Harbourfront Centre will be losing funding from the Rees parking lot and needs help. There have been 5 years of problems with capital costs. The federal government will help.

Q. What about the Ports Toronto Board?

A. There are three vacancies. Previous applicants were not suitable to represent diversity and the real users of the harbour. Adam has been talking to the BIA and yacht clubs, etc. Vancouver has a poor relationship with its port authority as well. There is a caucus of port cities seeking reform of

the Marine Act, which needs a national fix to create democratic change. Adam has asked that board meetings be open to the public.

Adam added that on the issue of the aquatic environment, the Toronto waterfront is on an important route for migratory song birds, and a vital place for them to rest after crossing Lake Ontario. The Federal government is waiting for a request from the City for preservation. The Minister of the Environment is ready to get to work on the matter. There has been a two year wait for a letter from the City. It's not about the airport, it's a wildlife issue.

Q. YQNA had a speaker from FLAP about the glass towers and birds.

A. Birds are flying south to north and need a good landing place.

Q. For the Union Station tunnel, the moving walkway is a crazy idea, and changing levels is hard for the elderly and others. What can the Federal government do?

A. The Federal government has funding available. So far the City could not spend the funds they have been granted. The City has to decide on priorities. For a good community on the lake we have to have rapid transit service. The Federal government will support waterfront transit and a smart city. In the past we looked at an idea for the Bathurst line to go to the port lands along Queens Quay while the Spadina line would go into Union, and people would have to transfer accordingly. 10 years ago the cost was \$520,000.

Q. What about Transport Canada and the RESA's – is it a conspiracy to lengthen the runways?

A. Adam regularly sees Minister Garneau in parliament and mentions the issue. Robert Deluce is a fixture in Ottawa, lobbying as he did in Toronto for longer runways and ultimately jets. Adam has seen designs for how the airport could be reconfigured for the RESA's without more lake fill. However, if there is a 20 m RESA in the lake his intention is that it will not be paved. He is watching this closely, and PM Trudeau is also aware of the concern. TC has not posted anything yet on RESA's, so a decision is not imminent.

Q. Are there other solutions to lake filling?

A. There are three main ones: a paved extension, a natural extension or a kind of sticky gravel pit. The airlines dislike the last one because it wrecks the plane. We are not paving the lake. The answer is up to a business case. We can get compliance without any extension.

Q. Can YQNA help Harbourfront Centre?

A. The Federal government and the City have changed the way cash flows from Culture, leading to a short-term problem. We are looking for a long-term solution. The loss of parking revenue from 318 Queens Quay is an issue. There may be some land available for sale to help. He is looking into it.

6. Proposed new building at 350-390 Queens Quay West Update

Chair Angelo Bertolas invited Carolyn Johnson to speak on the next three items.

Carolyn advised that she and Laura Cooper had filed a submission to the OMB for the February 12 hearing. Laura is already listed as a participant. The developer has filed his witness statements. The project before the OMB has just been changed from what was before Council in the Spring.

City Place also has standing at the hearing. She invited Robert Nordness to say a few words about this matter.

Robert explained that his community is also opposed to the project and they have a Facebook page that people can visit and sign the petition. He had some information for those interested on how to contact the page.

Co-Chair Wayne Christian also spoke briefly about the proposed development of 350-370-390 QQ West, stating he also filed a submission to the OMB for the February 12 hearing and is listed as a participant.

7. Gardiner Expressway Ramp Update

Carolyn Johnson explained that she represents YQNA on the Construction Liaison Committee (CLC), which includes representatives from affected buildings along the route of the former York-Bay-Yonge ramps along with City staff. She noted that in December she had attended a meeting and outlined the main points of discussion. There have been some delays due to the cold weather. Electrical work is being done. The project manager hopes to have the ramp open mid-to late January. Timing will depend on weather conditions.

The next CLC meeting was scheduled for January 10, but has been postponed to January 24, 2018.

8. Harbour Street Off-ramp Park Update

Carolyn Johnson noted that Waterfront Toronto staff attended the December CLC meeting and gave a presentation. A public meeting is planned for January 22, 2018 jointly with planning for 318 QQW. Later in 2018 consultants will be retained for the design, with construction to follow. The lease on 318 expires in 2020 so construction there will take longer.

WT will put out a call for qualified park design firms to indicate their interest in submitting designs to meet some fairly general criteria. Firms will submit design briefs for the two sites, which will be evaluated, including public consultation. There will be a jury to make the final selection of two designs which will then be used for construction.

WT contacts are Pina Malozzi and Netami Stuart.

9. Rebel Nightclub Liquor Licence Hearing Update

Chair Angelo Bertolas introduced Ed Hore.

Ed explained that YQNA is speaking for the future residents of the waterfront. Other parties are the Toronto Islands Noise Committee (TINC), and the City, in opposition. They have made their submissions. The Rebel submissions will be filed on Monday. There is no information on timing for the LAT decision. Ed cannot speculate on the outcome.

10. Streetscape Plan for Rees Street

Chair Angelo Bertolas invited Brent Gilliard to address this matter. Brent explained that years ago there were plans to beautify Rees Street, but they were put on hold after the 2014 election. Now there is the TOCore Study public realm work to kick-start the idea. In the last month the BIA and City staff have been considering short-term improvements, and then a look at longer term work. He hopes to provide an update in March.

Chair Angelo Bertolas opened the floor for questions.

Q. The street is very congested. Any changes would be a bad policy move.

A. Cars will not be catered to; other modes of travel will be critical to accommodate growth.

Q. Resident of 270 QQW. We need the full road width for cars so we can enter and exit our driveway. Don't reduce the travelled lanes. Look at options on the park side of the street.

A. The Police will be doing more to close roads on game days for security.

Q. Consider requiring pedestrians to only use the west side of Rees to stop the interference with cars turning and heading for the Gardiner ramp.

A. We are only in early stages of planning for Rees.

Q. If roads are being closed for games can the information be posted?

A. We are in the early stages of formulating a plan. All plans will be shared, especially with people living inside a closed area.

11. Treasurer's Report

Chair Angelo Bertolas invited Allan Rivers to speak.

Allan noted that Treasurer Angie was unable to attend. He reported that the bank balance as of December 29, 2017 was \$1,819.70 and at the last meeting \$130 was collected. He invited the audience to contribute to the cash box.

12. Adjournment

On a motion by Allan Rivers, the meeting was adjourned at 8:50 pm.

The next meeting will tentatively be on Tuesday March 13, 2018