



**MINUTES OF MEETING #49
TUESDAY, November 12, 2013
Radisson Admiral Hotel, 249 Queens Quay West
Chaired by Allan Rivers**

Residents attending:

10 Yonge Street – Ed HoreHove
33 Harbour Square – Fred Taylor, Marlies Burkham
55 Harbour Square – Ulla Colgrass, Laurie Brooks, Braz Menezes, Norma Starkie
65 Harbour Square – Bob Rasmussen, Robert Steffer, Adrienne Pollak, Klaus & Friedel Hatje, Susan LeMay, Laurie Brooks
77 Harbour Square – Laura Cooper, Nan Cooper, Scot Milroy
99 Harbour Square – Ginette Fournier, A. M. De Place, Jean Filippini, Ellen Nichols, Odd Knudsen
208 Queens Quay West – Estelle Weynman
228 Queens Quay West – Sandra Taylor
230 Queens Quay West – Sara Hsieh
250 Queens Quay West – Claire Sparks
260 Queens Quay West – Marcia Boyd, Carol McCanse, Denise Howe
251 Queens Quay West – Angie & Allan Rivers
410 Queens Quay West – Mark Dempsey, Katherine Dempsey
34 Little Norway Crescent – Hal Beck

Guests

Christopher Humes, Toronto Star Columnist
Jen Chan (rep. Councillor Vaughan)
Tom Davidson (rep. Councillor McConnell)
John Bowker (rep. MPP Rosario Marchese)
Shirley Bush (1299 Bayview Ave., CAIR activist)

1. Adoption of Minutes from September 17, 2013 meeting

On a motion from Fred Taylor, seconded by Bob Rasmussen, the minutes were approved.

2. Adoption of the agenda

On a motion from Claire Sparks, seconded by Denise Howe, the agenda was adopted.

3. Special Guest Speaker: Christopher Hume, Toronto Star Columnist

An expert in urban planning, Christopher Hume talked about the city of Toronto, its current shape and its future. He is very optimistic about what is happening. The biggest obstacle Waterfront Toronto faces is the people at the City Hall.

The Pan Am athlete village is one of the most innovative projects. This is where Toronto will realize its potential.

Another interesting thing is how **Waterfront Toronto** is using its money (e.g. Wavedecks, Sugar Beach, etc.). They have served their purpose admirably. They have changed perception. For example, Sugar Beach has been a huge success. We got the Corus building, George Brown and the condos beside Sherbourne Common. These projects would have been

inconceivable, even the Royal Bank headquarters on Queens Quay show how much things have changed.

High towers are not a big problem, but the failure to put the streetcar East of Bay is a huge problem.

Queens Quay Boulevard is harbinger of the new Toronto. Young people are not rushing to buy cars. They rent for short-term. The boom that has changed the face of the city is fuelled by young people who don't want to live in the suburbs anymore. If we don't figure out how to have the suburbs adapt, etc. they will become unsustainable.

The true cost of owning a home in the suburbs, is higher than living downtown.

Brampton has to increase the taxes by 6.7%, so they will have to cut services (the first one to go will be transit).

The same goes for Mississauga.

Billy Bishop Airport: the situation is already untenable. The school and the community center are suffering from the cars in the area. Waterfront Toronto has not taken a stance, but they have to consider 3 levels of government. The neighbours have to be smarter about the situation. The whisper jet is not the issue here. The "fuel farms" and the effects of a couple of hundred meters extension of each end of the runway have been kept secret from the city. There is more to the debate than the noise.

The relationship between Porter and the TPA. The beauty of Porter Airlines is that it is small. To start expanding and bringing jets is destroying the waterfront. It's not an "all or nothing". The city has been flexible, but this has gone too far.

The beauty of waterfront is that they pre-zoned the precincts and are hiring some of the best firms in the world. For example West 8 will be part of the redesign team of Ontario Place.

Q&As

AM DePlace: Regarding Billy Bishop Airport: why don't we have any investigation type of journalism to untangle the web?

Porter is one of the biggest advertisers. There is a lot of goodwill in the city towards Porter.

Laura Cooper was involved in demonstration. Phoned the Star, the answer was "if it is about Porter, we are not interested". Problems getting on The Agenda with Steve Paikin, but we finally succeeded because of the public demand.

Braz Menezes: Our perception is that the media are afraid of publishing stories against the airport. Christopher Hume has said that he had no problem writing a chronicle about Porter, but The Star had to run a clarification.

Braz Menezes: At the moment, the airport is fuelled by 4 mega tankers daily that are going to the airport. They put those tankers on the ferry with passengers and some cars. Potentially dangerous.

Jean Filippini: If we ask the same questions all the time about the school, the de-icing, the fuel farm, etc. Ultimately they will have to answer.

Another participant: The perception in the media is that people of the neighbourhood are rich people who are only concerned about the value of their property. The population of the area, south of Front Street is as large and as diverse as the population of Guelph. It is a community.

Shirley Bush:

Doesn't live at the Harbourfront, but cares a great deal about the Harbourfront and the islands. It is a beautiful area. I am fighting airport expansion. The Port Authority needs to be held to account. There was a "no jets" promise in 2009. What happened to the "no fixed link"?

Ulla: We are in for an economic train wreck. We are maxed with traffic downtown. TPA doesn't want to show their master plan. They would like to have a yes vote from the city and have them on the hook for all the infrastructure on the land side.

Claire Sparks:

Problems with birds.

Allan:

Timeline is of the essence.

4. Report from the Chair – Annual General Meeting

Holiday lunch at the Radisson Hotel, on December 11th.

We now have 2 co-chairs.

Need a secretary: Ulla is looking for another person to share the role with her.

Treasurer: Angie Rivers

5. Treasurer's Report

We now have a balance of \$1,038.99, as of October 31. We are now on PayPal under YQNA, but to avoid fees, we can go directly to the treasurer.

We got a donation of \$100, and expense to Police for their fundraising gala of \$100.

6. Neighbourhood Representatives' Reports

Jen (representative from Adam Vaughan):

Airport: subcommittee meeting asked by Adam. Issues that were raised: traffic, and fuel farms.

Next subcommittee meeting is December 3. The final report from city staff will then be out, and so will the report from Department of Health. There could be speakers, and the opportunity for councillors to ask detailed questions.

Transportation study Richmond-Adelaide: cycling path (Simcoe and Peter St. to connect to QQ). Open house at Metro Hall to see proposal of the plan and provide feedback.

Downtown transportation study: boundaries Bathurst, QQ, Jarvis. How to improve congestion in the core? Will make recommendations.

Ontario Place: opportunities for public feedback early next month, on December 4.

Tom Davidson (representative for Pam McConnell):

Downtown Transportation Study will come out. Comprehensive look at York and Queens Quay area. This helps us to be informed on how to approach development in the future. Lower Yonge to Jarvis. How is the road network going to be reconfigured to accommodate traffic?

York off-ramp: the study will come out. Menke's study. During the next year, city will hire a consultant to look at the new configuration. Ongoing work on planning of reconfiguration of Gardiner expressway. Timing of reconfiguration of the ramp. The deck of the Gardiner has to be redone. It will be after 2015. In the meantime we will have a design for the park.

Union Station: work ongoing inside and on Front Street. Much improved retail destination.

We express our appreciation to our councillors Vaughan and McConnell.

John Bowker (representative for MPP Rosario Marchese):

Island airport: the provincial government is not a signatory to tripartite agreement but has an interest in the waterfront.

Ontario Place: contract for the park. John Tory's plan remains operating frame, still proposes to build condominium on 15% of Ontario Place (15% of the land-water lot). When we look at the plan, it is up to about one third. It should be a place for the public, but not for the wealthy only.

Private members bill to free Ontario from OMB (Bill 20). A review was to be done. The minister later announced a development planning review, but left out the OMB.

7. Committee Reports

Hal Beck reports on airport: concerns with noise contours. Health study: will be focusing on landing, take-off, etc. Key issues remaining from May meeting: 10 items that council wanted to have done, none have been done. Existing concerns have not been addressed. Transportation should have been done before the health study. Identifying the key legal issues.

Planning:

Report from Ulla regarding meeting with Menkes about Harbour Plaza

On October 13, a handful of YQNA members met with Menkes, the developer of the huge Harbour Plaza that is coming to York Street between Lake Shore Boulevard and Harbour Street. The development -- more than three times the area zoning -- consists of two condo towers with 65 and 69 storeys and a large office building with a bank as the major tenant. Numerous businesses and retail will improve shopping in the area, and Harbour Street is planned as a normal urban shopping street. Facing York Street will be the tallest glass-enclosed bank lobby in Toronto, living up to the city's decision to extend the Financial District right down to the Waterfront.

At the meeting were managers from Menkes, architects, councillor Pam McConnell, city planners and city staff in charge of parks and public art. Everybody was looking forward to getting a beautiful park at the corner of York and Queens Quay, which was reassuring. Our request for contributions from surrounding developers towards an interactive sculpture in the

park would be discussed later, said councillor McConnell. So far Menkes will place a Banksy mural in the PATH system of the building and has set aside \$1 million for art in the main lobby. We mentioned that the temporary narrow sidewalk along York Street needs repairs, especially at the very rough corners. Menkes has installed more attracting hoarding, and when the project is built up to ground level the sidewalk can finally be widened.

Report from Braz regarding subcommittee meeting, 7 Nov. 2013

Members of the Subcommittee to review Studies on Island Airport jet expansion were councillors Vaughan, Layton, Perks, McConnell, McMahon and Fletcher. Staff and consultants present.

It's an understatement that reports are not ready to present to Council. Under questioning, they turned out to be either flawed or hardly begun in most categories. Some highlights:

1. Island Airport subcommittee asks to see the Master Plan for the airport as part of the decision making. City does not yet have this info.
2. Economic: There are no Terms of Reference for the economic work. Many omissions. Ignored the negative impacts on Waterfront Toronto investments of \$1.4B. Negative impacts on private investments by thousands of taxpayers, and worst IGNORED costs that have to be added to even start any flow of benefits, if jets approved.
3. Transportation was 'blue skying' about directing airport traffic either through a clover leaf at the intersection of Bathurst/Lake Shore and through a tunnel to underground parking by the terminal. The streetcar lines would be relocated. Not sure where.
4. An alternate plan would make Dan Leckie Way the principal airport access road, cutting across the Music gardens, and disappearing into a tunnel into the lake. No idea of how much all this will cost nor who will pay.
5. If Council agrees to jets, it will be liable under Tripartite Agreement to provide necessary infrastructure to service the airport.
6. Traffic plans required to accommodate new traffic volumes for expanded airport may redesign Central Waterfront

The most startling thing was how much was omitted by the Consultants so far:

- Health and Safety were big items – The Consultants did not have basic data on the fuel capacity of the Q400s nor of the proposed C100s. Large above-ground fuel tank farms would be required and may be located outside the airport land on the island or in Norway Park. There are risks explosions and oil spills. The transportation of huge volumes of fuel by tankers is a safety issue.
- Bird strikes big concern; noise and air pollution high;
- Safe water was NOT on the agenda!

Conclusion: Robert Deluce wants a favorable vote from Council a.s.a.p. without anyone knowing the total costs of the losses to the City and the enormous infrastructure needed on the airport and landside for jet expansion. Once the Tripartite is changed, the City is on the hook for costs ... because nobody at this meeting had a clue about where the money would come from.

Fiona Chapman from Waterfront Secretariat said city staff could conclude the reports insufficient, and hence call for a delay on the project. That's good. YQNA is setting up information meetings along the Waterfront for residents and businesses. At each one so far,

people knew almost nothing and then got agitated and opposed to jet expansion though they often like Porter.

Residents meeting at 55/65 regarding the airport: on November 27.

King's Landing has officially sent letter of disapproval regarding the expansion of the airport. We need more condo corporation to do the same.

Police Liaison:

1) The Annual Conference of the Community Police Liaison Committee (CPLC) & Community Consultative Committee (CCC) was held on November 9, 2013 at the Police College. The topic was "The Future of Community Partnerships with Toronto Police Service."

CPLC and CCC membership are different. CCC are cultural/language based committees while CPLC are neighbourhood committees. But their goal is the same: to enhance and improve safety and relationships between the Toronto Police Service (TPS) and the public.

Increasing the profile of CPLC/CCC was one of the recommendations; as well as Asset Mapping: updating a comprehensive list of all local resources, agencies and contacts that can provide CPLC and CCC members with the opportunity to assist their community members in solving some problems before they become enforcement issues for the police.

2) The next CPLC meeting is the Town Hall on Wednesday, December 4 at 6:30 p.m. at Police Headquarters. If you're interested in attending, please contact Allan, Cyndy or Marie. The topics will be Pan Am/Parapan Am Games 2015, World Pride Event 2014 and Traffic Safety.

3) Our police contact advised that the Parking Enforcement Unit be called to report illegally parked vehicles or unauthorized vehicles using a Bus Lay-By. 416-808-2200 (option #3 and then #1). If the problem persists, ask for the supervisor and request that they pay special attention to the location.

Website: we would like to get input, with suggestions. Mailing list is now simpler with MailChimp. We are asked to share the information to sign up for our newsletter. Hal Beck has been nominated by YQNA as our outstanding volunteer of the year, to be recognized by MPP Rosario Marchese.

Traffic: police on bicycles, program to get tough with cyclist on sidewalk. Need our input on this program (good or bad).

Marine police meeting: meeting arranged for tour boat people, marine police, firefighters on QQ and Waterfront BIA. They have been visited by Robert Deluce, and will now get information about negative effects of projected jet expansion of the airport from Ron Jenkins.

8. Other Business

We offer our deepest sympathies to Kelly Gorman whose son passed away last week. A card is circulating.

9. Next Meeting Date: Tuesday, January 14, 2014

10. Adjournment

On a motion to adjourn the meeting from Ulla, seconded by Braz, the meeting has been adjourned.