

**MINUTES OF MEETING #62, Wednesday, May 11, 2016, Radisson Admiral Hotel, 249 Queens Quay West
Chaired Ed Hore**

Residents (who signed in) attending:

10 Yonge St. – Ed Hore, Elena Dolgouchev, Paul Allen, Richard Whitelaw
10 Queens Quay West – Raffael Reoa, Peter & Marilyn Kapusniak
1 York Quay –
33 Harbour Square – M. Burkhard, Mark Stern, Gregory Oneschuk
55 Harbour Square – Ann Dobbs, Braz Menezes, Norma Starkie
65 Harbour Square – Bob Rasmussen,
77 Harbour Square – Laura Cooper, Nan Cooper, Nonie Sovka
99 Harbour Square – Irene Phillips, Lynn Wong
208 Queens Quay West – Estelle Weynman, Gail Middleton, Carmen Buske
218 Queens Quay West – Ann Mayer, Patrick & Diana Walton
228 Queens Quay West – Carolyn Johnson
230 Queens Quay West – Kasia Introwski, Sara Hsieh
250 Queens Quay West – Claire Sparks, Carol McCanse
251 Queens Quay West – Angie Rivers, Fran Pileggi-Costantino,
260 Queens Quay West – Wayne Christian, Marcia Boyd, Anne Oistrach
270 Queens Quay West – Pamela & Richard Danaki, Neal Colgrass, Norm Di Pasquale
280 Queens Quay West –
350 Queens Quay West –
34 Little Norway – Hal Beck

Guests:

Lenita Lopes – Office of MP Adam Vaughan
Kevin Currie and Carol Jolly – Waterfront BIA
Morag McDonald – Harbourfront Centre
Bryan Bowen – Waterfront Secretariat (guest speaker)
Brent Gilliard – Assist. to Councillor Joe Cressy
Claudia Calabro – Assist. to Councillor Pam McConnell
Ron Jenkins
Shirley Bush

1. Adoption of Minutes from March 9, 2016 meeting.

On a motion from Carolyn Johnson, seconded by Nan Cooper, the minutes were adopted, as amended only in relation to Item 6, in accordance with changes requested by e-mail by Hal Beck.

2. Adoption of the agenda. On a motion from Bob Rasmussen, seconded by Claire Sparks, the agenda was adopted.

3. Chair Ed Hore introduced the Waterfront BIA Team.

BIA Chair Kevin Currie owns and operates the Wheel Excitement cycle shop. He explained a little of the background for Business Improvement Areas (BIA's). It was an initiative of the City some 40

years ago. They work under the Economic Development Department and generally promote main street businesses with enhancements and cleaning of their area. All businesses within the area boundary are included as members, and the effort is funded by a levy on the assessed value of the buildings. Members approve the budget. Some of the work includes lobbying and working with the City.

The Queens Quay promenade has been improved greatly by the three levels of government but there is still work to do, especially on the north-south links, Harbour Street and Project Under Gardiner. The BIA will expand its area to take in Harbour Street and south of Lakeshore Boulevard. The BIA will maintain the landscaping in this area.

The BIA Planning Committee partners with YQNA, and takes some leadership as it has staff. An enhancement project under development for Queens Quay includes public art and better lighting. At 318 QQW, the parking lot near Rees Street, Councillor Joe Cressy is leading efforts to close this 24 year-old gap in development. Other work involves keeping the harbour basins clean, dealing with derelict public art and taking inventory of things to take care of.

A key concern now is the loss of retail and restaurants, especially in the Queens Quay Terminal. The BIA will lobby the City and continue with promotions of the area.

Q: With the proposed redevelopment of 370 QQW, will the BIA lose its new headquarters?

A: The BIA does not get involved in planning applications, but the new owners of the building have involved the BIA in discussions of the retail options for the redevelopment. We need quality retail, not the usual convenience uses. There may be a positive outcome that fits and adds value.

Q: What ideas do you have for 318 QQW?

A: When HTO park was built in 2007 this site was seen as Phase 2. It needs to be activity-based to replace the parking. Not just grass, maybe a café.

Q: Has the City done an Economic Development study for QQW?

A: Not so far. The TOCore Study under way will look at small business but does not go far enough. The BIA has no ability tell developers what to build. It is a great community and tourist destination, but lacks some key draws and vibrancy.

BIA Executive Director Carol Jolly noted that Kevin founded the BIA 11 years ago and she has worked for them for 7 years with a staff of three. They have now moved from the Terminal to new offices at 370 QQW. There was recently a member appreciation breakfast which included invitees from YQNA.

Upcoming events start with an Artisans Market of 50 vendors in HTO Park, starting at the end of May and returning once a month through the Summer. Promotional postcards have been mailed out, with an incentive of a goody bag for visitors on opening day. There will be Gangways Open on May 28/29 with free ship tours and food samples. 24 "pirates" have been hired, and buskers will be performing between Yonge and Bathurst Streets.

On the Canada Day weekend the Redpath Festival will return. It was founded in 2008 and every three years tall ships visit Toronto. This year, two naval frigates will be at Harbour Square.

The Singing Ambassadors will be returning this year, with a Federal grant to cover their pay from June to September. They will be present from Thursdays to Mondays.

Now a winter event is being planned, as the BIA's 7000 supporters want something then that focusses on warmth, light, music and food. It will probably run from Family Day to March Break and include an art installation.

4. Chair Ed Hore introduced Braz Menezes and invited Bob Rasmussen to say a few words. It is a bittersweet moment for the YQNA to say goodbye to Braz who is moving to Burlington. Bob read out a memoir provided by Ulla Colgrass, who was attending another meeting on Waterfront Transit. It is attached at the end.

Braz responded by noting that in 2004 he met Ulla who, on learning about his professional qualifications, invited him to a YQNA meeting about noise at the Bamboo Club (now Pawsway). Some of his ideas which have started to be implemented include a streetcar along Queens Quay rather than running from Union Station, more PATH connections, and the removal of the Gardiner ramps at York to create a special square there. He is moving to Burlington for family reasons. He expressed thanks to YQNA and wished us luck.

5. Chair Ed Hore introduced Bryan Bowen, Project Manager with the Waterfront Secretariat.

Bryan noted that he formerly worked on the airport EA study, during which he really listened to the residents and worked with Ed and others. The audience may recall Chris Dunn who held this position before. Bryan has been in the job for 4 months and really wants to hear from the residents with respect to the waterfront.

He explained that the Secretariat is part of City Planning and distinct from Waterfront Toronto (WT) which is the three-party agency. The Secretariat is led by David Stonehouse and has a staff of 11, working as the main interface between the City and WT as well as other City Divisions and agencies that are involved. Why have a Waterfront Secretariat? Because the project is enormous and complex, 800 ha. In size and therefore much larger than other waterfronts like New York's Battery Park or London's Canary Wharf. Because the work will last for many years, it is important to develop an institutional memory.

Bryan gave a very interesting and detailed presentation on some key initiatives along the waterfront.

Gardiner East

Council has endorsed the Hybrid 3 Option, which calls for new ramps to and from the DVP close to the rail corridor and the removal of the extension to Logan Avenue. This option provides for the largest area of developable land, much of which is in public ownership, as well as better urban design for Lakeshore Blvd. A decision was urgent because of the condition of the deck. The EA Study report will go out for public comment in late May and then be filed with the Minister of the Environment and Climate Change in the Summer. It may be reviewed there for up to a year. Meanwhile staff will work on implementation and safety, especially around Jarvis Street.

Bathurst Quay Neighbourhood Study

Community priorities have been identified. One idea is to find short-term uses for the malting silos while a big plan is developed. A community meeting is planned for June 20, 2016.

Billy Bishop City Centre Airport

In December 2015 the study was halted, but there is still work to do. The airport can still grow under the existing Agreement and noise rules, but it needs better management and monitoring, which is part of the Bathurst Quay work.

For several years the City has been asking for sound mitigation for the engine run-ups, because this noise is not covered by the noise rules and contours. Now an enclosure is being designed. It will go through the City's Site Plan Control process for comments on its appearance. A Stage 2 archaeological study and a noise study are being prepared. The public review process will include a meeting on June 28, 2016. The Waterfront Secretariat acts as a clearing house for airport questions and issues.

Project Under Gardiner

This project runs for 1.9 km between Strachan and Spadina, comprising 10 acres of land beneath the elevated highway. At the Fort York visitor centre the volume is 14.5 m high by 24 m wide. It is moving quickly to make use of the philanthropic donation. Design is 30% complete, and an EA study has begun, to address the crossing at Fort York Blvd. The public is voting on the new name for the facility. A meeting is being planned for May 31, 2016.

Waterfront 2.0

The current Waterfront Toronto (1.0) was created by the three levels of government based on the Fung Report with \$1.5 billion, which has almost been used up for projects ending in 2024. Waterfront 2.0 is the term used for the next phase of revitalization. Waterfront 2.0 will include flood protection, transit service, land servicing and public realm improvements. The City, Provincial and Federal governments are negotiating regarding funding for Waterfront 2.0, but we do not know if or when the necessary funding commitments will be made.

Plans for the Portlands allow for up to 40,000 residents and up to 50,000 jobs, but nothing can be built until flood protection is in place, which involves the new mouth of the Don River. This new channel will create Villiers Island.

Waterfront Transit Re-set

A meeting on this issue is happening tonight with stakeholders. A general public meeting is planned for May 25 and 26 at two locations. The study is looking at both east-west routes and north-south connections to the existing system. It runs from Long Branch to Woodbine in 4 sections, and is a multi-division effort. So far it has involved a survey of planning and thinking to date. Waterfront West and East LRT's are key elements.

Fort York Pedestrian Bridge

A new bridge crossing both rail corridors just east of Strachan is a joint effort between Build Toronto and the City, at a cost of \$19.7 million. Construction will be starting soon.

East Bayfront and West Donlands

There is still much vacant land here which can be developed, now that the flood protection berm under Corktown Common is in place. This protection even extends to the Financial District. Everyone is encouraged to go and enjoy the Common.

Q: It seems that Waterfront 2.0 is endangered. Without it will this effort peter out? How can we help to keep it going?

A: Lobby the MP's and MPP's to provide the funds. The flood protection alone needs \$950 million.

Q: Have Ports Toronto shared the results of their stopped EA Study?

A: They have said that they will provide information towards the Bathurst Quay study. The transportation study was finalised and made available, and this is the most valuable piece. The rest of the work was not completed and has not been shared.

Q: It has been reported that Billy Bishop has the 7th best airport approach in the world. Given the numbers voting, this is not valid. The quality comes from the waterfront, not the airport itself.

Q: The run-up enclosure has a \$10 million value. Given the remaining 17 years of the Tripartite Agreement to 2033, what is the appropriate level of investment in this airport? Could this engine testing be done elsewhere? There will be pressure to extend the Agreement. How can this be resisted?

A: We need to pursue this later in June, but the City has asked for the enclosure.

Q: There are vacancies on the Ports Toronto Board. Can we achieve a new Board that is more responsive to the City's needs?

A: That is a matter for MP Adam Vaughan to address.

Q: City Planning issued a report on Waterfront Toronto which included third party auditing and detailed scrutiny. The port authority should get the same treatment. It is responsible for large amounts of public land and money. Why not monitor it?

A: He believes the federal government said after the election it would review Ports Toronto.

Q: In the Project Under Gardiner renderings it is always Summer. What about its use for the rest of the year?

A: This is part of the design process. A function of the governance model is to manage programmes and funding during all 4 seasons. Ideas can be shared.

Q: With respect to the work at Ontario Place, is the City integrated?

A: The City is not really involved. Bryan will follow up, and noted the lack of transit service.

6. Chair Ed Hore invited Lenita Lopes from MP Adam Vaughan's office to provide an update. Lenita noted that the entire Liberal Caucus upholds the airport Tripartite Agreement. An infrastructure budget is being assembled for the East Bayfront LRT and flood control measures. Geoffrey Wilson has been re-appointed to Ports Toronto. Adam toured the entire waterfront with several relevant Ministers.

7. Chair Ed Hore invited Claudia Calabro from Councillor Pam McConnell's office to provide an update. Claudia stated that the tender was issued for the York-Bay-Yonge Ramp project in late March. The job should be awarded in June for a July construction start. Work on the new ramp supports will go till December 2016. Work on demolishing the old ramps is expected from April to December 2017, with closure of the existing ramp in June 2017, and the rebuild of Harbour Street.

The design of the resulting park space will be done in 2017 for construction in 2018. Some preliminary visioning work will be done this year with Parks staff, Joe Cressy's office, YQNA and Waterfront Toronto to get a head start on the design work.

For the Lower Yonge Precinct Transportation EA Study, which includes Harbour Street, there will be a community meeting at the Waterfront Neighbourhood Centre on June 23, 2016. Notices will be issued soon. Willie McCrea will be the planner on this project.

8. Chair Ed Hore invited Brent Gillard from Councillor Joe Cressy's office to provide an update. Brent remarked that he had managed to go to the Waterfront Transit Re-set meeting first. On the Maple Leaf Quay/370 QQW re-zoning application, the community meeting will be at 7 pm on June 15, 2016 at the Waterfront Neighbourhood Centre. With respect to changes to the Noise By-law, the report will be released on May 12, and he will be working with YQNA on an effective response. For 318 QQW Joe recognizes that the site needs to do more than provide a green park. He will be hiring a new assistant in the office to look after park matters, starting this Fall.

Q: There are still problems on Robertson Crescent with regard to parked Police vehicles. This will only get worse with Summer coming.

A: We are working on it. There will be a meeting tomorrow (May 12) with Police, BIA and condo representatives.

Q: Why is there no parking enforcement? Are they proper Police?

A: They are the Marine Unit that only looks after the harbour. They are proper Police and supposed to enforce parking too.

Q: Can you provide an update on the Rees Parkette?

A: The playground equipment will be installed this Summer. The drawings are being worked on at present.

Q: Why is Joe Cressy backing the changes to the ramp off the Gardiner at Simcoe? Businesses are closing, too much traffic is coming to Lower Simcoe Street. The underpass floods. It is moving problems from Ward 28 to Ward 20. It only benefits the people east of York Street.

A: This project was approved before Joe was elected. He will work to ensure it is safe and done well, but we can't change it now. The community did ask for the ramps to be removed.

Q: The only way to turn in to Robertson Crescent is from westbound QQW. The driver's view of the left-turn arrow is obstructed.

A: We have requested that this be fixed.

Q: Accolades to our representatives Joe Cressy and Adam Vaughan for good performances in the media.

9. Chair Ed Hore invited Morag McDonald from Harbourfront Centre to provide an update. Morag said that the Centre is gearing up for Summer visitors. Literary festivals will book-end the programme – Forest of Reading for children at the beginning and Word on the Street at the end. The line-up of events is on the hand-out tonight and on the web-site. A late-breaking proposal is for Tai Chi and yoga on the east side of the grounds. There is a new tenant Boxcar Social Café and Cocktails for the Lakeside Eats space and the patio. The patio will open on the May 24 weekend.

10. Treasurer's Report - Angie Rivers

Angie stated that \$116 was donated at the last meeting, and the balance now stands at \$1373.16. The bank charges are \$1.95 a month, and we also spent \$100 on set-up fees.

It now being almost 9 pm, the balance of the agenda was held over.

The meeting was adjourned at 9 pm.

The next meeting will be on Wednesday September 14, 2016

Recognizing Braz Menezes by Ulla Colgrass

About 12 years ago, Ulla chatted with another newcomer in 55 Harbour Square: Braz Menezes. As soon as he revealed that he was an architect and urban planner, he was recruited — under protest — to join YQNA. He soon became our guiding light in the sometimes tumultuous years of reconstructing our Waterfront. Here is a sampling of his original ideas, some of which are completed and others yet to come:

- Taking down the ramps to the Gardiner at Harbour Street and the park at York and Queens Quay
- Championing a PATH connection from Union Station to Queens Quay
- Fighting against jet planes on the Island Airport (his grandson made a documentary on it)
- Creating a surface LRT line on Queens Quay, from Bathurst to the Port Lands
- Building a transit hub at the foot of Bay Street to connect to Union Station
- Promoting a mixed-use, low-rise development at the surface parking lot at Rees Street

Braz's ideas were always welcome at the many committees he sat on at Waterfront Toronto, and he made the rounds with other YQNA members to politicians, planners, architects, developers and civic groups.

Every time after a BIG push for one of his ideas, he said, "After this one, I'm done — no more time for this stuff. I'm going back to writing my books." That lasted until the next big challenge, when he returned full-tilt to the battlefield. This time, though, he is moving to Burlington. We hope it's not to get away from us. As his ideas gradually come to life on the Waterfront, we expect him to visit to see the results.

Braz, you will be missed.