

(Draft) YQNA MINUTES OF YQNA MEETING #82 Tuesday July 14, 2020

On-line Via ZOOM due to COVID-19 Pandemic (110 participants)

Hosted by: Neal Colgrass, Chief Technical Officer

Chaired by: Angelo Bertolas, Co-chair

1. Neal welcomed the participants and outlined the technical details of the Zoom event. All will be muted except the chair and current speaker. Questions can be posed by typing in the chat box or using the “raise your hand” key.

2. Angelo introduced the meeting outline and mentioned that YQNA now has a Square account for donations, which can be made through the “Contribute” option on yqna.ca. He moved the adoption of minutes of the past two meetings, in January and May, and seeing no objections, declared the motion approved.

3. City of Toronto issues – Tom Davidson and Bushra Mir for Councillor Joe Cressy

Tom advised that the Province has over-ridden the City’s noise by-law relating to construction by permitting it from 6 am to 10 pm daily. Motions were adopted at Council asking for this to be rescinded. There has been no response so far, and the City Manager is following up.

The Province enacted enabling legislation for cities to pass by-laws regulating e-scooters during pilot projects, starting from January 2020. There have been consultations and focus groups. A report went to Infrastructure & Environment Committee covering questions about the lack of a fine system insurance and information on health and injuries in other places that have tried e-scooters. The Province has been asked to clarify these matters. An update is due in 2021.

The East Bayfront LRT has reached 30% design and the team will be ready to update the SAC soon on a revised corridor. Public outreach will happen in the Fall. The route goes to Cherry Street. The owners of the Westin Hotel want to extend their lease of City land, revitalize the convention centre and add an office tower. CreateTO is looking at ways to get benefits from this City land to support the Jack Layton Ferry Terminal Master Plan improvements. A planning application is expected in the Fall, which will go through the usual process.

Regarding Love Park, community input has resulted in the dog relief area becoming a proper dog off-leash area (DOLA). Originally PF&R would not accept such a small space as a DOLA, but in an urban environment we must accept all the spaces we have. Thanks to YQNA and PF&R staff.

Bushra stated that she would be addressing encampments and Airbnb issues. In March there were 100 camps across the City. With a multi-divisional response, over 1300 people have been moved to permanent housing, and 550 others into temporary spaces with social supports, meals and other help. Low income groups have been adversely affected by the pandemic. The process is two-fold. There is outreach to the encampments from multiple divisions that assist individual clients, assess their needs, conduct wellness checks, and provide water in hot weather. The City continues to secure housing spaces, but it is time-consuming and complex. The City is aware of the Harbour Square camps and urges patience.

At this point Bushra lost her connection.

4. Update from the Province – Pranav Bakaraju for MPP Chris Glover.

Pranav commented that the Emergency Orders have been extended again, to July 22 for matters of public health and safety. Many areas are moving to Stage 3 of reopening, but not the GTA yet as they monitor how it goes elsewhere. Many businesses are anxious to reopen and the situation is reviewed weekly. The State of Emergency is in place until July 15. Legislation is expected that will allow some pandemic orders to last for another year.

Regarding education, streaming at Grade 9 is to be removed to address systemic racism and discrimination. On affordable housing, Chris is working with Seeds of Hope and others to push for the Province to allocate \$160 million to the Ministry of Housing. Homes First and Options for Homes need to raise this issue as well. With respect to construction noise, several RA's sent letters as well but received no response. Chris has a petition on this matter. The Legislature will be looking at Bill 159 to reform Tarion, the Home Warranty organization, which has undergone two investigations over the past three years into allegations that it favours developers over home-owners. The NDP has made a difference here.

Elevators are a concern. There are only four manufacturers. Older people cannot deal with stairs, so we need a Bill to address reforms and elevator repairs. The pandemic has affected legislature operations and the government focuses on its Bills during the limited time available for debate.

Pranav noted that his office is working on ways to get more power for people interacting with the LPAT. An umbrella group of RA's is being set up for September. They are also working on a petition concerning the hydro rebate which is being phased out for condo common areas. They are also working on ideas for Quayside now that Sidewalk Labs have stepped down.

Chair Angelo Bertolas commented regarding homelessness, that hotels are helpful but the City needs long term help from all levels of government to build housing.

5. Development Proposal at 200 Queens Quay W – Diamondcorp and Lifetime Developments

Chair Angelo Bertolas introduced guest speakers from the development group.

Steve Diamond stated that Diamondcorp have a 12 year history guided by their core principles of quality buildings, city-building, and achieving consensus in local communities. They are involved in The Well, and at 5 St Joseph – a project that won design awards. On February 27, 2020 they bought the site from Canada Lands and partnered with Lifetime, with whom they worked on the Four Seasons and Celestica at Don Mills and Eglinton.

Steve noted that the unsightly parking garage was built in the 1980's very close to the lot lines. The proposal will reduce the excessive parking supply and place it underground, providing an inviting space that does not rely on car access. There will be high quality public space, enhanced connections and a range of housing types. The project will deliver high quality design on the Waterfront.

Lauri Payne gave a slide presentation. She noted that the buildings are pulled back at least 9 m on the south side, as well as back from Lower Simcoe and Harbour Streets. The project will provide a range of housing and enhance both connections to the waterfront and the skyline. The design provides for a full cycle path and sidewalk on Harbour Street, as well as a wider sidewalk on Lower Simcoe with potentially a bike share rack. There will be an internal drop-off, loading spaces and the garage ramp, which will remove some traffic from Lower Simcoe. The space between the new buildings and Waterclub will be wider and provide for sidewalks and trees. The east tower will be 71 storeys, which is taller than 10 York, and the west tower 41 storeys to minimize shadows on Roundhouse Park. The number of parking spaces will be less than currently provided. There will be indoor bike parking for

residents and visitors and a bike repair area, as well as 5 car share spaces. The bike parking will be accessed by stairs with a wheel groove.

Laurie concluded by advising that a public process is expected in September.

Q & A

Q: Canada Lands marketed the site with a shorter development, at 45 and 55 storeys. How did we get to 71 storeys?

A: The project was redesigned to minimize impacts and respect the flight path.

Q: There is too much density in this busy area with a lot of vehicular and pedestrian traffic.

A: The application has to demonstrate that it can be supported by traffic, water and sewer capacity, for example. We have great transit service. All kinds of people could live here, walk to work, and support area businesses year-round. We will be addressing the issues.

Q: What are the opportunities for a connection to the PATH system?

A: The PATH currently ends at York Street, but we will take another look..

Q: The garage provides parking for nearby buildings. How are you dealing with this?

A: We have identified the obligations and are working on it. The 220 commercial parking spaces will address this need. But you are also dealing with game day impacts from the garage at the moment. Urban thinking does not favour car traffic.

Q: What uses will be in the podium?

A: At ground level there will be retail on Simcoe and the lobbies. Above will be amenities and residential units.

Q: What is the distance separation from Waterclub?

A: It varies from 20 to 25 m. We have to provide 12.5 m from the lot lines.

Q: Are there any other public amenities?

A: A ground floor parkette, wider sidewalks, a dog relief area, and affordable housing. There is on-going consultation with the City as well.

Q: How are you dealing with local flooding issues and Lake Ontario levels?

A: Thanks for the advice.

Q: How will the garage be demolished, given the important traffic function of Harbour Street?

A: We have not dealt with this yet. The City will require a construction mitigation plan, which will have community consultation. Lifetime will take care of the demolition and construction.

Q: What about the blocked views from Waterclub?

A: We are meeting the City guidelines for tall buildings and tower separation, and minimizing view impacts.

Q: What is the exterior finish?

A: It is not yet known, but likely some kind of metal cladding.

Q: What architectural features are there?

A: We think it is a good design, but we can make adjustments

Q: What is the timeline for this project?

A: Three and a half to four years if in one phase.

Q: There will be families living here. What are the plans for daycare and schools for the children?

A: The City circulates proposals to the school boards, who will advise about their requirements. There is a daycare at Waterclub. We may add one as part of the community benefits on top of the affordable housing element.

Q: Will all access come from Queens Quay? How will this impact Waterclub operations?

A: The site already has a right-of-way over the driveway system. We will discuss this further with Waterclub.

Steve Diamond concluded by noting that he was reading all the comments on the chat forum. He intends to keep meeting and the project will evolve.

Chair Angelo Bertolas noted that if a PATH connection could be achieved, it would lead all the way to the Scotiabank Arena and Union Station. He added that community questions and concerns need to be addressed, especially the BIA concern with the loss of parking. He thanked the design team for attending today.

6. The Future of Billy Bishop Airport – Hal Beck and Gene Cabral

Chair Angelo Bertolas introduced guest speakers **Hal Beck**, YQNA's representative on the airport Community Liaison Committee (CLC) and **Gene Cabral**, Vice President of Billy Bishop Airport.

Hal began by commenting on the recent (July 8) close flyby of a grey Hercules 4-engined turboprop, which looked as if it might crash into 65 Harbour Square. If it was a Department of National Defence (DND) training mission, none was using the airport that day. The airport is not informed of these missions. The lands north of the airport are designated as noise-sensitive uses. He will ask at the next CLC meeting for DND to attend and keep people informed. The next scheduled CLC meetings are September 23 and November 18, 2020. They are open to the public and those interested can email dwilson@portstoronto.com.

Hal continued by advising that NAVCAN flight paths using satellite technology are more efficient, and if these are implemented at Billy Bishop the noise impacts may be improved. However, noise reflection off the water surface may make a difference and this needs more investigation. The Noise Study is on hold due to the pandemic. On March 20 Porter Airlines halted its flights, and Air Canada followed soon after. Some helicopters are operating and they follow similar flight paths to the fixed wing planes. The dockwall project began on April 14. The recordings may be of use as a baseline. There are permanent noise monitors around the airport at these locations: on the airport ferry building, on the Island fire hall, on the Police Marine Unit building, and at Ontario Place. Some temporary noise monitors were proposed in the Bathurst Quay area but not in the YQNA area. There is an air quality monitor at the Acadia co-op nearby, but due to roof repairs it needs a new home. The proposed electrification of the ferry is delayed.

The Noise Sub-committee had input on the study scope and on locations west of Spadina for noise monitors. It is a useful committee with knowledge of meteorological conditions and Provincial Standards. Bryan Bowen from the City Waterfront Secretariat also will have input to the noise feasibility study with respect to development. It needs to deal with noise monitor data, noise criteria for EA studies, slot regulation and flyby noise, and also NEF modelling.

Gene thanked Hal for his presentation, and continued by stating that the pandemic is having an impact on the airline industry and its capital projects. By the end of March there was a full suspension of operations at Billy Bishop apart from Ornge medevac flights during the lockdown. The airport remained

accessible with standby crews, PPE etc. Ferry access was retained to key areas. The airport instituted face coverings and distancing rules and cleaning protocols. There were 20 to 30 daily movements in April, compared to a typical summer volume of 500 to 600. In early July there were up to 300. There is an 80% decline in travel and tourism worldwide, and in Canada 97% in April. Volume has picked up a bit in July. Commercial service is still suspended until late August or early September. Information is coming soon on new procedures from the curb to the plane, such as elevator capacity limits, temperature checks and passenger-only areas, for example. A quick bounce-back is not expected with a gradual resumption of travel. It could be 5 years before volumes are back to normal. Passenger volumes will be controlled by the airport to keep everyone safe.

Gene commented that many projects at the airport were suspended. However, modernization at Bathurst Quay continues, with nicer sidewalks and the remodelled taxi corral, which should be done by the end of July. The noise monitoring study will resume along with flights. In June 2021 the ferry electrification should be done.

Regarding the DND plane, we are in contact to ask them to join the CLC in the future.

Q & A

Q: We heard that Ornge is leaving. Is this true?

A: No, they are a cornerstone of the airport and a good partner. The talk of using Buttonville was a contingency under the COVID lockdown. The TPA will give them six months' notice of any changes at Billy Bishop that would affect their operations.

Q: What is happening about the Runway Extension Safety Areas?

A: There are no changes so far. The period for comments on the draft policy has closed. The TPA explained that Billy Bishop is unique, and it must consult with the City and the Community. It will have two years to comply once the new regulations are in place, expected in 2022. The TPA may try for an engineered solution. There will be more consultation to come.

7. Love Park – Adam Novack, Waterfront Toronto (WT)

Adam thanked YQNA for questions ahead of this meeting. He noted that the last public meeting was held in January. Staff have been responding to public comments and creating construction tender documents. The tender requests have gone out. The plan is to start in November to get the soil clean-up done during low lake levels, to minimize dewatering. WT is aiming for completion in 2022 after two full seasons.

Q & A

Q: What is being done to save the 14 mature trees that were assessed by Urban Forestry?

A: Actually, WT did the assessment before the design competition. There are actually 12 trees in a variety of conditions. We can share the assessment, but some trees are in poor condition. An Urban Forestry permit is required, based on an updated assessment which has been completed. Only healthy trees will be preserved because the City will have to care for them. Based on the design vision, only 5 of the 12 will be saved. Two are being removed due to their condition for safety and maintenance considerations. 7 are being removed and 38 new canopy trees will be planted with great soil volumes and irrigation systems.

Q: Will the catalpa remain?

A: The catalpa remains on the island. It is healthy for its age and may last another 5 to 50 years. The island is quite large and could hold new uses if the tree dies or has to be removed. It could be replaced by a new tree or public art.

Q: What colour is the illuminated heart?

A: It is a very pale pink.

Q: What about the dog run? Are there any other features planned ?

A: The dog off-leash area is good, the same size as the former relief area and larger than the one at Aitken Place Park which is functioning quite well. The surface will be K9 turf because of concerns about pea gravel.

Q: When will the bents be removed?

A: In November, along with the trees.

Chair Angelo Bertolas thanked **Adam** for his input and noted that the residents want to save as many trees as possible. **Adam** agreed that trees are important for urban ecology.

8. Waterfront BIA Update – Tim Kocur

Tim noted that the BIA is very concerned about the loss of the parking garage at 200 Queens Quay West. They plan to get a parking opinion, but do agree that not all of it needs to be replaced. If the waterfront will be depending on parking at the Convention Centre, then a good, safe connection across Lakeshore Boulevard at Lower Simcoe is vital. This the front door to Harbourfront, and the 200 QYW development must help. The Waterfront Connect plan is important. Bent decorations are part of this plan, like the one done at Rees. The PATH now includes four plus 15 above-ground links. Soon the section between Maple Leaf Square and ICE Condos will be in place so that the PATH will end at Pet Valu. 200 Queens Quay developers should look at an enclosed, above-ground link because underground will be too costly. A safer pedestrian environment is crucial. The BIA will share the outcome of their discussions with the developer.

Tim added that this summer the BIA will be involved in the Waterfront LRT consultation and hope to accelerate the project if there is Federal infrastructure funding coming. He encouraged residents to get involved to push for early construction, He feels that more security patrols are needed in Harbourfront. Additional washrooms will be installed at Rees soon, which will reduce pressure on local businesses.

Q & A

Q: What is happening about the tree survey? YQNA did one and found quite a few dying or dead.

A: Oliver Hierlihy has done it, along with notes of other repairs needed. The BIA is setting up meetings with City departments to address deficiencies.

9. Adjournment

Chair Angelo Bertolas thanked all participants and especially Neal Colgrass for a seamless meeting. Further work with Diamoncorp will be forthcoming.

The meeting was adjourned at 9:15 pm.

The next meeting will tentatively be on September 15, 2020.

ADDENDUM – Summary of Chat Room regarding 200 QQW Application

- The application checks all the boxes that the City requires.
- Life on the Waterfront is possible without a car and the removal of the parking garage is a step in the right direction.
- There are serious flooding issues on Lower Simcoe Street.
- The towers are too high and there is too much density for this busy area.
- Traffic congestion and air quality impacts are concerns.
- Waterclub residents will lose their views and suffer congestion on the internal driveway system.
- Demolition and construction will adversely affect the daycare at 208 QQW.
- The iconic view of the CN Tower from the corner of York Street will be lost.
- The Waterclub condos originally had to remove visitor parking to accommodate more sales of existing parking spots, therefore, the developers made accommodations to have this public parking lot for visitor parking. It serves the Harbourpoint condos as well.
- The parking garage is heavily used by baseball fans. Where will they park?
- Waterclub residents need to organize to oppose the development.