

(Draft) MINUTES OF YQNA MEETING #87 Monday May 10, 2021

On-line Via ZOOM due to COVID-19 Pandemic (approximately 160 participants)

Hosted by Neal Colgrass, Chief Technical Officer

Chaired by Angelo Bertolas, Co-chair

1. Angelo acknowledged the difficulty of the times and reminded participants that YQNA is a volunteer association that does not charge a membership fee and relies on people's financial support. He directed participants to the YQNA website at yqna.ca if they wished to donate.

He moved for the adoption of minutes of the March 9, 2021 meeting, and seeing no objections, declared the motion approved.

2. Neal welcomed the participants and outlined the technical details of the Zoom event. All were muted except the chair and current speaker. Questions were posed by typing in the chat box or using the "raise your hand" key.

3. Special Presentation* Options for Use of Airport Lands – Brian Iler, Chair of Community Air

Allan Sparrow and Bill Freeman were acknowledged as important contributors to the Community Air mandate.

Recommendation

1. Move Porter to Pearson. Pearson currently has debt of \$6.2 billion. Toronto does not need two airports.
2. Make any subsidy to Pearson conditional on Porter moving to Pearson.
3. Ensure that the lease on the airport lands is not renewed when the tripartite agreement expires on June 30, 2033. Convert 215 acres of the airport property to parkland. This would make the Island Park larger than Central Park. And it would allow year-round access via the pedestrian tunnel.

Of note, there are a number of precedents for cities closing their downtown airports, including Chicago, Berlin, Edmonton, Santa Monica (2028.)

Rationale

Downtown Toronto has a dire need for parkland, a situation which, with planned and approved development, will be 25% worse by 2033. Currently the park space available downtown versus citywide is:

- 8.4 square metres per person downtown
- 28 square metres per person Citywide

The development of the Island Airport represents a cost-efficient option to the proposed rail deck park, the rights to which continues to be contested by developers.

****presentation has been included on the website***

Q: Does the Island Master Plan include the Airport?

A: Community Air has asked the Councillors Office and City Staff to include the airport in the Toronto Island Park Master Plan. However, it is not currently included, and it is not likely that the Mayor will support its inclusion in the masterplan. Community Air will continue to advocate for its inclusion.

Q: Is the pedestrian tunnel paid for?

A: It was built via a P3 partnership for \$85 million. With financing, the total cost will be approximately \$160 million. The Port Authority's commitment is for \$8million a year through to 2034.

Q: Does Ornge require Billy Bishop to meet its landing and service needs.

A: Helicopters don't need an airport; they only need a heliport. The catchment area for Ornge extends to Muskoka. It might make sense to have the service more central to the region, in an area north of Toronto.

Q: Would the Marine Exclusion Zone have to be extended if the airport continues to operate?

A: The Transportation Safety Board deemed that it is necessary to have 300 metre safety zones at the end of runways. Transportation Canada agreed to provide 150 metres. Billy Bishop is the only airport in Canada that cannot comply with that requirement. A few alternatives that do not require extending the runway have been proposed but are not currently being considered including:

- Engineered Material Arresting System (EMAS)
- Shortening the runway, to provide the required RESA (runway end safety area) in the existing footprint.

Porter load factors, the percentage of seats occupied, has historically been around 60%, compared to Air Canada in the mid-80%. That suggests there is room to further restrict the number of seats on the Q400 allowing Porter to use an even shorter runway.

4. City of Toronto - Bushra Mir, Tom Davidson for Councillor Joe Cressey

E-Scooter

E-scooters are only allowed for use on private property. An E-scooter pilot project was announced last year by the Ministry of Transportation. The City opted to not participate in the pilot project in May 2021. The key concerns, based on broad consultation were:

- Safety and accessibility
- Lack of city resources to enforce regulation
- Insurance and liability issues for both users and the City

Instead, the City is committed to focusing on other forms of mobility, primarily the bike share program and expanded bikeways across the city.

Status of Island Airport

- The Island Airport is an incompatible industrial use on the waterfront which does not align with the revitalization plan the City is pursuing.
- The Port Authority is looking for a funding partner and has issued a 'Request for Interest.' Submissions will be vetted by city staff along with Transport Canada prior to the issuance of requests for proposals.
- The Port Authority is stating that they have structured the request so that it does not impact the tripartite agreement. That will be verified by City Staff.
- The way that council will approach any change to the Tripartite agreement remains an open question. The decision re 'no jets' was ultimately a federal government decision.

- A decision has been made to exclude the Island Airport lands in the current Island Master Plan. The downside risk of derailing progress on the current master plan is judged to be a risk that the City is not willing to make.

5. Billy Bishop Airport – Hal Beck

Updates from the Community Liaison Committee of the Port Authority from meetings November 18th, 2020 and February 24th, 2021

- 86% decline in traffic at Billy Bishop Airport in 2020. The industry average was 72%.
- A return to pre-Covid passenger levels is expected in 2024 and 2025
- Porter is anticipating a slow pick-up once they re-open (date tbd based on vaccine uptake.) They have no new routes planned. The early service focus will be on Montreal and Toronto
- Air Canada will be rebuilding its services alongside Porter at Billy Bishop airport.
- The ‘Safe Travel’ program will be implemented at the time of opening.
- There have been temporary layoffs at The Port Authority
- The Port Authority AGM is on June 14th, 2021. On March 30th the Port Authority issued a public private partnership ‘Request for Interest’ with a response deadline for May 14th, 2021.

Noise Management Sub-Committee

In the 2019 Master Plan there are 384 movements per day of which 202 slots are for commercial flights. By 2033 the Port Authority projected that the number of slots would grow to 454 and 246 respectively. This is theoretical capacity which has not been approved.

Airfield Improvement Projects include:

- Electrification of ferries
- Storm water and glycol management study (2022)
- Runway Intersection Asphalt grooving
- Sanitary lift station grinder pumps
- South channel dock wall rehabilitation and beautification project with board walks, seating, plantings and art installations recognizing the Mississauga of the Credit First Nations
- Full reconstruction of the south channel dock wall
- Several electrical and communication upgrades

Other

- There were several complaints re airport lighting from the Bathurst Quay Neighbourhood Association
- Bathurst Quay air quality study preliminary findings presented the w/o May 10th, 2021
- Bathurst Quay Neighbourhood Plan - Work is underway on Eireann Quay street scaping. The parking corral is paved, and work is planned for the Corleck building which will be used as a cultural centre and the home of the Canada Ireland Foundation.

- Plaza construction may start this year. On June 16th there will be a virtual public open house.
- Silo work will also begin shortly to stabilize some elements of the structure in advance of issuing a design RFP.

Q: - What is happening with Connect Airways out of Billy Bishop?

A: - No new information

Q: - Ports Toronto gained \$90 million from the sale of 30 Bay. Any idea how that might be used?

A: - No new information

6. Update from the Province – MPP Chris Glover

Ontario Place

Ontario Place was developed in the 1970's by John Robarts as a way to create an identity for Ontario. The province is creating a plan for the future of the park and has hired former police chief, Mark Saunders as a special advisor. There is a meeting on May 13th at 7 p.m. to discuss preliminary planning guidelines.

There is interest in maintaining access to Ontario Place without cost. Heritage features such as the pods and cinesphere will also likely be retained.

Community Care

- Chris Glover and a friend initiated a program that feeds 1500 people a week. You can get involved in this program via Chris' website, <https://www.chrisglovermpp.ca> or through Spadina Fort York Community Care site <https://www.facebook.com/SpafyCC>
- Pop up vaccine *registration* clinics are operating throughout the riding, mostly in co-ops. There are 3 Covid 'hot spots' in the riding right now.
- Chris is putting out updates as frequently as required when new information comes out about vaccines and their availability. People can register for these updates using his website at <https://www.chrisglovermpp.ca>
- An app has been developed that allows people to enter their postal code to a 1-800 number via their phones. They will receive a text message response indicating the 3-4 closest sites where they can register for a vaccine. The app has helped 130,000 people get registered.
- Chris has initiated Tuesday tech talks where he conducts 10-minute interviews with an innovator.

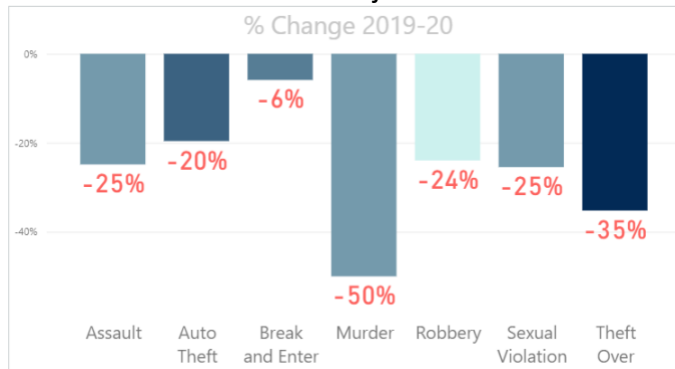
Advocacy

Chris is pursuing a homelessness initiative with the goal of building 100,000 permanent units over the next 10 years. To achieve this goal, he is asking businesses and the public to actively advocate for long-term supportive housing versus shelters for the homeless.

7. Toronto Police Presentation – Heather Gordon, Crime Analyst, Sergeant Albergu and Community Response Officers

Crime Analysis

Across 52 Division all the major crime indicators declined in 2020 versus 2019.



As of May 2021, crime continues to trend downward. Assaults and Break and Enter are the most prevalent crimes in our neighbourhood.



A pocket of concern for the York Quay Neighbourhood, is the cluster of crimes that happen in the University / Front St. area. It is defined as a ‘hot spot’ for:

- Sexual Assault
- Assault
- Robbery
- Auto Theft
- Break and Enter

Of note, Heather referred participants to the **Public Safety Data Portal**. There is a wealth of detail that is available broken down by Toronto neighbourhood.

Aggressive Cycling on the Martin Goodman Trail

- Two officers have been assigned to the Martin Goodman Trail per shift, on a daily basis
- 52 Division have been actively monitoring the current cycling volume as well as cyclist's compliance with safe use practices on the trail since April 25th, 2021. As a result of this activity 250 cyclists have received cautions and 10 provincial offense tickets have been issued under the Highway Traffic Act.
- On June 3rd police will be moving to the enforcement phase of this initiative. Social media will be used to educate the public about safety on the trail

Local Business / Encampments / Airbnb's

- The police are also building relationships with local businesses. The most frequent problem that businesses in the neighbourhood face is disorderly conduct. Businesses were asked to save video footage. Cameras and lights were highlighted as important deterrents.
- There will be an encampment clean up w/o May 11, 2021.
- Airbnb's in the neighbourhood are being monitored by both uniformed and plain clothes police officers. Arrests have been made in the past couple of weeks.

8. Toronto Inner Harbour Floatables* Study – Jill Atwood of Toronto and Region Conservation Authority, Cassandra Sherlock University of Toronto**

Vision

A City of Toronto Inner Harbour that is free of floatable debris with a thriving aquatic ecosystem and abundant recreational opportunities.

Overall Objectives

- To create a living document that embraces collaboration and opportunities for continuous improvement
- To identify a long-term maintenance commitment, by those with jurisdiction over the area, to maintain the aesthetic quality of the Toronto waterfront
- To identify and provide support for ongoing maintenance and further improvements of the aesthetics on the waterfront through the removal of floatable litter.

Specific Objectives

Objective 1 - Products and Maintenance

- Seabins - to collect floating matter
- Storm sewer catch basin treatment
- Standardized garbage receptacles
- End of pipe filtration technology
- Garbage pickup regimes (public & private)
- Marine debris removal devices

Objective 2 - Monitoring

- Monitor debris collected in Seabins
- Develop long-term monitoring framework consistent with NOAA Marine Debris Program
- Identify point-sources of pollution
- Monitor effectiveness of implemented products
- Track effectiveness of strategy and implement adaptive management strategies

Objective 3 - Public Education

- Develop programs to increase public awareness of floatables and marine debris
- Develop outreach program targeting businesses in Toronto Inner Harbour neighbourhood
- Utilize partnerships to extend outreach to diverse audiences

Objective 4 - Policy

- Work with local businesses to develop guidelines and standards
- Analyze data to determine potential policy development
- Investigate by-law to support garbage pick-up regimes of both private and municipal stakeholders

Strategy Timeline and Progress

- Trash Tagging Project with University of Toronto is underway which will help determine where floatables are coming from and accumulating, to inform future trash trapping technologies & policies
- 2 Seabins will be installed at ferry docks of Toronto Islands this spring.
- Next steps: monitoring, data collection, education campaigns & policy updates

Tagging Trash Project



An important element of the ‘Fighting Floatables in the Toronto Harbour’ Initiative is currently being implemented by the University of Toronto Scarborough, in collaboration with Ports Toronto, Ministry of the Environment, Conservation and Parks and the TRCA. Small containers (blender bottles) containing GPS technology are being released at several points along the waterfront to determine where floatables are coming from and accumulating. The information collected by these containers will be used to develop future ‘trash trapping’ technologies, locations and policies. They will also provide insights on how trash moves through the harbour.

U of T is actively involved in the placement and analysis of Seabins that capture trash in strategic locations around the harbour. The information gained from this activity will inform future environmental policy.

More information can be seen at...<https://uofttrashteam.ca/taggingtrash>

**Any foreign matter that may float or remain suspended in the water column, including plastic, aluminum cans, wood products, bottles, and paper products*

***Presentations available on the website*

9. Harbourfront Centre Update - Martin Keneally

Rink Update

- Harbourfront rink is 40 years old and needs a complete rebuild. MJMA architects have been hired to provide a design recommendation. The target for completion of rink surface is December 2021 in time for Nordic Bridges.
- Phase 2 will include areas around the rink. The plan is to relocate the skate change room, improve accessibility, and build a new sustainable model to run the rink / water feature area.
-

Amsterdam Bridge Update

Harbourfront is in the assessment phase of the repair process to revitalize the 15-year-old bridge. The work will involve repairs below water, as well as work on the above water structural elements of the bridge

245 Queens Quay Tenant

Negotiations continue with a prospective tenant.

Q: What are your plans for Marina 4?

A: Harbourfront is waiting for the provincial government to lift the emergency order. In the meantime, renovations to washroom and laundry facilities, the pier, etc. are planned for implementation this summer.

Other: *Harbourfront recognizes that its open-air sites are being used by many people for different outdoor recreational purposes. In some cases, Harbourfront represents the only opportunity for people to use outdoor space. Consequently, Harbourfront is trying to accommodate peoples' needs in these challenging times.*

Yonge St. Slip - YQNA is working with the City to ensure that plans to fill in a portion of the Yonge St. slip are aligned with the needs of the users and residents of the neighbourhood.

Next Meeting – September 14, 2021