

HUMBER BAY SHORES CONDOMINIUM ASSOCIATION
MINUTES OF THE BOARD OF DIRECTORS' MEETING

2240 Lake Shore Blvd. West, Toronto, Ontario
Wednesday, January 26, 2022 at 7:00 p.m.

Members Present - Executive Board 2020-2021

Jim Reekie	President	
Jennifer Tocci	Vice President	Waterford
Laura Nash	Secretary	
Michelle Lian	Treasurer	
John Browne	Director-at-Large	Palace Pier
Sharon Jazzar	Director-at-Large	Newport Beach
Ron Anderson	Director-at-Large	Palace Place

Members Present - General

Mary Ciufu	Director	Marina Del Rey Phase III
Susan Grimes	Director	Marina Del Rey, Phase I
Adam Kozak for K. Winter	(Proxy)	Grand Harbour A&B and Townhouses
Saifu Mawji	Director	Waterview Explorer
Craig Robinson	Director	Grand Harbour C
Tod Stewart	Director	Grenadier Landing
Maria Ancona	Director	Beyond the Sea Phase I (<i>departed at 7:50 p.m.</i>)

Member Regrets

Emily Doyle	Director	Lakeside Place
Angela Abromaitis	Director	Waterscapes
Marilyn Dumaresq	Director	Hearthstone by the Bay
Jim Simone	Director	Nautilus
Tom Killeen	Director	Marina Del Rey Phase II
Adrian Wellman	Director	Waterscapes
Kathryn Winter	Director-at-Large	Grand Harbour A&B and Townhouses

Invited Guests

Mark Grimes	Councillor, City of Toronto (<i>departed at 8:04 p.m.</i>)
Aaron Prance	Policy Advisor, Councillor Grimes' Office, City of Toronto (<i>departed at 8:04 p.m.</i>)
David Hunter	Senior Project Manager, Transportation Services, City of Toronto (<i>departed at 8:04 p.m.</i>)
Cassidy Ritz	Manager, Transportation Planning Projects, City of Toronto (<i>departed at 8:04 p.m.</i>)
Kate Kusiak	Senior Coordinator, Public Consultation, City of Toronto (<i>departed at 8:04 p.m.</i>)
David MacMillan	Program Manager, Environment and Energy Division, City of Toronto (<i>departed at 8:04 p.m.</i>)

Grace Tesa	Manager, Development Engineering, City of Toronto (departed at 8:04 p.m.)
Elisabeth Silva Stewart	Senior Planner, Community Planning, City of Toronto (departed at 8:04 p.m.)
John Baldesarra	Senior Engineer, Development Engineering, City of Toronto (departed at 8:04 p.m.)
Jennifer Grado	Manager, Large Customers and Key Accounts, Toronto Hydro (departed at 8:04 p.m.)
Junaid Malik	Consultant, Large Customers and Key Accounts, Toronto Hydro (departed at 8:04 p.m.)
Mike Scollard	Supervisor, Investment Planning, Toronto Hydro (departed at 8:04 p.m.)
Cindy Brooks	Consultant, Government and Public Affairs, Toronto Hydro (departed at 8:04 p.m.)
Chris Gurney	Engineer, Toronto Hydro (departed at 8:04 p.m.)

Recording Secretary

Samantha Wymes INaMINUTE Ltd.

Due to the COVID-19 pandemic, the meeting was held by videoconference.

1.0 PRESENTATIONS

1.1 David Hunter – Park Lawn Lake Shore Transportation Master Plan (TMP)

D. Hunter was leading the TMP and provided a brief update on that project and next steps. The preliminary preferred network was presented to the Toronto City Council in summer 2021, and was being refined using additional traffic modelling. The implementation and phasing plans were being prepared and would be presented to the council in spring 2022. The Legion Road extension and Street A were top priorities and would be advancing first.

Earliest conceptual designs were being developed for Lake Shore Boulevard W. from Legion Road to the Humber Loop, as well as for Street A, Park Lawn, and a new north-south street between The Queensway and Lake Shore Boulevard West. These designs would provide an understanding of logistical challenges and inform cost estimates. Once the designs were ready, they would be brought before the HBSCA for public consultation.

1.2 John Baldesarra – Servicing Capacity for the Christie Site

J. Baldesarra explained how capacity was assessed within the existing infrastructure. It was the responsibility of a development applicant to provide the city with a functional servicing report, demonstrating that the city's existing infrastructure had the capacity to support the development or any upgrades that would be required.

The report for the Christie site was still in development; however, needs for a sanitary sewer upgrade along Lake Shore Boulevard W. and potential storm sewer upgrades along Park Lawn had already been identified. Analysis is still underway, and the City has not yet approved the report.

1.3 Junaid Malik – Hydro Capacity in the Community and as a Part of the Christie Development

J. Malik explained the Toronto Hydro planning process and outlined specific details related to the Humber Bay Shores area. Generally, in planning, engineers reviewed the existing capacity and contingency requirements in an area, assessed the capacity and contingency requirements of existing customers, and assessed the power source.

New and existing connections were all required to meet Toronto Hydro standards, and engineers reviewed historical load data, at multiple different points, to assess the limits. The priority for capacity assessment was that no existing customers would be adversely affected. The system was designed for redundancy. Visibility on the grid allowed Toronto Hydro to sectionalize tie points; this provided control and flexibility to restore power quickly by switching one area to another.

The Horner transfer station, the relevant station to the Humber Bay Shores area, was undergoing an expansion, to increase capacity; this work would be completed in 2024. Between Q2 2022 and 2024 two new transformers and 12 new breakers positions would be added to the Horner Transfer Station to effectively double the load capacity to ensure that new customers can be successfully connected without compromising service to existing customers. Also, two new circuits would be installed in Humber Bay Shores area to relieve load on existing circuits.

J. Malik advised that he could provide the slide deck for his presentation to the Board, via email, should this be required, as technical limitations had prevented him from sharing his screen.

2.0 QUESTIONS

Councillor M. Grimes advised that the questions previously submitted by the Board would be addressed at this point in the meeting. Any unanswered questions could be resubmitted, via email, and would receive a written response.

A. Prance read the questions submitted by the Board, and the following responses were provided.

2.1 Load Capacity of the Expanding Humber Bay Shores Community

J. Grado advised that investments in infrastructure were occurring, through both expanding capacity and asset renewal. Toronto Hydro planned work in five (5)-year increments and planning for life-cycle asset replacement between 2024 and 2029 was already underway. Ms. Grado affirmed that these plans will eliminate any hydro capacity concerns for this area.

2.2 Power Outages and Options for Remedy

J. Grado advised that the Toronto Hydro systems were designed for redundancy, and a redundancy option was always available via switching.

2.3 Peak Electricity Demand in the Humber Bay Shores Community

J. Grado advised that capital planning addressed peak electricity demand. J. Malik provided technical details regarding the expansion of the Horner transfer station.

2.4 Toronto Green Standard Resiliency – Over 72-Hour Backup Electricity

D. MacMillan explained that just as Toronto Hydro was designing redundancy into the power grid, the TGS Tier 2 “guidelines” for minimum requirements for resilience applied to new developments. Although these guidelines were for new construction only, the backup power guidelines, which were written for both new and existing buildings, outlined opportunities for how existing buildings could also become more resilient.

The backup power guidelines were at the building scale, and the environment and energy division of the City of Toronto was available to discuss retrofits to buildings and assist with making buildings more resilient.

ACTION: D. MacMillan to provide the backup power guidelines to A. Prance, for circulation to the Board.

2.5 Stormwater Runoff Concerns – Predicting Stormwater Runoff

HBSCA expressed concerns that predicting the Christie Site’s impact on storm water runoff is problematic as the City does not have data on the capacity of existing stormwater infrastructure and also climate change intro’s a variable regarding predicted run off

J. Baldesarra reiterated that it was the developer’s responsibility to identify their capacity needs and the functional servicing documents from the Christie development had not yet been approved and were still under review. The Board advised that First Capital had submitted an infrastructure report which noted that the ability of the existing infrastructure to service the needs of the new development was unknown.

The Board requested clarification as to whether the City was waiting for the developers to determine that capacity, or were the developers expecting that report to be provided by the City, and as to how First Capital’s report could capture the limitations of the community’s existing infrastructure when the report simply states that they are not aware of the capacity. J. Baldesarra clarified that First Capital would provide further documentation, as part of their zoning application, to demonstrate sufficient capacity of the existing infrastructure to support their development, existing developments, and new developments in the foreseeable future. The City had already returned the report twice with comments and the report would not be approved until it

demonstrated that the new development would be supported, and any infrastructure upgrades required to support a development were the responsibility of the developer.

Councillor M. Grimes explained that several rounds of reports could be submitted by a developer before they were approved. The Board inquired about why the secondary plan was approved prior to the demonstration of sufficient capacity for the new development. Councillor M. Grimes clarified that the secondary plan, which lays out the roads and buildings, was fleshed out by the technical details in the reports and that the development would not move forward if the functional servicing reports were not approved. The reports would be made publicly available on the application information centre of the City of Toronto's website.

An HBSCA director asked whether these reports addressed the impact of the entire development or whether each phase of the development would be reported on independently, in which case the upgrades with each phase would create repeated upheaval. J. Baldesarra confirmed that developers were expected to increase the infrastructure capacity to support an entire development, or at least large sections of a development, rather than individual phases.

2.6 Stormwater Runoff Concerns – Over-Land Stormwater Flow

J. Baldesarra explained that over-land stormwater runoff could only flow within the municipal right of way on municipal property, and this would need to be demonstrated with surveys.

2.7 Stormwater Runoff Concerns – Mitigating Water Quantity, Quality and Erosion Impacts

J. Baldesarra confirmed that these matters had not yet been addressed in the reports, and the Toronto and Region Conservation Authority (TRCA) would be involved in this process.

2.8 Stormwater Runoff Concerns – Accuracy of Predictions and Adequacy of Protection

HBSCA observed that documents cite a mitigation level of protection of a 100-year storm, and the data and information gaps in the report provide no confidence as to how and if the predictions were accurate or, therefore, whether a level of protection would be built in for the Humber Bay Shores community.

J. Baldesarra advised that stormwater management assessments in the city were based on the wet weather flow guidelines. He added that the protection level was for 100-year storage onsite and two (2) - year release. All of the buildings in Humber Bay Shores were likely constructed based on the same criteria. Climate change would be factored into the stormwater assessment.

2.9 Sewage – Capacity of the Humber Treatment Plant and the Annual Increase in the Number of Bypass Events

J. Baldesarra advised that these concerns were being considered, in partnership with Toronto Water, and developers were responsible for any necessary upgrades.

2.10 Sewage – Capacity of Existing Sewer Lines and Upgrading to Evacuate Site Sewage

J. Baldesarra noted that the reports indicated the need for upgrades along Lake Shore Boulevard W. up to the trunk sewer. The city had requested that First Capital conduct additional flow monitoring, to ensure that the scope of their analysis was comprehensive, and additional reporting was being awaited.

2.11 Sewage – Capacity of the Queensway Pumping Station and Additional Data Required from Toronto Water

J. Baldesarra confirmed that Toronto Water was involved in this process, and construction of the development would not outpace the necessary upgrades.

2.12 Sewage – Dry Weather Modelling

J. Baldesarra reiterated that the applicant was performing additional analysis to address the City's comments and would resubmit their reports.

2.13 Sewage – Volume Estimations

J. Baldesarra noted that the applicant's analysis would consider all existing developments and all developments for which zoning had been approved. These estimates would be based on population.

M. Ancona departed at 7:50 p.m.

2.14 Transportation – Impact of Advanced Lights for Pedestrians and Cyclists on Traffic Studies

HBSCA queried whether the City had measured the impact on advance green lights for pedestrians and cyclists in the traffic studies that have been done on the area.

D. Hunter advised he could not speak to the analysis conducted for the existing developments; however, the TMP did not include leading pedestrian intervals in the long-term modelling analysis from the start, as this directive had not yet been received. He highlighted that leading pedestrian intervals were an effective safety tool that were being implemented across the city.

2.15 Transportation – Additional Cycling Lanes on Lake Shore Boulevard West

D. Hunter explained that, although there were nearby cycling routes, the city was attempting to address existing and future challenges through the TMP, which include lack of high order public transit, lack of streetcar priority, limited street network connectivity, disconnected cycling and walking network, auto-oriented street designs, and especially specific to HBS a lot of cut-through traffic from the Gardiner. All of the new streets being proposed in the area, Legion Rd, Street A and the new north/south road, would include physically separated cycling lanes to augment cycling networks and address traffic issues. Speed limits would likely also be reduced in the area, to increase safety of cyclists and pedestrians. D. Hunter recommended that cycle lanes be thought of as having similar value to sidewalks.

2.16 Transportation – Plans to Improve Traffic on Park Lawn and Consideration of Expansion

D. Hunter reported that one (1) of the goals of the TMP was to improve traffic on Park Lawn. The purpose of the three (3) new streets was to mitigate congestion on Park Lawn and overcome major physical barriers between The Queensway and Lake Shore Blvd. W. Longer term, with the Go Station and the Christie site buildout, the plan anticipated a shift from predominantly a driving-focused area to a more reasonable balance between cars and walking/cycling/transit use. Several new traffic lights were also being proposed for Park Lawn and Lake Shore Boulevard W. to assist with the regulation of traffic flow and allow pedestrians to cross.

Humber Bay Shores would have to accept the reality that congestion-free streets were not going to happen. The goal would be to manage the traffic congestion better, not to eliminate it, and the plan would provide for more organized traffic flow, alternatives to driving, and an anticipated shift in travel behaviour with more people walking, using public transit, and cycling as an alternative to driving.

2.17 Planning – Consideration of Shadows

E. Silva Stewart advised that the official plan was aimed at protecting the large public spaces and streets, rather than protecting buildings from shadows. There was a strong effort, however, to minimize and sculpt the impact of shadows. The towers in the Christie development were all tall and lean, with a minimum of 35 meters of separation between them. Most of the shadows would be cast primarily on the Christie site, with some shadows cast northward from the site onto the Gardner and the Ontario Food Terminal. Shadows would also cross over Lake Shore Blvd W. in the late afternoon during the March and September equinoxes. A study with more detail will be conducted as part of each phase.

2.18 Planning – Innovative and Climate Conscious Development and Geothermal Heating and Cooling

D. MacMillan advised that in addition to other low carbon technologies, the applicant was still evaluating, had not entirely discounted geothermal heating and cooling from sewer heat recovery. and had initiated a process to seek an energy development partner. An updated report was awaited.

The geothermal technology being investigated was an innovative approach with regard to climate change consciousness and reduction of carbon emissions. D. MacMillan advised that the first phase of the development would fall under Version 3 of the Toronto Green Standard, and future phases would be subject to increasing stringency, as Versions 4 and 5 were approved. He also noted that when the Toronto City Council had adopted TransformTO in December 2021, they accelerated the carbon target for new developments. The applicant would, therefore, be required to create a low carbon plan that would be reflected in the resubmission of the energy strategy and the site plan application.

The HBSCA thanked the invited guests, who all departed at 8:04 p.m.

3.0 CALL TO ORDER/ANNOUNCEMENT OF QUORUM

J. Reekie welcomed those gathered to the Full Board Meeting of the Humber Bay Shores Condominium Association (HBSCA).

There being a quorum of Directors present, J. Reekie called the meeting to order at 8:15 p.m., presiding as Chair, with the agenda as presented.

The Board discussed the value of the preceding presentations and of the question and answer period. It was noted that another meeting could be scheduled separately from a Board of Directors' meeting. The Board also discussed concerns regarding the impacts of the Christie development on transportation and sewage.

4.0 CONFLICT OF INTEREST DECLARATION

There were no conflicts of interest declared by Directors.

5.0 REVIEW AND APPROVAL OF MINUTES

5.1 Minutes of the Open Board Meeting held on October 27, 2021

The Board reviewed the minutes of the HBSCA Open Board meeting held on October 27, 2021, and requested an amendment.

On a MOTION by J. Tocci, seconded by J. Browne, it was resolved to approve the minutes of the Board of Directors' meeting held on October 27, 2021, as amended.

The motion was carried.

6.0 TREASURER'S REPORT

The Treasurer, M. Lian, had reviewed the unaudited financial statements for the periods ended November 30, 2021 and December 31, 2021, and advised that the financial position of the HBSCA was good. The accounts receivables had decreased and were expected to be cleared by mid-February 2022.

It was the consensus of the Board to accept the financial statements of the HBSCA for the periods ended November 30, 2021 and December 31, 2021.

8.0 REPORTS

8.1 Humber Happenings

A winter issue of Humber Happenings was not issued; however, a combined winter and spring 2022 magazine would be issued Wednesday, April 13, 2022, in physical and digital formats.

8.2 Traffic and Transportation

The Board noted that there were concerns with the TMP, and that the city was not considering the most beneficial ideas for the community as the population expanded. Further discussions with Councillor Mark Grimes and the City of Toronto Transportation Services Department would be required to express the needs of the community.

ACTION: Directors of the Full Board to provide J. Reekie with questions for David Hunter at the City of Toronto Transportation Services Department, with a copy to be provided to Councillor Mark Grimes.

8.3 Farmers' Market

The farmers' market was scheduled to reopen on Saturday, May 28, 2022. This year was the tenth anniversary of the farmers' market, and celebrations would be planned for the opening day.

8.4 Waterfront Festival

J. Reekie reported on the first Waterfront Festival Committee meeting. The festival would take place at Humber Bay Park West, so long as COVID-19 pandemic-related restrictions permitted. The event would take up all of the parking lots, and would likely cost between \$45,000 and \$50,000. The Board discussed the benefits of the waterfront festival taking place in the park, rather than on Marine Parade Drive, which included logistical and cost savings benefits. Available parking in the area was being investigated, bands and golf carts had been reserved, and vendors would be secured shortly.

ACTION: Directors of the Full Board to contact K. Winter if they are available to volunteer at the waterfront festival.

9.0 NEW BUSINESS

9.1 Parking on Marine Parade Drive

Discussion ensued regarding issues with parking on Marine Parade Drive. A suggestion had been made to change the curve along the south side of Marine Parade Drive to no stopping, which would prevent the misuse of accessible parking.

ACTION: J. Reekie to work to implement no stopping along the curve on the south side of Marine Parade Drive, to prevent the misuse of accessible parking.

9.2 Air Sanitation and Ventilation

S. Grimes had been investigating carbon dioxide monitors to assess the safety of air and quality of ventilation in indoor spaces, as well as ultraviolet air sanitization. Marina Del Rey had received a presentation on an air sanitization product that used a fan and an ultraviolet light to reduce

pathogens in the air by over 99%, and a similar presentation could be arranged for other condominium corporations.

R. Anderson advised that the Palace Place makeup air units (MAUs) were all fitted with ultraviolet lights, which had been the case since 1992, and Toronto Public Health recommended ultraviolet lights in MAUs. Discussion ensued regarding the value of purifying the air from outdoors versus recycled indoor air, as well as the means by which viruses spread through the air.

ACTION: R. Anderson to provide the Full Board with the research he developed for Palace Place.

9.3 Esso Site

J. Reekie reported on a meeting with the executives of the Esso development. The Esso site application was submitted in October 2021, and they were awaiting a response from the city. The City of Toronto had turned down the construction of a high rise, and indicated that they preferred a medium rise building to be constructed on the site. The Esso developer was of the opinion that, should the city be overly resistant towards the development, they would proceed to the Ontario Local Planning Appeal Tribunal (LPAT) for decision.

10.0 NEXT MEETING

The next Executive Board meeting was scheduled for Monday, February 28, 2022 at 7:00 p.m.

The next Full Board meeting was scheduled for Wednesday, March 30, 2022 at 7:00 p.m.

11.0 CLOSE OF MEETING

*On a **MOTION** by S. Jazzar, **seconded** by S. Grimes, **it was resolved** to close the January 26, 2022 Full Board Meeting of the Humber Bay Shores Condominium Association (HBSCA) at 8:52 p.m., as there was no further business to discuss.*

The motion was carried.

Director

Date

Director

Date