



**PORTSTORONTO**

**BILLY BISHOP TORONTO CITY AIRPORT**

**COMMUNITY LIAISON COMMITTEE  
MEETING #32**

**MEETING MINUTES**

Tuesday November 27<sup>th</sup>, 2018  
Waterfront Neighbourhood Center  
Toronto, Ontario

Minutes prepared by:



# PORTS TORONTO



These meeting minutes were prepared by Lura Consulting. Lura is providing neutral third-party consultation services for the PortsToronto Community Liaison Committee (CLC). These minutes are not intended to provide verbatim accounts of committee discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from the committee meetings. If you have any questions or comments regarding the Meeting Minutes, please contact either:

**Gene Cabral**

EVP- Billy Bishop Toronto City  
Airport

**PortsToronto**

Phone: 416-203-6942 ext. 16  
[GCabral@torontoport.com](mailto:GCabral@torontoport.com)

OR

**Jim Faught**

Facilitator

**Lura Consulting**

Phone: 416-536-2215  
[ifaught@lura.ca](mailto:ifaught@lura.ca)





**Summary of Action Items from Meeting #32**

<b>Action Item #</b>	<b>Action Item Task</b>	<b>Who is Responsible for Action Item</b>
M#32-A1	Connect the YQNA representative with a colleague at the City who can provide more precise timelines around Homelessness services in the area around Billy Bishop Airport.	<b>Mr. Bowen – City of Toronto</b>
M#32-A2	Consider making a Capital Project Update part of the standing agenda for future CLC meetings.	<b>PortsToronto</b>
M#32-A3	Distribute CLC meeting 32 presentations to all CLC members.	<b>Lura Consulting</b>
M#32-A4	Share the Climate Change Risk Assessment Report with the CLC upon completion.	<b>PortsToronto</b>
M#32-A5	Email CLC members to find appropriate dates for the 2019 CLC meeting schedule.	<b>Lura Consulting</b>



## List of Attendees

Name	Organization (if any)	Attendance
<b>COMMITTEE MEMBERS</b>		
Councilor Joe Cressy	City of Toronto, Ward 20	Regrets
Councilor Troisi	City of Toronto, Ward 28	Regrets
Nicole Waldron	On behalf of MP Adam Vaughan, Spadina-Fort York	Regrets
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
Michael Perry	Air Canada	Regrets
Brad Cicero	Porter Airlines	Present
Matthew Kofsky	Toronto Board of Trade	Regrets
Cindi Vanden Heuvel	Toronto Passenger Vessel Association (TPVA)	Regrets
William Peat	Ireland Park	Regrets
Chris Glaisek	Waterfront Toronto	Regrets
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Present
Dave Purkis	Nav Canada	Present
Rebecca Thompson	Nieuport Aviation	Present
Tim Kocur	Waterfront BIA	Present
<b>GUEST SPEAKERS AND SUBJECT EXPERTS</b>		
Bruce Nagy	Climate Reality Canada	Present
Greg Ballentine	WSP	Present
<b>PORTSTORONTO REPRESENTATIVES</b>		
Angela Homewood	PortsToronto	Present
Gary Colwell	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Present
Mike Karsseboom	PortsToronto	Present
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Mike David	PortsToronto	Present
<b>FACILITATION AND SECRETARIAT</b>		
Jim Faught	Lura Consulting	Present
Alex Lavasidis	Lura Consulting	Present



## Contents

1. Welcome and Introductions .....	1
2. Review of Previous Meeting Minutes.....	1
3. Special Presentation from Bruce Nagy of Climate Reality Canada.....	1
4. Bathurst Quay Neighbourhood Plan Update and Billy Bishop Toronto City Airport City Side Modernization Works Update .....	3
5. Fixed Base Operations (FBO) Update .....	6
6. Billy Bishop Toronto City Airport – Capital Project Update .....	7
7. Billy Bishop Airport 2018 Master Plan Status .....	8
8. Noise Sub Committee Update .....	12
9. Business Arising.....	12
10. Wrap Up.....	12

## Appendices

Appendix 1: Climate Reality Canada Presentation

Appendix 2: Bathurst Quay Neighbourhood Plan Update Presentation

Appendix 3: FBO Operations Update Presentation

Appendix 4: Billy Bishop Toronto City Airport – Capital Project Update Presentation

Appendix 5: Billy Bishop Airport 2018 Master Plan Status Presentation



## **1. Welcome and Introductions**

Jim Faught, Lura Consulting, welcomed members of the Billy Bishop Airport Community Liaison Committee (BBA - CLC) to the thirty-second committee meeting. Mr. Faught facilitated a round of introductions and an overview of the agenda.

## **2. Review of Previous Meeting Minutes**

Mr. Faught noted that meeting 31 minutes had been circulated to CLC members the previous week, and that CLC members can review and provide comment on the meeting 31 minutes until December 5<sup>th</sup>.

## **3. Special Presentation from Bruce Nagy of Climate Reality Canada**

Bruce Nagy, Climate Reality Canada, was invited to attend the CLC meeting by BQNA representative Joan Prowse. Ms. Prowse introduced Mr. Nagy and explained that the climate is approaching 1.5 degrees Celsius of warming, which could have catastrophic and unforeseen impacts on the globe's natural systems. Mr. Nagy presented on the recent Intergovernmental Panel on Climate Change (IPCC) Report, climate change causes, impacts and solutions. Mr. Nagy's presentation is available in Appendix 1. The following provides a summary of questions and comments raised by committee members following the presentation:

- The BQNA representative implored CLC members, including PortsToronto, to consider: What is the one thing that can be done from your position to help the climate?
  - The BQNA representative also noted that corporate action on climate change can lead to positive branding benefits for PortsToronto.
- Chris Sawicki, PortsToronto, noted that is a good question to contemplate. Mr. Sawicki explained that PortsToronto are taking a number of steps to address their environmental impacts, including:
  - Retrofitting PortsToronto airport and marina buildings for energy efficiency, now and over the next few years;
  - A completed restoration of the lighting and signage at the airport which has resulted in conversion to all LED lighting;
  - The installation of higher efficiency generators at the airport;
  - Fire pump generator replacement, which is ongoing and will result in a higher-efficiency generator;
  - Ferry electrification, which is currently in the procurement stage, with a decision expected by early 2019;
    - Currently using biodiesel in the ferry (a mix of 10-15% of biofuel);

# PORTS TORONTO



- BBTCA was one of the first airports to begin testing the use of biofuels.
- The purchase of 100% Bullfrog power for all PortsToronto operations;
- Producing an annual [Sustainability Report](#);
- Working to improve waste diversion including:
  - Battery recycling in all business units;
  - Using organic waste from Billy Bishop offices to create fertilizer through a partnership with “[Wastenot Farms](#)” (an organic waste pickup service that converts waste into fertilizer that is later used in community gardens and at schools). If this program works well corporately, PortsToronto may expand the program to their other business units (e.g. in the marina).
- Working on issuing a sustainability procurement policy to buy local and green as much as possible;
- An employee-based sustainability committee.
- Investigating fleet procurement to reduce the operational carbon footprint;
  - Currently using hybrid vehicles at the airport.
    - Mr. Nagy noted this is also beneficial because of the reduced maintenance required for electric vehicles. Mr. Nagy suggested the airport investigate electric trucks and work vans (e.g. Zenith).
    - Mr. Sawicki noted he was unaware that fully electric pickup trucks were available, but he would be curious to look into that option.
    - Mr. Sawicki noted that when emissions free options are not available, the airport attempts to select the lowest emissions option.
    - Mr. Cabral noted that most, if not all of Porter Airlines’ ground equipment vehicles are electric.
- The Toronto Island Community Association (TICA) representative inquired if PortsToronto had spoken with the City about electric ferries, in the context of the City’s future replacement of the Toronto Island ferry fleet.
  - Mr. Cabral responded that PortsToronto has been working with the City on electrification of the Billy Bishop Airport ferry, and has heavily encouraged the City to consider electric ferries when they replace the Island Ferry fleet.
- Mr. Cabral noted that overall, Billy Bishop Airport is committed to reducing their environmental footprint, and that this is an issue decision makers care about personally.
- Mr. Nagy noted that clean energy comes with many benefits and long-term payoffs.
- In response to a comment about poor glycol management at the Airport, in Mr. Nagy’s presentation, Mr. Cabral noted that PortsToronto has a strong program to ensure proper glycol management. The CLC committee has reviewed glycol management through a site tour, and glycol is being professionally managed at Billy Bishop Airport.



- Mr. Cabral also noted that electric aircraft will be an environmental game changer in the industry (in reference to a comment in Mr. Nagy’s presentation about aircraft electrification). Mr. Cabral noted that in the Airport’s research, they see that organizations are investing significantly in this technology, highlighting that small, electrified aircraft now exist. Since general aviation aircraft are higher pollutants in the industry, replacing those with electric airplanes could have a significant positive environmental impact.
- The TICA representative recommended that Airport consider placing solar panels on top of airport buildings to generate electricity. She would like to see a report on the potential to generate solar power on the airport lands.
- The BQNA representative inquired if the shuttle bus that runs between the airport and the Fairmont Hotel (across from Union Station) could set additional stops, to encourage use of the shuttle by local community members and prevent the shuttle from operating empty, or with few passengers.
  - Mr. Cabral responded that the Airport’s push is to get people out of vehicles and into other forms of transportation to and from the airport.
  - Ms. Wilson noted that Billy Bishop Airport has the highest proportion of travelers using non-single occupant vehicles in North America, with over 40% of people coming to the airport taking transportation other than personal vehicles.
  - The representative from Nieuport Aviation noted that they are investigating additional options for the shuttle. The problem they are encountering that prevents the addition of other stops on the shuttle route is that often, the route into and out of the Fairmont Hotel stop is full of heavy traffic; this results in the driver determining the most efficient route to take based on traffic. That could result in changes mid-route, which is why adding more stops on the route is challenging.
  - The BQNA representative suggested adding an additional stop at the hotel on exhibition grounds.

#### **4. Bathurst Quay Neighbourhood Plan Update and Billy Bishop Toronto City Airport City Side Modernization Works Update**

Bryan Bowen, City of Toronto Waterfront Secretariat, presented an update on the Bathurst Quay Neighbourhood Plan. The presentation is located in Appendix 2. Bojan Drakul, PortsToronto, presented an update on the Billy Bishop Toronto City Airport City Side Modernization Works. This presentation is also located in Appendix 2. The following provides a summary of comments and questions raised by committee members:

- The YQNA representative inquired if the City’s proposed improvements next to the silos has been looked at from an acoustic perspective, as neighboring residents are concerned about noise impacts; the hard surfaces proposed may worsen the airport



noise experienced, and if the area is used for public events, this could be problematic in terms of creating additional noise for residents.

- Mr. Bowen noted that acoustic impacts have not been investigated yet. He noted that currently, most of the surfaces are already hardscape, so the proposed changes would not add much additional hard surface and therefore should not greatly impact acoustics in the area.
- The YQNA representative noted that parked cars lessen the noise, so conversion from a parking lot to open hard surface would have an acoustic impact.
- Mr. Bowen noted that while that fact is true, the main public space is already a concrete cap (not a parking lot). He also noted that while the city does not have preconceived notions about programming, it is highly doubtful these will be loud events, like concerts; it is more likely events will take the shape of markets and cultural programming, similar to the music garden in terms of noise impacts. However, noise is a concern and a conversation the City will have with the community, and will work with the community to address moving forward.
- The YQNA representative noted that with the addition of the Toronto Housing and Homelessness services by Bathurst and Lakeshore and Prince's Gates, there have been people who have overdosed found in neighbourhood playgrounds. There may need to be additional attention paid to accommodating people who are attracted to the waterfront, who were not present before.
  - Mr. Bowen noted that some temporary and semi-temporary homeless services in the area will be relocated. He noted that a colleague from the City can provide more precise timelines.
  - The YQNA representative noted that there will be some more permanent facilities for homelessness services located by the waterfront, and he would like to see the presence of individuals using these services considered and incorporated into the Bathurst Quay Neighbourhood Plan.
- Mr. Nagy inquired about any energy updates to the building on the Bathurst Quay site.
  - Mr. Bowen noted that geothermal and solar retrofit potentials have been studied. The Ireland park building will get a full modernization, which will include new windows, HVAC, and insulation, improving energy efficiency.
- The BQNA representative suggested placing solar panels on top of shading structures along the plaza portion of the new public space.
  - Mr. Bowen noted that these types of suggestions are helpful for when the plan gets to a more fine-grained stage.
- The BQNA representative inquired if the RFP for the site could include green energy requirements.
  - Mr. Bowen responded that this is a possibility. He added that the City is also working on a coordinated strategy for managing stormwater on the site.

# PORTS TORONTO

- Mr. Cabral commented on behalf of the CLC, applauding the work Mr. Bowen has done personally, as well as the work of local councilors, to get this project moving. He noted that there has been a lot of progress on this project, and that the whole team of people working on the Bathurst Quay Neighbourhood Plan has done a great job.
- The YQNA representative inquired when the Billy Bishop Toronto City Airport City Side Modernization Works will take place.
  - Mr. Drakul responded that works will occur during daytime hours.
- The BQNA representative inquired how vehicles will know how to get through the adjusted intersection.
  - Mr. Drakul responded that there will be large signage and pictograms to indicate to drivers how they are meant to flow through the site.
  - Mr. Cabral noted that there is effort being made to ensure there is not a major disruption to traffic flow; 75% of the existing traffic doesn't change routes, as the taxis and the shuttle buses keep the same routes. The focus is to create space and better flow for people waiting for pickup and drop-off.
- The BQNA representative suggested signage should be large and simple for passenger pickup.
  - Mr. Cabral agreed.
- The BQNA representative inquired what was being done for Uber and Lyft, noting that ride shares are a huge traffic problem in the communities around the airport.
  - Mr. Drakul noted that the airport is working with Uber and Lyft to establish specific pickup locations for people at the airport.
    - Mr. Sawicki noted that through ride share agreements, drivers who are in the neighbourhoods surrounding the airport will not be notified of a pickup at the airport; drivers must be outside of a set range to be notified of a waiting passenger at the airport. This is meant to reduce the amount of rideshare drivers idling in the neighbourhoods adjacent to the airport.
  - Mr. Cabral noted that the airport is eliminating short term paid parking on the Malting site, and overall, the airport has one of the smallest footprints for vehicles compared to other North American airports. Creating a lane for vehicles to stage provides people with a place to wait for pickups; this should help reduce roaming in the adjacent neighbourhoods.
  - Mr. Drakul noted that there will also be pavement markings to direct pedestrians to TTC, taxis, and arriving passenger pickup.
  - Mr. Cabral noted that this is a trial, and encouraged feedback from the community.
- The BQNA representative inquired when the pilot will begin and how long it will last.
  - Mr. Drakul responded that if weather permits, the pilot will start at the end of next week, and will likely run until May 2019.



- The YQNA representative inquired how the community parking spots (parallel parking spots) will be reallocated.
  - Mr. Bowen noted that the City was hoping to find a way to relocate the 7 community spaces, but have not. Instead, they are proposing expanding parking on Bishop Tutu Boulevard to prevent the illegal parking the neighbourhood.
  - The YQNA representative noted that they strongly disagree with that decision.
  - The BQNA representative noted that there are currently many people parking along Bishop Tutu Boulevard without permits, noting that this area needs to be policed to ensure enforcement of parking regulations.
  - Mr. Cabral noted that the airport supports additional enforcement.
  - Mr. Bowen noted that the City is planning to host a public engagement meeting on this topic, as the current 3-hour limit is very difficult to enforce. He noted that there has been inconsistent enforcement because the area has relied on a private firm for enforcement, which must change.
- The YQNA representative noted that there needs to be more parking spots provided, rather than less. He suggested there should be a parking inventory study completed, and suggested the City consider providing additional parking along Stadium Road.

**Action:**

M#32-A1 Mr. Bowen will connect the YQNA representative with a colleague at the City who can provide more precise timelines around Homelessness services in the area around Billy Bishop Airport.

**5. Fixed Base Operations (FBO) Update**

Mike Karsseboom, PortsToronto provided a presentation on Fixed Base Operations to showcase intentions for future projects and improvements across the airport as a whole. The presentation is located in Appendix 3. The following provides a summary of comments and questions raised by committee members:

- The YQNA representative would like future presentations to highlight what is happening across all PortsToronto lands, not only the airport.
- The BQNA representative noted that the Airport's sustainability report shows that FLYGTA has increased their greenhouse gas emissions; she questioned why the airport continues to expand air transportation capacity, when reducing greenhouse gas emissions is so important for the future. The BQNA representative also noted her concern that helicopters are not counted as part of take-off and landing limits for the airport, but they do contribute emissions and noise. She noted that take-offs and landings keep encroaching gradually on existing thresholds and limits, and that the airport should consider halting growth.



- Mr. Cabral noted that Billy Bishop is a public airport, and therefore cannot say no to incoming flights. Though aircraft movements are increasing, by locating flights at Billy Bishop, it takes cars off the road that would have been used to transport people to airports that are further away. Helicopter use is accounted in NEF standards, however they aren't captured as part of the slot regiment for Porter and AirCanda Flights. The overall growth of the airport is being considered through the Master Plan process, led by WSP.

## **6. Billy Bishop Toronto City Airport – Capital Project Update**

Bojan Drakul, PortsToronto, provided an update presentation on Billy Bishop Capital Projects. The presentation is located in Appendix 4. The following provides a summary of comments and questions raised by committee members:

- The YQNA representative inquired if there will there be a presentation on the ferry in the next 6 months?
- Mr. Drakul responded that there will be a meeting once the contractor for the ferry is selected.
- The YQNA representative noted that he is worried about the selection and wants to ensure that this project results in decreased noise for the community.
- Mr. Sawicki noted that the goal of the project is to significantly reduce noise and emissions. Most of the noise produced from the ferries is from the engine, so replacing the engine should have a significant impact on noise levels.
- The YQNA representative stated that they are optimistic, but also noted that the last noise feasibility study was erroneous and this time, he would like to see a fulsome report on noise impacts from the ferry.
- Mr. Cabral noted that some of the projects in the presentation have not yet been approved (e.g. the security fences), but PortsToronto wanted to show their intent for future projects. PortsToronto will let the CLC know the status of these potential projects as they move forward.
- The YQNA representative inquired if his question from meeting 31 about the total tonnage of the materials that was barged, could be answered.
  - Mr. Drakul apologized for the delay and stated he will provide an answer through email to the CLC.
- The BQNA representative inquired who will ensure mitigation of construction light and noise on the surrounding communities.
  - Mr. Drakul noted that when PortsToronto receives an application for construction, they tell the proponent how to mitigate impacts to the neighbouring communities. PortsToronto also have a construction foreman



present during the construction process to ensure there are minimal impacts to the community.

- The YQNA representative noted that the presentation was informative, and suggested this become a standing item on the agenda.
- Mr. Cabral noted that the presentation material will be sent out to CLC members tomorrow.

**Action:**

M#32-A2      PortsToronto will consider making a Capital Project Update part of the standing agenda for future CLC meetings.

**Action:**

M#32-A3      Lura will distribute CLC meeting 32 presentations to all CLC members.

## **7. Billy Bishop Airport 2018 Master Plan Status**

Gene Cabral, PortsToronto, and Greg Ballentine, WSP, provided an update presentation on the Billy Bishop Airport 2018 Master Plan. The presentation is located in Appendix 5. The following provides a summary of comments and questions raised by committee members:

- Mr. Cabral noted that timelines for the Master Plan have slid approximately 2-2.5 months. In order to ensure the process and technical work is well done, timelines have been extended. There will be advanced notice before the next public meeting.
- The TICA representative inquired about a potential closure of Buttonville airport and if PortsToronto would be requesting pilots to move from Buttonville to the Billy Bishop Airport.
  - Mr. Cabral responded that the control tower at Buttonville is closing, not the airport, so there will be no movement of pilots.
- The YQNA representative inquired if the PortsToronto presenters could walk through phases 1 and 2 of the Master Plan process (illustrated through a flow diagram in the presentation), explaining what has been presented to the public as part of each phase.
  - Mr. Ballentine noted that the first phase was data collection.
  - The YQNA representative stated that the data collected was not presented to the public, and would like to have the data collection methodology and results presented to the public.
  - Mr. Ballentine responded that a lot of the data collected was presented at the first public meeting. He noted that a lot of this data was also collected through internal stakeholder interviews, and that the interviews themselves could not be released. Mr. Ballentine noted that much of what has been gathered that can be shared, has already been shared.

# PORTS TORONTO



- The YQNA representative noted that the technical methodology has not been presented, and stated that it should be.
- Mr. Cabral noted that much of the data collected through phase one is data that is already publicly available.
- The YQNA representative would like to see more technical data shared, including information on demand capacity and any engineering reports available. The YQNA representative suggested that takeoff and landing data, all technical data collected, as well as any issues encountered through phases 1-3 of the Master Plan work plan should be shared before development concepts are created for the Master Plan. The YQNA representative feels that the Master Plan work jumped from phase one of the work plan to phase three of the work plan.
- Mr. Cabral noted that the take-off and landing data will be taken into consideration and presented, and that additional information will be presented when it is available, as some of the work for the Master Plan are still ongoing.
- The YQNA representative inquired if another public meeting could be added to the Master Plan timeline, as he felt the second public meeting did not report on the findings of the previous phases. He would like the meeting to discuss all previous and upcoming phases of the Master Plan process.
  - Mr. Cabral noted that data collection had been shared and that of all the processes outlined in the phase 1, 2 and 3 of the Master Plan work plan completed, only one item had not been shared with the public which is the NEF work.
  - The YQNA representative disagreed that the data had been shared. He suggested the City of Toronto provide comment on how the City will work to fill the data gaps. The YQNA representative stated that the data collection process should have been and needs to be shared with the public, especially traffic, noise, and air quality data. He stated that these data needs had been made clear by many others in public meetings thus far. The YQNA representative noted that the public should have been presented with more information by this point in the Master Plan process.
- Mr. Ballentine noted that activity scenarios have yet to be presented and are delayed (the activity scenarios are separate from the development scenarios). In most airports, the activity scenarios would have a direct impact on development concepts, however, as the Billy Bishop Airport has no terminal expansion or runway expansion, a lot of the development concepts are mostly about reducing emissions, increasing efficiency of space, and improving noise quality. These are all examined as part of the development concepts.
  - The YQNA representative noted that it looks as though the airport is maximizing use of the southern site and then manufacturing demand.



- Mr. Ballentine noted that the Master Plan team is still looking to identify if there is demand for increased use of the southern site. As part of the business plan analysis, the Master Plan team is considering that if general aviation grows, where that increased demand would go; additional general aviation will likely be accommodated on the south side.
- The YQNA representative noted that the community is concerned that there is future growth being encouraged, when recent growth has not been justified.
- Mr. Cabral noted that in recognition of the time approaching the end of the scheduled meeting, he and the Master Plan team would remain after the meeting to further discuss concerns with the YQNA representative.
- The BQNA representative inquired who “COPA” is.
  - Mr. Cabral responded that COPA are the Canadian Owners and Pilots Association; they represent general aviation at Billy Bishop Airport and across Canada.
- The YQNA representative inquired if the noise impact assessment review will help determine the capacity of the airport?
  - Mr. Ballentine replied that the review will look at ground noise.
  - Mr. Cabral noted that the original scope of the noise impact assessment review was to look at noise barriers, as this was a large point of concern from the community at the public consultations. It is the intention of PortsToronto to make this noise study more robust. The potential RFP will be shared with the Noise Sub Committee to gather their input before the RFP goes out to market.
  - The YQNA representative inquired if the noise impact assessment will be completed after the Master Plan.
  - Mr. Cabral noted that the intention of the noise impact assessment review is to look at the concerns raised by community members; this will require the scope of the assessment to be broad. Therefore, PortsToronto feel the assessment should be done independently of the Master Plan.
- The BQNA representative noted that the Ports Review Meeting took place November 3<sup>rd</sup>. She noted that at this meeting, it was clear that health, safety and environment were key issues of concern being reviewed at ports across the country. The BQNA representative noted that this should tie into the Master Plan and would like to know how that is being considered.
  - Mr. Ballentine replied that part of the Master Plan will deal with sustainability and emissions, noise impacts, and air quality impacts.
  - The BQNA representative inquired how those issues will be weighted in the plans presented at the next public meeting.
  - Mr. Ballentine replied that those issues will be a consideration for all infrastructure design elements. For example, the project team is currently working to create greater efficiency of taxi movements to cut down on noise and



emissions. Mr. Ballentine noted that a lot of the Master Plan work will also revolve around reviewing operations; the team needs to observe and understand how airport operations can be altered to reduce air and noise emissions, and produce other benefits. For example, in regard to allocations of slots, is it beneficial to cut those down on weekends when people are outside and on balconies etc.

- The YQNA representative inquired if the review period could be doubled.
  - Mr. Cabral noted that PortsToronto will take that request into consideration.
- The TICA representative inquired if PortsToronto had consulted on the Master Plan with the Toronto Atmospheric Fund and other environmental groups.
  - Mr. Cabral responded that PortsToronto have consulted with various City departments who will provide robust written feedback on the draft Master Plan.
  - Mr. Sawicki noted that PortsToronto have taken a robust approach to climate change resiliency to ensure that airport infrastructure can meet the demands of a changing climate. PortsToronto are in the process of finishing a risk assessment report that specifically addresses climate change concerns.
  - The BQNA representative requested that this report be shared upon completion.
  - Mr. Sawicki responded that the report will be shared upon completion.
- The BQNA representative noted that it is difficult to get people out to the Master Plan public meetings. She suggested advertisements be placed in the community section of the Toronto Star and in NOW Magazine, along with social media promotion.
  - Mr. Cabral noted that PortsToronto have done extensive outreach and advertising, and many airports are looking to Billy Bishop as a progressive example of how to do engagement. Billy Bishop Airport is setting a new standard for airports more broadly.
  - The YQNA representative inquired if the other airports referenced had ever had an Environmental Assessment completed, noting that Billy Bishop has had no public process to date to determine the capacity of the airport.
  - Mr. Cabral responded that Billy Bishop Airport leads on public engagement from an airport perspective. So far there has been fantastic community input into the Master Plan. Mr. Cabral stated that one thing that won't happen through this process, is that the airport is not going to close. Mr. Cabral noted that he does not have that ability as the mandate within the TP and Letters Patent does not permit. He stated that PortsToronto have received great input from stakeholders throughout this process and that it is a difficult job to balance the variety of input that has been provided.
- The YQNA representative noted that the total number of flights permitted at the airport should be reassessed.
  - Mr. Ballentine noted that the Master Plan team is looking at the number of activity scenarios to see what the ultimate capacity for the airport is before



Tripartite Agreement noise limits are reached. There are many limitations and constraints that would stop the airport from getting to that point. The goal of the Master Plan is to create future scenarios that meet the needs of stakeholders, including the community around the airport.

- Mr. Cabral noted that the airport's NEF numbers show that Billy Bishop is compliant with current noise standards.
- The YQNA representative noted that as has been discussed in past meetings, he asserts that the NEF noise contours are inadequate and flawed noise standards for the community.

**Action:**

M#32-A4 PortsToronto will share the Climate Change Risk Assessment Report with the CLC upon completion.

## **8. Noise Sub Committee Update**

Alex Lavasidis, Lura Consulting, provided a short summary of the previous Noise Sub Committee Meeting as well as a general timeline for upcoming Noise Sub Committee meetings. A copy of the Noise Sub Committee meeting notes is available in Appendix 6.

## **9. Business Arising**

Mr. Faught noted that Lura will circulate polling on 2019 CLC meeting dates. The BQNA representative thanked the Waterfront BIA representative for attending this CLC meeting. Mr. Cabral encouraged committee members to let PortsToronto know if there is a particular topic they would like to see a presentation on in 2019.

**Action:**

M#32-A5 Lura will email CLC members to find appropriate dates for the 2019 CLC meeting schedule.

## **10. Wrap Up**

Mr. Faught and Mr. Cabral thanked CLC members for attending the meeting.

## **Adjourn**