



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

COMMUNITY LIAISON COMMITTEE

MEETING #41

MEETING MINUTES

February 24th, 2021

Virtual Meeting

Toronto, Ontario

Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA is providing neutral third-party consultation services for the Ports Toronto 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:

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Summary of Action Items from Meeting #41

Action Item	Action Item Task	Who is Responsible for Action Item
M#41-A1	Finalize CLC Meeting #40 Minutes and post to the PortsToronto website.	LURA
M#41-A2	LURA will share the Annual Noise Management Report and Sustainability Report with the CLC when available.	LURA
M#41-A3	Ms. Prowse to connect with Mr. MacWilliam when it is safe to do so to set up a walk around of the site to look at the lights. Mr. Bowen indicated that he would also like to attend.	BQNA & PortsToronto

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 –Spadina-Fort York	Absent
Bushra Mir	On behalf of Councillor Joe Cressy, Ward 10 –Spadina-Fort York	Absent
Nicole Waldron	On behalf of MP Adam Vaughan, Spadina-Fort York	Absent
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
David Stonehouse	City of Toronto – Waterfront Secretariat	Absent
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Scott Brownrigg	Nieuport	Absent
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Present
Jonathan Bagg	Nav Canada	Absent
Dave Purkis	Nav Canada	Absent
Tyson Morelli	Nav Canada	Present
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Absent
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Absent
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Mike MacWilliam	PortsToronto	Present
Michael David	PortsToronto	Absent
Bryden Erdmann	PortsToronto	Present
FACILITATION		
Jim Faught	LURA Consulting	Present
Alexander Furneaux	LURA Consulting	Present

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Appendix A – CLC Meeting #41 Agenda

Appendix B – BQNA Update CLC 41_24-02-2021

Appendix C – 2021 Capital Program CLC presentation

Appendix D – Bathurst Quay Neighbourhood Plan (BQNP) Implementation: Waterfront For All Speaker Series

1. Welcome and Introductions

Jim Faight (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) to the 41st committee meeting and provided an overview of the agenda.

The meeting agenda is included in **Appendix A**.

2. Review of the Meeting Minutes

Mr. Furneaux indicated that the minutes from CLC #40 have been circulated and that all comments received to-date have been incorporated. He inquired whether any CLC members had any additional comments to add before finalization and publication on the PortsToronto website. With no additional comments being raised, the minutes will be finalized and published following the meeting. Mr. Cabral added that if there are any further revisions with the published document these should be raised with Mr. Furneaux as needed.

M#41-A1 Finalize CLC Meeting #40 Minutes and post to the PortsToronto website.

3. PortsToronto Update

Mr. Cabral provided an update on operations at BBTCA since the previous meeting with emphasis on the impact of COVID-19 on operations at the airport. Key points from Mr. Cabral's updates include the following:

- Safety remains a top priority for the airport and that it is encouraging to see positive developments in Canada and across the world regarding COVID-19. There have been a few recent asymptomatic COVID cases at BBTCA, however there was no spread within the airport environment. The systems and protocols in place are working (ex. masks and physical distancing). All have recovered.
- PortsToronto have booked the Waterfront Neighbourhood Centre for upcoming meetings hoping we will be back face-to-face on a tentative basis and guided by the health protocols.
- The Annual General Meeting (AGM) will take place on June 22nd. Anticipate it will be online. This will coincide with the release of a report which speaks more to the financial outlook.

Deborah Wilson (PortsToronto) indicated that the Annual Noise Report will be published next week March 1st. It will be posted on the website and promoted on social media for review.

Additionally, Ms. Wilson added:

- Annual sustainability report: two per year, one for the airport, one for PortsToronto pertaining to sustainability initiatives that are specific to the airport. The Airport Sustainability Report will come out on March 25th, coinciding roughly with Earth Hour on March 27th.
- Sustainability is a priority for many on the committee, so please take the opportunity to review. Topics covered include GHG, glycol, etc. There is also a report card within the report which measures goals to hit. The framework to measure sustainability has changed to align with the framework and goals what is being adopted more globally and with partners, including at the City of Toronto and the Federal Government. Encourage to read through and discuss at next CLC if there are specific question.

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Jim Faught noted that post-COVID, it looks like most meetings will have a dual function of in-person and online for those who cannot travel to attend the meeting. Ms. Wilson agreed that the pandemic has provided PortsToronto space to improve the function and comfort of interfacing in online environment which also improves accessibility.

Joan Prowse asks; will there be press releases as well as social media sharing of the report? Ms. Wilson replied that everything is always posted to the website and community notices. Regarding media releases, the aim is to be more selective and share only what is most important and not to inundate the media with everything. Increasingly, social media is a good way to share; all news media already follow along. The community notice is essentially a media release by a different name. With social media, there is often a push to view the content on the website. Ultimately, PortsToronto does not want to desensitize people to the important things by creating a media release for each item.

Ms. Prowse follows up by requesting the link to the report to share on the community representatives' websites and social media.

Ms. Wilson indicated she is aware that there were some missed notices that went out over social but not to the CLC due to some gaps as the team was adjusting to resource reallocation caused by COVID-109. Mr. Furneaux will be asked to send a note through the CLC with a link to the reports when they are available.

M#41-A2 LURA will share the Annual Noise Management Report and Sustainability Report with the CLC when available.

- [Read the 2020 Annual Noise Management Report.](#)
- [Read the 2020 Billy Bishop Airport Sustainability Report.](#)
- [Read the 2020 PortsToronto Sustainability Report.](#)

Mr. Cabral added that the noise report will be presented at the next Noise Sub-Committee (NMSC) meeting for a detailed discussion.

Michael MacWilliam is working with the Island School to assist with providing access to the school for students. The conversation started in December with a discussion with the Principal. A process began when the students returned to school in February; four busses will take students to and from the airport each day which helps stick to a consistent schedule for pick up and drop off. With commercial service on hold at the airport, PortsToronto is able to provide this assistance until April 9th or until ice is off the lake (whichever comes first), at which point students will return to regular use of the City Ferry.

There was an outage of the city ferry which took until Tuesday to repair. The symbiotic relationship with the City Ferry is appreciated and works to assist residents when there is an outage. The City and PortsToronto will work together in the spring to see if there are additional ways to assist and to improve the supporting during outages. Mr. Cabral congratulated Mr. MacWilliam for his work coordinating and allowing access through the tunnel as well.

Micro-Level: Billy Bishop Airport

Mr. Cabral stated that YTZ continues to remain open and accessible. ORNGE is a high priority and always has been. Many businesses have suspended service other than ORNGE. He noted that there were very limited movements over the holidays. ORNGE has done incredible work over the pandemic including

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patient transfers from region to region in the days when there were thousands of new cases to support and alleviate some of the constraints of hospital beds. ORNGE has also been involved in vaccine roll out to rural communities. Mr. Cabral shared the following data on airport operations in 2020 compared to 2019:

- Aircraft movements (take-offs and landings): 69,000 in 2020 compared to 137,000 in 2019. This is a 49% decrease year-over-year.
- When factoring out the impact on commercial services, movements by Air Canada and Porter are down by 47,000 movements.
- Looking at local movement (helicopters, flight school activities, and tours), year-over-year these are down about 21%.
- Other activity like itinerant traffic (flights that depart YTZ and go to another destination), is down 62% year over year.
- Medivac services are up 7% year over year. As mentioned earlier this is due to work being done in the province to support patient transfers and COVID-19 vaccine roll-out.
- Month-to-month, from July to December, there has been an increase in local movements.
- There was an 86% decline of passenger traffic at the airport year-over-year.
- All health protocols and guidelines continue to be monitored. There has been great engagement and efforts by the team to ensure the safety of staff and anyone on-site at BBTCA.
- Air Canada is targeting April 1st as their restart date and have dramatically reduced their schedule to 22% of typical traffic.
- Porter is targeting a March 29th tentative restart date.

Brad Cicero added that Porter set the restart date of March 29th in early January. Since then, there has been a shift of information, particularly the realisation that vaccine deployment has been delayed. Subsequently, the drastic shift of travel restrictions that the government has implemented has tempered the enthusiasm for travel overall. Acknowledging this, Porter's restart date will likely be later than March 29th. Porter is sitting in a perpetual state of readiness and are prepared for when it is safe and appropriate to restart. Porter is monitoring the vaccine roll-out closely and will be ready when the opportunity presents itself to restart operations safely.

Mr. Cabral added that he has seen other airlines in Canada follow Porters lead of shutdowns and drastic reductions.

Mr. Cicero added that Porter has not flown in about 11 months. Other carriers have maintained more flights; however, many have been drawing down on the service because the situation has unfortunately gotten worst rather than better. Porter wants to avoid a start-stop-start cycle for the sake of passengers and team members.

Macro-Level: Canadian Airline Industry

Mr. Cabral highlighted that up until recently coordination between the Federal Government and local public health agencies on initiatives such as testing on arrival has been inconsistent across the country. New coordinated efforts include the consolidation of international travel to just 4 airports in Canada. These are the four larger airport that are channelling all international traffic and testing. The industry has been pushing government for over 8 months to coordinate efforts following other jurisdictions internationally through a science-based approach to address the issues. There is frustration given the

rise of new variants that emerged and arrived over holidays that could have been better managed with greater on-site testing at airports and quarantine protocols. There is now a very stringent testing policy compared to other countries in the world, however there are exemptions and loop-holes. Work continues to try and push forward with government and public health agencies with strategies where there has been success elsewhere with a risk-based perspective.

Mr. Cabral shared the following data on the airport industry comparing 2020 to 2019:

- In 2019 we saw 160 million passenger's travel, whereas in 2020 we are seeing 43 million passengers, a 72% decline, keeping in mind most of this passenger travel happened within the first quarter of 2020.
- Pre-pandemic the airline industry was growing at a rate of approximately 6%.
- The airline industry is anticipating recovery by 2024-2025. This will be different across the country based on context and factors.
- In January 2021, all Canadian markets are down 86.6%.
- By sector, January 2020 to January 2021, international markets are down 96%.
- US is down about 94%.
- Domestic is down about 81% with some activity between regional airports.
- In 2019 there were about 1.8 million Canadian jobs which depended on the economic activity generated by travel and tourism; about 200,000 jobs are specific to airports alone.
- \$2.8 billion in debt was added by airports. There is no anticipated improvement in 2021.
- Similar numbers are being seen around the world, not just in Canada.

What's Next

Mr. Cabral shared that vaccination is starting to pick-up which has had some positive effects on economic recovery. Domestic air travel is resuming in some countries to pre-pandemic levels of domestic flying. In Canada, Billy Bishop and the broader airline industry are working with decision-makers to ensure an evidence-based approach for testing. A program ensuring travellers are tested, from international, has been pushed for by industry for 8 months. Overall, the airline industry is continuing to work with all orders of government, including agencies across the country to advance these recovery efforts. Billy Bishop Airport is focused on the resumption of service when it is safe to do so and are 100% committed to being ready to go when it is safe. The Safe Travel Program will be implemented to the highest and utmost commitment. There is a commitment to the safety of the airport community and the broader community.

The YQNA representative asked for clarification of what recovery in 2024-2025 might look like and whether it is to pre-COVID levels? Mr. Cabral responded that this varies from region to region. 2019 levels are what is being measured; 160 million passengers flew in 2019. Important to note that that 160 million is actually missing the expected 6% annual growth so the gap is even larger. What is being measured is when the numbers return to the 2019 level. There will be variations. An airport like Billy Bishop with less international travel to global markets may have a quicker recovery compared to a more international airport with international travel. International will be the last to recover in the sector.

The YQNA representative inquired about the perpetual state of readiness at the airport and airlines like Porter; what is generally assumed regarding the rate in increase of flights or movements per year? Mr. Cabral replied that it is an evolving situation. Assumptions are based on other jurisdictions. From an

airport perspective, this will likely be a slow restart and not likely back to 100% all at once. Recovery will happen over a few years. Mr. Cicero added that there are a variety of scenarios and assumptions that change every month at Porter. Restarting with 100% flights is not practical in terms of passenger demand and operations (training readiness, maintenance, etc...). The plan is to restart with the traditionally busy routes (Ottawa, Montreal, etc...) and build from there, however much of this will be contingent on border status with the US and what interest there is in flying to Atlantic Canada.

Mr. Cabral added that Billy Bishop remains in constant contact with Air Canada. They will need to rebuild their network as some city pairings have been lost. There are markets that have lost service all together in the Maritimes or out West. The anticipation is that Air Canada will continue to operate out of Pearson and rebuild likely in conjunction with a Porter restart.

The YQNA representative stated that back when Porter was expanding new routes, there were often 4-6 months of empty (or almost empty) flights before the route picked up. Will the next 3-4 years be focusing on the routes that have been established and re-establishing the level of flights on those routes? Or are there any new routes considered? Mr. Cicero replied that new routes are not part of the plan. Porter's focus is on re-establishing service to existing markets; though new routes may be considered if something comes up. New routes are not the primary focus in the immediate timeframe.

The BQNA representative inquired, regarding air quality testing; would the airport be operating at 20% or 40% of operation year to year? Mr. Cabral replies that when looking at 2019, overall operation is down 49% total movements and significantly down on Q400 movements. It depends on which type of aircraft is being looked at as each has a different emissions profile. The BQNA representative clarified, so, overall movements are down 50%? Mr. Cabral confirms that overall, this is correct.

4. Community Updates

BQNA

The BQNA representative shared a series of images taken from her building of the airport emphasizing the amount of light put off by the airport and its impacts on local communities. These images are available in **Appendix B** and were taken on February 13, 14, 15, 16, and 19, 2021 all after 11:00 p.m. Through her presentation, the BQNA representative identified the following key points:

- Some of the airport lights were previously indicated to have been installed for construction purposes, however post construction, they are still in place.
- These lights are disturbing residents' sleep by shining into their apartments, often enough to illuminate the room enough to be able to see comfortably.
- The new hangar and its lights are quite bright.
- She and other residents have been told previously that the lights need to stay on for security.

The BQNA representative inquired about the following through the presentation:

- Do the sign LEDs need to be on?
- Why are the lights on now given the minimal activity at the airport? Is there a way to turn off some of the lights?
- The lights seem to be brighter than before, what has changed?
- Can more detail be provided on the security needs of the lights?

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Mr. Cabral is appreciative of the presentation and replied that Billy Bishop has in the past taken into consideration reductions in lighting and light pollution to neighbouring communities where possible. To his knowledge, the airport has not significantly changed the number of lights around the terminal with the exception of lights installed on the new hangar for security and safety. Where possible during construction lights were added at a lower level and shielded as much as possible.

The BQNA representative clarified that light has been incrementally appearing, to the point that it is now it is overwhelming. It was first noticed during the construction.

Mr. MacWilliam stated that he has replied to these inquiries. The issue is not just security, it is also the safety of those who are still operating and working at night walking around and in vehicles. Even though the airport is operating at reduced capacity there are still people providing security patrols, and snow removal on the apron surfaces. The lights shown in the presentation are the high mass lighting, which was part of the terminal construction, they are for the apron itself which illuminates where the airplanes park. In most cases, the height of these light standards means that some light would be visible from neighbouring buildings. There has been no changes to those lights since 2010. The only change might have been during terminal expansion, when some lamp standards were relocated when the edge of the building changed. Some shielding can be done along the side of the lights on the new hangar and there was some discussion with the terminal operator about adding additional shielding. Some lights are on timers, usually around 12:30-1:00 AM when they go to a lower level. It is written in the contract though that lighting is key to the security plan for the airport.

The BQNA representative added that a fellow resident writes “even though there is low airport activity, there is so much light coming from the airport at night”. The BQNA representative asks, can we have a meeting with the BQNA separately to do a walk through of things that could be shutdown like the LED advertising billboard on the City side as a suggestion. Additionally, from an energy efficiency standpoint, can the lighting can be switched off, particularly the lights in the city-side terminal building. There are concerns about how vibrant the light is.

Mr. MacWilliam adds that the terminal switched to LED lighting as part of an LED project at the airport. Bojan Drakul added that the LED project was done between 2015 and 2018. LEDs can be perceived as brighter when compared to incandescent, even though they technically are not emitting more light. The airport is required to follow Transport Canada regulations regarding the brightness of light in specific areas of the airport which must be adhered to. Where possible, the airport only meets the minimum brightness, being cognizant of the neighbouring communities. Secondly, Transport Canada has regulations on apron lighting; there is a minimum brightness required.

The BQNA representative stated that this is all understood, however the images shown are from times when flights are not landing or taking off. She indicated that the problem was identified back in May without a proper response. Residents don't have a place to provide comments or complaints to the airport other than the noise complaint section of the website.

Mr. Cabral responded that the airport is committed to working with the community to the extent that they can make improvements that do not impact the safety and security of the airport as required by Transport Canada, and encourages community members to reach out through their representatives to continue to raise these issues so conversations can occur to find appropriate solutions. Mr. Cabral indicated he is supportive of conducting a site walkaround as suggested by the BQNA representative

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when it is safe to do so and with the understanding that lights cannot just be turned off due to various obligations. A workaround would be good to see which lights are most problematic, explain the use of these lights from the airport's perspective, and seek out a common ground.

The BQNA representative inquired whether the advertising billboard can be shut off during the evening? It would be good to do some little things, just to see what can be done. Mr. Cabral stated this can be looked at when it is safe to do so. He suggested connecting with Mr. MacWilliam to do a workaround with community members who wish to do so.

The BQNA representative added that she wishes to look at the exterior lighting on the new hangar as well. Mr. Cabral stated that this can be part of the discussion. Michael Antle stated that he did start looking at this in May; and had a hard time identifying the concern so this is helpful. There is still some work to be done to determine exactly what the issue was; Gary Colwell was leading that file before being put on temporary layoff.

M#41-A3 Ms. Prowse to connect with Mr. MacWilliam when it is safe to do so to set up a walk around of the site to look at the lights.

Mr. MacWilliam added that there were lights on the building now obstructed by the hangar. On this older building PortsToronto went through the process of shielding the lights and changing the bulbs in response to community concern. Similar to before, PortsToronto can look at what modifications can be done to the lights on the new hangar, however only so much can be done to maintain compliance with lighting standards set for security and safety.

The YQNA representative asked about the spring LED program and wonders how the timing of this might align with the May complaints. Mr. MacWilliam replied that it was when the hangar was constructed; people started to notice the lighting when it opened. Mr. Cabral adds that the LED program was mostly interior.

Mr. MacWilliam indicated through slide 8 of the BQNA's images that the difference between incandescent and LED is shown here. The colour temperature is quite different. He indicated PortsToronto will work on what can be done.

The YQNA representative asked about the lighting around the ferry terminal. He claimed there used to be none and requested Mr. MacWilliam to elaborate on this evolution. Mr. MacWilliam indicated that since he started at the airport in 2010 there have always been lights on the slip. There is some pot lighting, and lighting around the tunnel. It is always high mass lighting. He cannot speak to what was there before his time. The BQNA representative clarified that the image on slide 8 was taken around 12:30 am.

The YQNA representative indicated that he suspects the ferry terminal expansion, and the new bus loading area contributes to why the community is seeing a lot more lighting.

The YQNA representative inquired with the BQNA representative about her experience and whether it is worse because of the snow on the ground reflecting the light? The BQNA representative indicated that she has problems with lights in summer too.

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Mr. Drakul added that on low-ceiling evenings light also reflects more. He noted that PortsToronto's sustainability committee places a high priority on energy conservation and works to keep lights off or dimmed wherever possible.

TICA

The TICA representative provided the following updates:

- A recent demographic survey of the Island communities showing over one third (1/3) residents are over the age of 70 and are aging in place.
- Residents are currently reliant on the car/truck ferry through the winter.
- The City is planning on major repair or replacement of the Algonquin Island bridge.
- There have been construction crews on the Island working on flood protection.
- The City is embarking on the Toronto Island Master Plan with the Toronto and Region Conservation Authority.
- The pandemic has shown the importance of the Island as a large outdoor space for downtown communities.
- There have been some issues with ferry breakdowns, though these are now expected given the age of the boats and uncertainty as to when they will be replaced. There is a need for new ferries however the current ones are an iconic part of Toronto's waterfront.
- A few skaters have been out on the harbour ice, which has prompted some concerns from community members about safety given the mild winter.
- Several streets on the Island received new streetlights replacing burnt out lights.
- Islanders are grateful for the access the airport provides when needed and that many support efforts related to ferry service have been easily accommodated by the airport.

The TICA representative had one question about whether the airport continues to see private flyers using the airport. Mr. Cabral replies that both fixed-base operations (FBOs) have aircraft coming in and out, however it reduced during the lock-down. The summer was busier for smaller, private aircraft than previous years. Porter has also been invited to participate on the Island Master Plan and are grateful to be part of the project.

The TICA representative added that COVID cases have been high for central Toronto, however to her knowledge there have been no cases on the Island. She inquired about what is happening with Transport Canada and construction on the water's edge near the ends of the runway given that there was talk of shoreline stabilization and raising the elevation of the land to mitigate flood risk.

The YQNA asked about ice conditions in the inner harbour. Does PortsToronto have any liability with people going out on the ice? Mr. Cabral replied that enforcement of activity in the harbour is the responsibility of Toronto Police. Mr. Antle added that ice water rescue training is done with Toronto Fire and PortsToronto fire. Although it is not PortsToronto's jurisdiction to enforce and respond to emergencies in the broader harbour area, PortsToronto is prepared to assist where necessary. Mr. Antle noted that they may be doing the training again this coming Tuesday if there is ice.

5. Capital Program

Bojan Drakul (PortsToronto) summarized that it has been a challenging year which has resulted in several deferred or cancelled projects in 2020 and 2021. He shared an overview of projects completed in 2020 with ongoing items and new projects. Mr. Drakul's full presentation is included in **Appendix C**.

The YQNA representative indicated there was mention of work on some of the runways over 1-2 nights; given that there is minimal flying; can as much work as possible be scheduled during the daytime? Can this be explored? Mr. Drakul replied that he would have to defer that to the operations plan to see if there is a time where that could work; daytime is cheaper but needs a long enough window for it safe enough. For example, how quickly can the airport reopen if there's medivac flight coming in. Mr. Cabral added that there was some work done over the summer that happened during the day. The YQNA representative indicated he's happy to see work is being considered during the daytime where possible.

6. Bathurst Quay Neighbourhood Plans Update

Brian Bowen (City of Toronto, Waterfront Secretariat) provided a brief update on the Bathurst Quay Neighbourhood Plan. His presentation is included in **Appendix D**.

a. Dockwall Rehabilitation

- Waterfront walk was completed December 22nd, 2020.
- The lockdown caused a postponement of the opening ceremony which the team is hoping to reschedule.
- The waterfront walk will now be permanently open with the exception of intermittent closures during plaza construction, however these closures should not exceed a few days.

b. Transportation Improvements (City of Toronto)/City-Side Modernization (PortsToronto)

- Transportation and site improvements are complete. This was covered previously and conducted by PortsToronto. This included the shrinking of parking and taxi corral to create new open space for the plaza site.

c. Canada Malting Head Office Renovations (Ireland Park Foundation Headquarters)

- Corleck Building renovation (being led by the Ireland Park Foundation) is a complete restoration transformation of the former administrative office of the Canada Malting Operations. This will be a new public, cultural institute on the waterfront.
- This building was leased to the Ireland Park Foundation on St. Patrick's Day of 2019.
- A business case was put together along with fund raising strategies and pilot programming to prove how this might all work. The funding schedule is ahead of schedule with the Foundation in a position to begin work in spring.
- Community members will begin to see work as early as next month for site service upgrades. The interior demolition should begin late-Spring/early-Summer and is estimated to take 13 months to construct and will open in 2022.

e. Canada Malting Silos Stabilization

- Work on the Canada Malting Silos is starting with a two-stage approach; Part 1 repair and Part 2 repurpose.

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- Part 1 involves site rehabilitation of the exterior to remove safety perimeter fence. This work is starting this year on the south silo and involves repairing the roof, cleaning out and waterproofing the interior, and removing centre block between the north and south silos to improve pedestrian movement.
- Working with CreateTO, Part 2 involves a proposal to find a partner or series of partners to work to adaptively re-use one or both silos to provide a cultural asset.
- Through a review of precedents for adaptively reusing silos, some are modest and more sculptural while some are retrofits into large gallery spaces.

d. Bathurst Quay Plaza

- PFS studio out of Vancouver has been hired to do this work on the plaza. They did Grange Park, Sherbourne Common, Front Street Promenade in Canary District, and Underpass Park.
- There is a public consultation program and a working group including, among others the BQNA (3 members), PortsToronto, the Waterfront BIA, and Waterfront for All. There will be more details on this in the coming months.
- The City has engaged Moment Factory for site activation. They are a world leader in experiential design and create installations to enliven public spaces with light etc. The BigArtTO installation in October was a glimpse of the potential for this kind of work and to use the silos as a canvas for festivals and other events. These installations are carefully designed based on their environment (eg. proximity to residential areas and the airport) and involve subtle lighting effects.

The YQNA representative inquired, regarding the increase in attractions to the quay, whether consideration for how people get to the waterfront has been made. This is of particular concern given existing issues related to parking in the neighbourhood and underground parking garages having some areas closed off due to water damage. Mr. Bowen replied that there has been a net reduction of parking on the site through the city-side modernization work. When there is a resolution to the rezoning of the Rogers site, there will be a discussion of more commercial parking on that site. There is also planned rehabilitation work for the two-level parking structure at the Spadina Quay property which is in the 5-year capital plan. Parking and waterfront access, in the context of both these assets was considered through the planning process.

7. Noise Management Subcommittee

Angela Homewood (PortsToronto) informed the CLC that the subcommittee has been continuing work through 2021. There have been 3 meetings, 2 were online. Ms. Homewood provided the following key points:

- There is a year in review for 2019 which has been reviewed by the CLC. This will be posted along with last three meeting minutes in coming weeks under CLC.
- Colin Novak from Akoustik attended the last meeting on January 27th, 2021 and provided a thorough discussion, clarifying many questions members of the subcommittee had about the Ground Noise Study and noise monitoring in general.
- Some of the Ground Noise Study is on hold until full commercial operations resume to gather data that more accurately reflects day-to-day ambient noise. The subcommittee has also discussed comparisons between noise levels in 2020 compared to 2019.

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- The subcommittee is continuing to work to establish 2 new permanent noise monitors to supplement the current network of four. Work has been going on through Mr. MacWilliam and Mr. Beck at Windward and Ontario Place.

The YQNA representative echoed that Colin was very captivating and an excellent communicator regarding the technical aspects of noise. It was an important last meeting and sets the subcommittee up for more informed discussions in the coming meetings. There were a range of topics covered and Mr. MacWilliams presentation on what outcomes and outputs from the PortsToronto's software are available was also appreciated. The YQNA representative inquired whether Colin Novak is retained as a consultant on the noise monitoring study, or is he retained separately to assist with the Noise Management Subcommittee in terms of coming to meetings since it is extra time and not related directly to the study? Ms. Homewood responded that in the outline of the scope of work, consultants would come as subject matter expert 2-3 times through the process.

The YQNA representative asked for clarification on whether this is the case for just the Ground Noise Study or whether Colin is available for further discussions about general operations.

Ms. Homewood indicated that he was able to address those general technical questions due to his experience at the airport.

Mr. Bowen added that in his work on the Toronto Island Master Plan, the question has come up asking what to do about the dead zone of Hanlan's and how mitigation/improvements might be made. Mr. Bowen wonders if PortsToronto can loan Colin's expertise for a technical briefing regarding ways noise is generated to make the space more habitable. Mr. Cabral added that this would be great, and this can be discussed more offline.

The BQNA representative added that, from the presentation at the BQNA by Lesley Monette last week, it was understood that there would be some ground noise readings during this time when there isn't much activity. Ms. Homewood replied that there are four existing monitors as part of the terminal network that currently operate so there is some data there. Lesley is correct that there is some work taking place related to gathering source noise data for sources of noise (eg. different aircraft types when on the ground, heating and cooling systems, ferry noise, etc..) at the airport which will feed into a noise propagation model. The component of the Ground Noise Study that is on hold at the moment is the ambient noise monitoring which requires more "normal" noise conditions.

8. Air Quality Study

The BQNA representative provided an update on the Air Quality Study. Key points are summarized as follows:

- The next Air Quality study committee meeting is on March 2nd, 2021. One of the meeting agenda items is planning for a public information event to inform people of what the study is about.
- As of February 1st the formal tests has started and will continue for 2 years.
- The funding has been received from NSERC.
- Air quality monitors are going into people's units right now on a rotating basis in different units in the neighbourhood.

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- The team is waiting on information for stationary and mobile testing locations. The University of Toronto research team would like to have some monitoring on airport lands at some point, likely mobile. They will have some preliminary results from testing done so far.

Ms. Homewood added that the last meeting was September 2020. Officially, for the University of Toronto researchers, February 1st, 2021 was the kickoff. To fund the whole projects, NSERC matched partner funding to fill gaps. The terms of reference for the committee still needs to be finalized. It was recommended by committee that Ms. Prowse and Ms. Homewood create a communications subcommittee to discuss how communications and information is shared. It is still very preliminary and there are no plans to share data right now.

The BQNA representative indicated that the proposal is available to the public.

Mr. Bowen has replied to the project team that there are no comments from him on the terms of reference.

9. Business Arising

Mr. Faught indicated that the next CLC meeting will be on Wednesday May 26th, 2021. He inquired if there are any additional items to address or comments.

Mr. Bowen added he would like to attend the airport walkaround when planned by the BQNA representative and PortsToronto.

The meeting adjourned at 8:45 PM.