

**Toronto
Port
Authority**

**Administration
Portuaire
de Toronto**

**TORONTO PORT AUTHORITY
AND
BILLY BISHOP TORONTO CITY AIRPORT**

**COMMUNITY LIAISON COMMITTEE
MEETING #8**

MEETING MINUTES

Wednesday November 21, 2012
Harbourfront Community Centre
Toronto, Ontario

Minutes prepared by:



**Toronto
Port
Authority**

**Administration
Portuaire
de Toronto**

These meeting minutes were prepared by Lura Consulting. Lura is providing neutral third-party consultation services for the Toronto Port Authority 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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TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #8
Minutes – Wednesday November 21, 2012, 7:00 p.m. – 9:00 p.m.

Summary of Action Items from Meeting #8

Action Item #	Action Item Task	Who is Responsible for Action Item
M#8-A1.	Finalize TPA CLC Meeting #7 Minutes and In-Camera Session Notes, and post to TPA website.	Lura / TPA
M#8-A2.	Improve the TPA website links by adding a tab for “In the Community”, where committee meeting minutes and related materials can be found.	TPA
M#8-A3.	Consolidate the three points of contact for complaints in one place on the TPA website (TPA general inquires, TPA noise complaint office, and Forum Partners inquiry system).	TPA

Appendices

- Appendix A1-1: Tunnel Construction Committee Update Presentation
- Appendix A1-2: Billy Bishop Toronto City Airport Economic Impact Study Presentation
- Appendix A1-3: Emergency Services at Billy Bishop Toronto City Airport Presentation
- Appendix A1-4: Canada Malting Site Development Construction Activity Update

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Glenn Gustafson	Con. Pam McConnell’s Office	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Jen Chan	Con. Adam Vaughan’s Office	Present
Brad Cicero	Porter Airlines	Present
Heino Molls	Bathurst Quay Neighbourhood Association (BQNA)	Present
Yemi Ifegbuyi	Waterfront Toronto	Present
Carol Jolly	Waterfront Business Improvement Area (WBIA)	Sent regrets
Con. Adam Vaughan	City of Toronto, Ward 20	Sent regrets
Con. Pam McConnell	City of Toronto, Ward 28	Sent regrets
Tony Makepeace	Bathurst Quay Neighbourhood Association (BQNA)	Sent regrets
Warren Lampitt	Air Canada	Sent regrets
Michelle Noble	Waterfront Toronto	Sent regrets
David Whitaker	Tourism Toronto	Sent regrets
Richard Joy	Toronto Board of Trade	Absent
GUEST SPEAKERS AND SUBJECT EXPERTS		
Chris Dunn	City of Toronto	Present
Gregory Kitscha	Forum Equity Partners	Present
TPA REPRESENTATIVES		
Gene Cabral	Toronto Port Authority	Present
Sylvain Theriault	Toronto Port Authority	Present
Pat Fagnano	Toronto Port Authority	Present
Helen Oel	Toronto Port Authority	Present
Ken Lundy	Toronto Port Authority	Present
Antonella Tarantino	Toronto Port Authority	Present
FACILITATION AND SECRETARIAT		
Jim Faught	Lura Consulting	Present
Patricia Halajski	Lura Consulting	Present
MEMBERS OF THE PUBLIC		
Natalie Pastuszak	Build Toronto	Present

1. WELCOME AND INTRODUCTIONS

Gene Cabral, Airport Director, Billy Bishop Toronto City Airport (BBTCA), welcomed members of the Billy Bishop Airport Community Liaison Committee (BBTCA - CLC) to the eighth committee meeting. Mr. Cabral noted that draft meeting minutes from Meeting #7 were distributed via email to committee members for review, with a 4 week timeframe to provide comments, and were revised and finalized by Lura Consulting. Mr. Cabral noted this approach will be utilized for all future meetings. Mr. Cabral also explained that all efforts will be made to ensure meeting agendas and materials are provided to committee members electronically ahead of each meeting.

Mr. Cabral then introduced Pamela McDonald, the new Communications Director for Toronto Port Authority, and noted Ms. McDonald would be attending all future committee meetings.

Mr. Cabral then briefly reviewed the agenda for the meeting.

2. REVIEW OF PREVIOUS MEETING MINUTES

Jim Faight, Committee Facilitator, Lura Consulting, reviewed the previous meeting minutes, including:

- Updated Meeting #7 Minutes; and
- Updated Meeting #7 In-Camera Session Notes.

Currently, minutes are posted to the TPA website under the tabs “airport”, then “our environment”, then “committee minutes”.

- *The YQNA representative requested that links on the TPA website be improved to be more intuitive and user friendly. Noting that the request was made at the last committee meeting, yet nothing has been changed on the website. The committee meeting minutes should be located under a new tab on the website sidebar such as “In the Community”.*

Mr. Faight explained a few minor comments were provided on the minutes by committee members prior to the meeting, and inquired whether members had any additional comments on the minutes or in-camera session notes. No additional comments were received and the minutes were approved.

Actions:

- M#8-A1. Finalize TPA CLC Meeting #7 Minutes and In-Camera Session Notes, and post to TPA website.
- M#8-A2. Improve the TPA website links by adding a tab for “In the Community”, where committee meeting minutes and related materials can be found.

3. TUNNEL CONSTRUCTION COMMITTEE UPDATE

Greg Kitscha, Forum Equity Partners Inc., provided an update presentation on the construction process for the pedestrian tunnel to the Billy Bishop Toronto City Airport (BBTCA). Key points from Mr. Kitscha’s presentation included the following:

- The team is nearing completion of shaft construction on the mainland, and is almost ready to launch the tunnel boring machine to start the drift tunnels.
- The team is continuing shaft construction on the island, which is not as advanced as the mainland side.
- Preparing to launch the first Tunnel Boring Machine (TBM) in early December 2012.
- Moving forward, the construction of the drift tunnels will take place from November 2012 to February 2013.
- The construction of the pedestrian tunnel will take place from February 2013 to August 2013.
- The tunnel fit-out (e.g. escalators and moving sidewalks), and the construction of the buildings will take place from August 2013 to May 2014.

Below is a summary of the comments and questions raised by committee members regarding the pedestrian tunnel construction update presentation:

- *The BQNA representative inquired about the situation which occurred 9 years ago, when the bridge to the island was cancelled due to the federal government's legislation prohibiting a "fixed link" to the island. The BQNA representative asked when the definition of "fixed link" was changed to allow a pedestrian tunnel.* Ken Lundy, Toronto Port Authority, explained that the Toronto Port Authority Regulation was amended on September 30, 2011 to provide an exception for the pedestrian tunnel. The following link to Department of Justice provides details: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-120/>.
- *The representative from Con. Vaughan's office inquired about recent overnight construction happening on the island.* Mr. Kitscha explained that overnight work was being performed over the past few weeks on the island. The work had to be scheduled during the overnight period because it would be very difficult to perform the tasks when the airport was in operation. The excavated material is being kept on an infield site at the airport, so it can be used again for back fill. Mr. Cabral added that performing the work at night requires truck traffic across a runway which can only be completed when the airport is not operating at night. Mr. Kitscha explained that in order to reduce noise from backup beepers when the trucks reverse on site, a new routing was created that does not require trucks to reverse when picking up the excavated materials. Vehicles drive right in, get loaded up and go straight out, so no backing up is required.
- *The YQNA representative noted that sporadic noise complaints may be due to varying environmental conditions, such as high wind, rain, or a calm day. These conditions can affect how noise is perceived and reported by residents. The YQNA representative explained that many local residents have simply given up on filing complaints because they feel nothing happens, and they are tired of receiving "boiler plate" responses.* Mr. Kitscha explained that Forum Partners provides individual responses, and provides follow up calls when a noise complaint is submitted.
 - *The YQNA representative noted that he logged 3 complaints about a month ago and received no response. However, the most recent inquiry was responded to.* Mr. Kitscha explained that there is a procedure in place to ensure all complaints are addressed and responded to.
 - *The YQNA representative was concerned that the phone hotline is a message centre, and is not answered by a live person. When a resident calls the line he or she expects a response within 2 hours or less, not 2 days later.* Mr. Kitscha noted that the message centre is checked by a live person a few times per day.

- *The BQNA representative noted that he logged a few complaints on the TPA website and received an email a few weeks later. Of the 4 inquiries submitted, only one received a response. Mr. Cabral explained that there is a distinction between the TPA noise complaint office website, the general TPA comment website, and the Forum Partners website. Mr. Kitscha added that anything related to construction should be forwarded to the Forum Partners website, who have their own system for tracking and processing complaints. Forum Partners does not address complaints or questions about airport operations, such items should go to TPA. Mr. Cabral suggested that complaints can also be sent directly to him or Pamela McDonald.*
 - *The YQNA representative indicated that improving the TPA website, and consolidating all 3 contact points into one webpage 'button' with potentially a drop down menu, may reduce the confusion about how to submit various comments or complaints.*
 - *Mr. Cabral explained that the TPA feedback form is separate from the online noise complaint form, but it may be worthwhile to streamline the two to make the process more user friendly. Ms. McDonald noted that she would look into streamlining the complaints and comment submission process.*
 - *The YQNA representative suggested that it may be consolidated under a "Contact Us" tab. He also noted that the construction website should be more responsive than TPA website.*
 - *Mr. Kitscha noted he would check with his team to see what happened to the complaints which did not receive responses.*
 - *Mr. Cabral explained that the TPA Noise Management Office has a process in place to ensure all inquiries receive a response within 5 days. TPA has dedicated staff to formally investigate and respond to noise complaints.*
- *The YQNA representative requested a frank discussion about whether the Noise Complaint Office is working. He noted that residents have been receiving boiler plate responses, which are not good enough. He also explained that in certain instances incorrect information is provided by the Office. For example, he observed a ferry that was sailing at 4 am, whereas the Office reported no ferry in their response. On another occasion, he observed jets flying through the BBTCA air space and was told by the Office no jets flew through the space at that date and time. Mr. Cabral spoke about the reported ferry incident, noting TPA staff reviewed the CCTV footage and no ferry was observed on the footage during the identified timeframe.*
 - *The YQNA representative noted that maybe the clock on the CCTV footage was not adjusted for daylight savings time.*
 - *The YQNA representative also noted an incident when he observed a helicopter land at BBTCA at 4:25 am and it wasn't an orange helicopter.*
 - *Mr. Cabral explained that the TPA staff at the Noise Complaints Office investigate and review the flight paths before sending a response to a noise complaint.*
 - *The YQNA representative was concerned that some planes are not registered on the TPA system.*

Actions:

M#8-A3. Consolidate the three points of contact for complaints in one place on the TPA website (TPA general inquires, TPA noise complaint office, and Forum Partners inquiry system).

4. BILLY BISHOP TORONTO CITY AIRPORT (BBTCA) ECONOMIC IMPACT STUDY

Mr. Cabral and Ms. McDonald provided an overview presentation of the BBTCA Economic Impact Study conducted by InterVISTAS consulting group. Key points from the presentation included the following:

- In March 2012, InterVISTAS surveyed Greater Toronto Area businesses and organizations.
- The response rate for the survey was 74%.
- Those surveyed included BBTCA employers (13), offsite employers (12), and local hotels (7).
- Survey results indicate that ongoing operations at BBTCA generate a total annual economic impact of:
 - \$1.9 billion in economic output;
 - Approximately 5,700 jobs representing 5,400 person years of employment;
 - \$640 million in gross domestic product (GDP);
 - \$290 million in wages, and
 - Overall tax revenue of approximately \$57 million.
- Direct economic impacts include:
 - 1700 jobs associated with YTZ;
 - 1600 direct person years of employment;
 - \$200 million in GDP;
 - \$900 million in economic output; and
 - \$74 million in wages.
- Indirect impacts include employment in non-airport industries that supply services to the industry. This includes approximately 2,670 jobs representing 2,540 person years of employment (\$130 million in wages).
- Induced impacts include employment created due to expenditures by people employed directly or indirectly at the airport. This includes approximately 1,310 jobs representing 1,250 person years of employment (\$76 million in wages).
- Total economic impacts include:
 - Approximately 5700 jobs, representing 5400 person years of employment;
 - \$640 million in GDP;
 - \$1.9 billion in economic output; and
 - \$290 million in wages.
- BBTCA is a significant generator of taxation revenues, generating \$57 million annually, of this \$34.7 million in federal tax, \$19.6 million in provincial tax, and \$2.7 million in municipal tax.
- BBTCA also provides catalytic impacts, which are beneficial economic activities attributable to the presence of YTZ. Examples include tourism, foreign direct investment, and business relocations.
- Overall, it was concluded that BBTCA is a major economic engine for the Greater Toronto Area; plays a significant role in providing critical regional and continental transportation linkages; is an

essential facilitator in the growth of trade and tourism for Toronto; and plays a key role in providing transportation access/links to other major business sectors.

Below is a summary of the comments and questions raised by committee members regarding the economic impacts study:

- *The YQNA representative requested clarification on the distinction between induced and indirect impacts. Mr. Cabral explained that indirect impacts include services such as hotel, taxi, and restaurants, whereas induced impacts are expenditures produced by island employees (e.g. airport staff spending money in the area).*
- *The representative from Con. Vaughan's office inquired about the status of the PILTs dispute. Ms. McDonald explained that it was still under discussion with City Hall.*
- *The representative from Con. McConnell's office asked how many people would use Pearson International Airport if BBTCA didn't exist. He asked whether a comparison of that nature was done during the InterVISTAS study. Mr. Cabral explained that the current InterVISTAS study did not consider such a comparison, and wouldn't be able to answer such a question. He explained that a recent transportation study examined where BBTCA users were coming from, indicating that 95% of users are located within the downtown core of Toronto. It is hard to say whether these users would go to Pearson Airport if BBTCA didn't exist.*
 - *Porter Airlines noted that most passengers who fly through BBTCA would not be traveling or flying if they did not have this airport as an option. He noted there are a lot of competitive benefits to using BBTCA, such as lower fares when traveling through this airport. The committee representative also noted that the Windsor airport has seen an 80% increase in passengers now that Porter serves their route. Since 2006, Porter Airlines has added more destinations based on increased demand.*
 - *The BQNA representative noted that this community is very mistrustful of TPA and any studies performed by TPA consultants. He stated it was a reach to show the advantages of the airport, given that just as many people would use Pearson International Airport or other modes of transport. TPA responded to BQNA noting that qualitative questions were not addressed by this quantitative study.*
 - *Porter Airlines explained that in 2006 the airline was operating and functioning at a modest level, and couldn't viably operate from Pearson airport. Porter Airlines would not be able to compete against West Jet and Air Canada at Pearson airport. Porter needed the downtown airport location to survive. The committee representative also noted that many jobs are associated with BBTCA and commercial aircraft operations here, such as security and customs.*
- *The YQNA representative asked how many employees were working at BBTCA in 2006. Mr. Cabral replied that he didn't have that data, adding that 25,000 passengers used the airport in 2006.*
- *YQNA rep asked if economic impact report was peer reviewed. TPA noted that Board of Trade reviewed the report and they put it on their website. YQNA rep confirmed the economic impact statement should be peer reviewed.*
- *The YQNA representative felt the economic impact of BBTCA was surprisingly small. Noting that as a cost engineer, 2 or 3 of his developments for sewers infrastructure would equal the GDP of this airport.*

- *Porter Airlines explained that Porter would simply not exist if it wasn't for BBTCA. Porter has invested millions of dollars in the BBTCA facility, and cannot simply transfer its operations to Pearson Airport. Porter also specifically purchased aircraft that area designed to operate at BBTCA, and different aircraft would be required to operate at Pearson airport.*
- *YQNA representative said based on discussion, the natural question the community would ask in response to the Economic Study would be: "If Porter would move to Pearson today, would there be any economic loss to the City?" He then reiterated that Porter had just noted that a couple flights to Windsor would likely be impacted at the very least. Likely next question the community would have in response to Porter's comment on competitiveness is 'how much does Porter have to grow in order to allow it to move to Pearson'?*
- *Porter Airlines noted that the mandate of this committee was not to advocate for moving Porter Airlines to Pearson airport, or closing BBTCA. YQNA agreed with Porter's concern but said that this CLC is a forum for the community to ask questions, and noted that community may not always be happy with the answers it receives.*
- *The YQNA representative asked about the cost of the airport to the City of Toronto and to the community. He noted a full economic impact analysis would examine both the costs and not just the benefits of BBTCA.*

5. BBTCA AND EIREANN QUAY STRATEGIC TRANSPORTATION PLAN

Chris Dunn, City of Toronto, provided a brief updated about the BBTCA and Eireann Quay Strategic Transportation Plan. Key points from the update included the following:

- The City of Toronto is working with the Toronto District School Board (TDSB) and Toronto Port Authority (TPA) on a long term transportation study of Eireann Quay.
- The study began in August 2012.
- Eireann Quay Stakeholder Committee meeting was held Nov 6, 2012. Committee members had an opportunity to engage in 6 themed workshops aimed at identifying transportation planning solutions for further consideration, including medium and longer term solutions. All meeting materials and workshop summaries are available on the project website (www.toronto.ca/planning/tp_strategic_plan.htm).
- The committee members' suggestions will be reviewed by the technical group in order to refine the proposed transportation solutions.
- A public meeting will be held on Wednesday December 12, 2012 to review the results and revisions to the transportation plan. It is anticipated that another public meeting will be held prior to report finalization. Public meeting notices will be sent to the TPA for distribution.
- The City is aware that there is congestion on Eireann Quay, and City staff are currently examining signal timing and equipment functioning on site.
- The City has also been asked to consider implementing a bike lane on Queens Quay along Little Norway Park. This request was made by Con. Adam Vaughan's office.
- The City is on track to deliver the study final results in February or March 2013 as a report to Council.

There were no questions for Mr. Dunn following his update.

6. UPDATE ON LAKE FILL WITHIN MARINE EXCLUSION ZONE

Ken Lundy, Toronto Port Authority, provided a brief update on the proposed Lake Fill that is to be implemented in the Marine Exclusion Zone. Key points made by Mr. Lundy during his update included the following:

- The Lake Fill project will encompass the inner harbour immediately east of the end of runway 0826.
- The environmental assessment (EA) for the project is coming to an end.
- There has been some concern about the old tunnel running from Centre Island across to the John Street pumping station. This tunnel is below the lake bottom rock level and dates back to around 1906 or 1908. A finite loading analysis was performed to determine the impact of the lake fill project on this tunnel structure and the loading was found to be minimal.
- The final EA report should be available at the end of the month, and will be posted to the TPA website.
- A Terms of Reference (TOR) and Scope of Work have been developed for the project, which includes the mitigation measures identified as part of the EA. The contractor is currently reviewing the pricing of equipment needed on the marine side, and TPA hopes to review the contract the week of December 3, 2012.
- It is anticipated that in February 2013, the larger pieces of excavated material from the pedestrian tunnel construction will be used for the lake fill, since this material meets the size specifications.

Below is a summary of the comments and questions raised by committee members regarding the lake fill update:

- *The YQNA representative asked if moving by barge overnight will still take place.* Mr. Lundy noted that it would occur from February to June 2013.
- *The YQNA representative noted that in the summer residents will be opening their windows and noise is a concern.* Mr. Lundy stated that the process is very quiet. The tug boat moves the material and it takes about 1.5 to 2 hours to complete one load.
- *The YQNA representative asked whether 'noise magnitudes' to be received at bedroom windowpane will be included in the report.* TPA responded that 'noise impacts' will be in the report. Mr. Lundy said that noise impacts have been identified and reported on, and will be at a low noise level.
 - *The YQNA representative noted that ambient noise levels drop by over 15dBA overnight and as a result even low noise levels result in very significant noise effects.*
- *The YQNA representative stated that the lake fill project will create an underwater berm in the marine exclusion zone. TPA has verbally noted to the community in past that about 40 incidents have occurred in past years. He asked what happens if a vessel enters the zone, and if there is an excavation plan in place.* Mr. Lundy explained that there is a procedure for addressing a boat that enters or gets marooned in the exclusion zone. The NavCanada procedure involves closing the runway if it is a large vessel.

- *The YQNA representative was concerned about the process for a boat that gets beached in the area. He inquired whether this occurrence would close the airport. Mr. Lundy stated that the infill would stop a vessel from reaching the area closest to the airport, since the water in the area will be about 1 metre deep.*
- *The YQNA representative inquired about floating debris and the process for flushing it out of the exclusion zone. He asked whether the area was self-flushing. Mr. Lundy noted that the cap which will be placed over the fill is in the order of 1 metre below the surface, making the area self-flushing. No debris will get stuck in the exclusion zone.*
- *The BQNA representative discussed the public meeting which was recently held on June 14th to update the community on the lake fill project. He noted that an oceanographer present at the meeting spoke passionately about his concerns with the material being used for the fill. The oceanographer noted that shale would harm marine life and kill the fish. Mr. Lundy explained that a thorough report was done on the material to be used for the lake fill. The TPA worked with Toronto Region Conservation Authority (TRCA) and the Ministry of Fisheries and Oceans to review the material to be used. In order to mitigate any possible negative impacts from the shale, a cap of 0.7 m will be placed on top of the fill. The cap will not deteriorate like the shale, and will be safe for fish.*
- *The BQNA representative stated that TPA committed to communicating with the Mississauga First Nations about this project. He explained that he contacted the First Nations and was told they were opposed to the lake fill project. Mr. Lundy stated that TPA has not received any communications from the First Nations community opposing the project.*
- *The YQNA representative inquired when the next public meeting regarding the lake fill project would take place. Mr. Lundy stated a meeting would occur once TPA is provided with information from the marine contractor regarding the construction procedure. The meeting is anticipated to take place in early 2013.*

7. EMERGENCY SERVICES AT BILLY BISHOP TORONTO CITY AIRPORT (BBTCA)

Sylvain Theriault, Fire Chief, BBTCA, provided a presentation about the emergency services and procedures currently in place at BBTCA. Key points from the presentation included the following:

- BBTCA Fire Services has decided to focus on growing emergency services to match the growth of the airport.
- The TPA Board of Directors and Executives decided to exceed Canadian Aviation Regulations minimum requirements for BBTCA.
- Fire Services have increased from 2 firefighters and 1 auxiliary staff per shift, to 4 firefighters and 1 auxiliary staff per shift. As well as adding 1 cover off position, and a Fire Chief.
- In the past BBTCA Fire Services were limited in their capabilities:
 - Aircraft emergencies – BBTCA relied on Toronto Fire Service (TFS) and Marine Unit as back-up.
 - Medical emergencies – BBTCA was extremely limited and relied heavily on Toronto Emergency Medical Services (TEMS) as the primary responder.
 - BBTCA had no structural response – TFS was the primary response for such occurrences.
- Currently, BBTCA Fire Services capabilities have improved to include the following:

TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #8
Minutes – Wednesday November 21, 2012, 7:00 p.m. – 9:00 p.m.

- Aircraft emergencies – TFS and Marine Unit are back-up, with a more robust integrated response with BBTCA Fire Services.
- Medical emergencies – BBTCA Fire Services is the primary responder, with TEMS as the back-up.
- Structural response – TFS remains primary responders with BBTCA Fire Services integrated as local experts.
- Adjustments have been made to the Airport Emergency Response Plans to match the new capabilities.
- BBTCA Fire Services has increased response robustness through meetings and training with: TFS, TEMS, Toronto Police Services (TPS), HMCS York, and orange.
- BBTCA Fire Services is implementing the following strategic objectives:
 - Create and teach a modified Aircraft Firefighting course to TFS.
 - Ensure a window of self-sufficiency of at least 45 minutes for structural firefighting and other responses.
 - Enhance emergency response robustness through:
 - Internal and joint emergency services training,
 - Acquisition of new vehicles and equipment,
 - Further strengthening working relationships with surrounding emergency services, and
 - Strengthening response protocols.

Below is a summary of the comments and questions raised by committee members regarding the emergency services presentation:

- *The BQNA representative was concerned that the runway was not long enough. Noting that in his understanding airports need an area at the end of the runway for planes if they overrun the runway. He was concerned that Porter planes are too big for the BBTCA runway. He inquired how BBTCA is able to meet safety requirements if the planes are too big and there is no room at the end of the runway for emergencies.* Mr. Lundy explained that Transport Canada performs regular audits of the airport. BBTCA also has an additional 300 feet at each end of the runway to accommodate emergencies. The Q400 aircraft is specifically rated for BBTCA, and Transport Canada gives certification for that aircraft to be used by the airline operating out of this airport.
- *The BQNA representative asked whether seats have to be removed from the planes in order to meet regulations.* Mr. Lundy explained that runway length required by a plane is based on takeoff loads, and it part of the safety precautions used by the airport.
 - Mr. Theriault stated that BBTCA currently meets all regulations. As the Fire Chief he is responsible for emergency planning for all emergencies, and the airport is in compliance.
 - *A committee representative noted that Porter planes have 70 seats whereas Air Canada operates with 74 seats. Porter Airlines service is about passenger comfort on board, and has nothing to do with cutting seats to meet safety requirements.*
 - Pat Fagnano, Toronto Port Authority, added that before each takeoff BBTCA takes into consideration the length of the runway required to abort if the plane does not takeoff before reaching the available stop distance.

- *The YQNA representative inquired how BBTCA coordinates all emergency services through the unified command structure. Who takes the lead for medical emergencies?* Mr. Theriault explained that BBTCA Fire Services takes the lead, and there is a specified process for how this is done. Previously BBTCA answered 19 medical emergency calls per year, now BBTCA has answered 52 calls since January 2012. These range from minor issues such as fainting or a cut, to more serious issues such as cardiac arrest. The BBTCA Fire Service response time on site is 3 minutes to arrive and start providing medical assistance.
- *The YQNA representative asked about the instance in which a fire or a disaster strikes a terminal building. Is there a risk to local mainland residents?* Mr. Theriault stated that the impact of the terminal catching on fire would be the same a residential building catching on fire. The bigger concern is if the airplane hanger caught fire, due to the fuel which is stored on site. In such a situation, the unified command would request an evacuation of the affected area or order local mainland residents to close their windows and doors.
 - *The YQNA representative asked how fuel is being stored at BBTCA, and how would this be impacted by a fire.* Mr. Theriault noted that fuel storage is currently on the southwest corner of the airport, and is far away from the runway to ensure safety.

8. CANADA MALTING SITE CONSTRUCTION UPDATE

Ken Lundy, Toronto Port Authority, provided a presentation on the construction taking place on the Canada Malting, along Eireann Quay. Key points from the presentation included the following:

- Current traffic management construction initiatives include:
 - Taxi Staging Area (manage 44 cabs);
 - Vehicle Parking (short-term and long-term parking); and
 - Street Traffic Management (left-turn lane and “no stopping” signage).
- The taxi staging area is under development on the vacant Canada Malting lands following Site Plan Approval. The construction Includes:
 - Underground services (water, storm sewers, and sanitary);
 - Small washroom service building for taxi drivers; and
 - Paving and traffic controls.
- The following items in and around the taxi staging area are completed:
 - Tree protection and seeding;
 - Water connection;
 - Sanitary manhole and piping;
 - Exploratory work for City connections;
 - Entrance to taxi staging area reconfiguration;
 - Storm sewer manholes and crossing; and
 - Paving work and pickup platform.
- Next steps for the taxi staging area include building the overhead canopy, washroom building (end of November 2012), and taxi operation repositioning (December 2012).
- Once the taxi staging area and short stay parking are implemented, traffic lane changes will be coordinated with the City.
- Vehicle parking will be developed on site, and will include short-term (17 spaces) and long-term (26 spaces) parking.

- The parking areas should be operational by the end of November 2012.
- Final landscaping will be delayed until the Spring.

Below is a summary of the comments and questions raised by committee members regarding the Canada Malting Site Construction presentation:

- *The representative from Con. Vaughan's office inquired whether TPA will provide staff to circle around and direct people to the new parking spots, as people get used to the new layout. Mr. Lundy stated that a paid duty officer will be on site to direct traffic.*
- *The representative from Con. Vaughan's office asked whether Toronto District School Board (TDSB) would be involved in the operation of the pick-up / drop-off area for the school and community centre. Mr. Lundy replied that TPA is currently in contact with TDSB and it is anticipated they will operate the school pick-up / drop-off area.*
- *Mr. Cabral noted that he has heard some concern from residents about the taxi staging area getting full. He explained that a full ferry requires up to 55 cabs, and the taxi staging area holds 44 taxis.*
 - *Mr. Lundy added that a sign is contemplated to be posted at the top of Eireann Quay so taxi drivers will know whether the lot is full or spots are still available. This will help manage taxi traffic on Eireann Quay, and prevent cabs for driving down the street to look in the staging area.*
- *The BQNA representative stated that there are hundreds of children in area, due to the two local schools, day care centre and community centre. He stated that none of the traffic management and taxi management solutions will solve the danger to the children. Drivers continue to speed through the neighbourhood to get to the airport. His suggested solution is to either move the airport or move the community.*

9. BUSINESS ARISING

Mr. Faught asked CLC members if they had any business arising that they would like to discuss, hearing none, Mr. Faught proceeded to adjourn the meeting.

10. WRAP UP

Mr. Faught thanked TPA employees for attending the meeting. The next BBTCA - CLC Meeting is scheduled for Tuesday February 19, 2013. A private "in camera" session was then held with CLC members only.

ADJOURN

Appendix A1-1
Tunnel Construction Committee Update Presentation



**The Billy Bishop Toronto City
Airport Tunnel Project**

Construction Update

Wednesday November 21, 2012

1



Agenda

1. Progress to Date
2. Construction Look-Forward
3. Questions

2

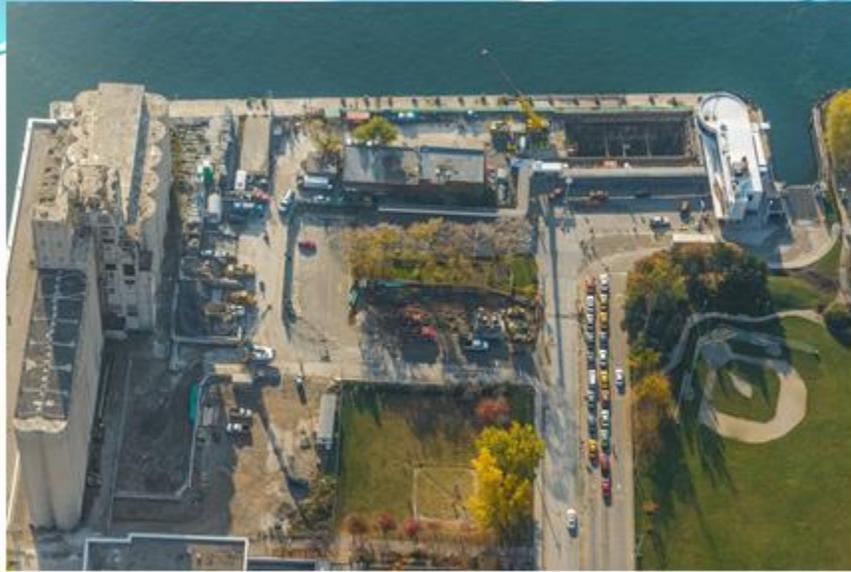
2. Progress to Date

1. Nearly complete the shaft construction on the mainland.
2. Continuing the shaft construction on the island.
3. Preparing to launch the first Tunnel Boring Machine (TBM).

3

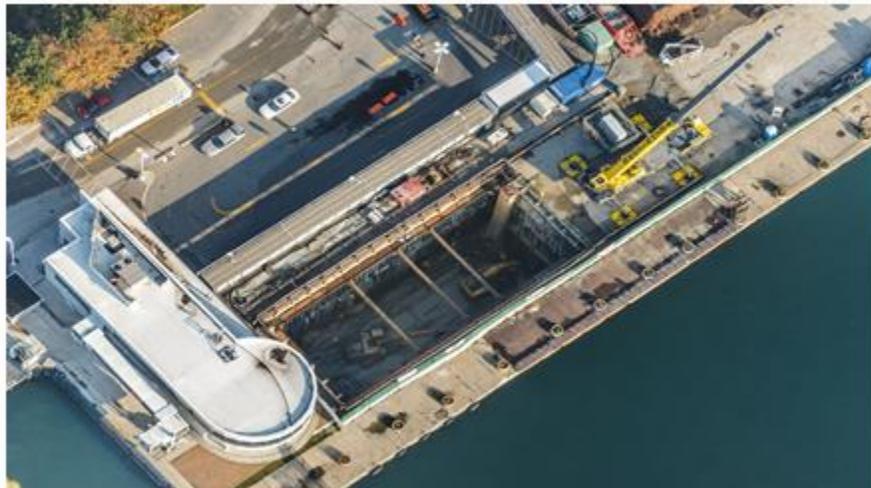


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Mainland Shaft Construction

5



Mainland Shaft Construction

6



Island Shaft Construction

7

3. Construction Look-Forward

1. Complete shaft construction (mainland and island).
2. Construction of “drift tunnels”
(November 2012 to February 2013)
3. Construction of the “pedestrian tunnel”
(February 2013 to August 2013)
4. Tunnel Fit-out and Construction of Buildings
(August 2013 to May 2014)

8



4. Questions?

Appendix A1-2

Billy Bishop Toronto City Airport Economic Impact Study Presentation

BILLY BISHOP TORONTO CITY AIRPORT ECONOMIC IMPACT STUDY

Presentation to the Community Liaison Committee
Wednesday, November 21, 2012
By: Gene Cabral and Pamela McDonald

Background

- ❖ Conducted by InterVISTAS consulting group
- ❖ Extensive experience in economic and transportation research
- ❖ March 2012
- ❖ Surveyed GTA businesses and organizations
- ❖ 74% response rate
- ❖ 97% of total person years of employment in survey

Report Highlights

- ❖ Ongoing operations at Billy Bishop generate total annual economic impacts of:
 - ❖ \$1.9 billion in economic output;
 - ❖ Approximately 5,700 jobs representing 5,400 person years of employment (1,700 of these jobs are directly associated with YTZ);
 - ❖ \$640 million in GDP;
 - ❖ \$290 million in wages, and
 - ❖ Overall tax revenue of approximately \$57 million



Firms Surveyed

Type of Impact	Number of Firms Surveyed	Number of Responding Firms	Response Rate
Billy Bishop Toronto City Airport Employers	15	13	86.7%
Offsite Employers	17	12	70.6%
Hotels	11	7	63.6%
Total	43	32	74.4%



Direct Economic Impacts

- ❖ 1700 jobs associated with YTZ
- ❖ 1600 direct person years of employment

- ❖ \$200 million in GDP
- ❖ \$900 million in economic output
- ❖ \$74 million in wages



Indirect and Induced Impacts

- ❖ Indirect:
 - ❖ Employment in non-airport industries that supply services to the industry

- ❖ Induced:
 - ❖ Employment created due to expenditures by people employed directly or indirectly at the airport



Direct, Indirect, Induced Employment

Type of Impact	Jobs	Person Years	Wages (\$ millions)
Direct	1700	1610	74
Indirect	2670	2540	138
Induced	1310	1250	76
Total	5680	5400	288



GDP Impacts, Economic Output

Type of Impact	GDP (\$ millions)	Economic Output (\$ Millions)
Direct	203	897
Indirect	290	561
Induced	148	438
Total	641	1896

Total Economic Impacts

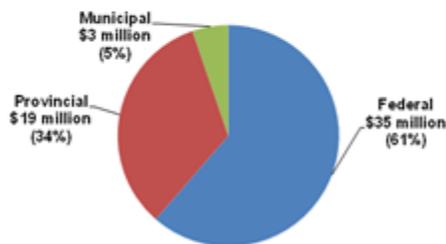
- ❖ Approximately 5700 jobs
- ❖ Representing 5400 person years of employment
- ❖ \$640 million in gross domestic product
- ❖ \$1.9 billion in economic output
- ❖ \$290 million in wages



Taxes

- ❖ BBTCA a significant generator of taxation revenues
- ❖ \$57 million generated annually

- ❖ Federal - \$34.7
- ❖ Provincial - \$19.6
- ❖ Municipal - \$2.7



Total Tax Contribution = \$57 million



Catalytic Impact

- ❖ Beneficial economic activities attributable to the presence of YTZ



Conclusions

- ❖ Billy Bishop Toronto City Airport (BBTCA) a major economic engine for the GTA
- ❖ BBTCA plays a significant role providing critical regional and continental transportation linkages
- ❖ Airport an essential facilitator in the growth of trade and tourism for Toronto
- ❖ Toronto and Ontario have economic sectors with international competitiveness and strength
- ❖ BBTCA will play a key role in providing transportation access/links to other major business sectors

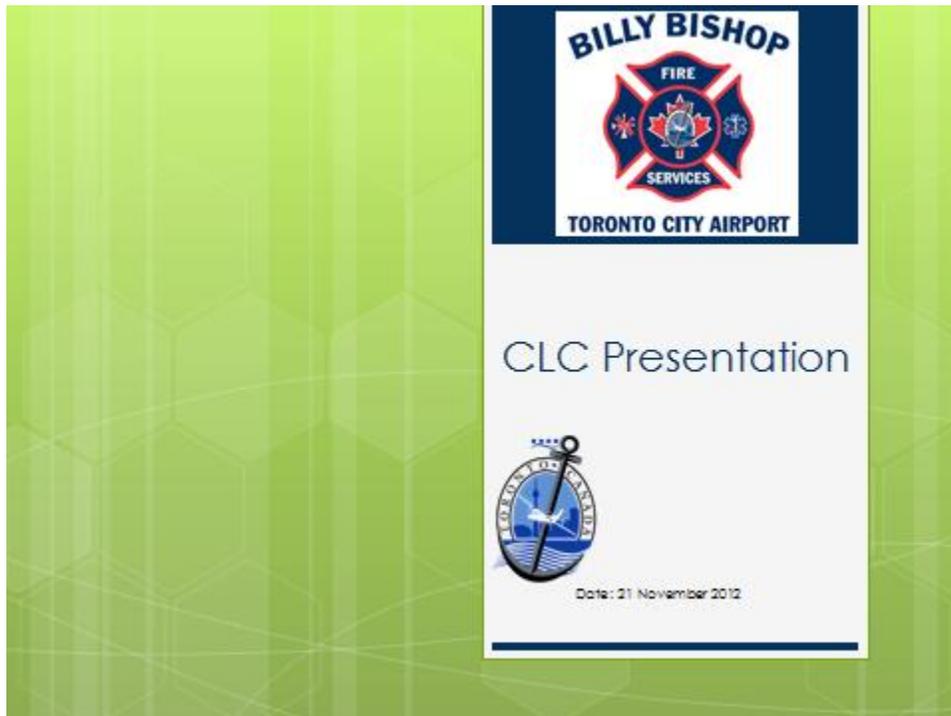


THANK YOU

Questions?

Appendix A1-3

Emergency Services at Billy Bishop Toronto City Airport Presentation



2

Introduction

- Billy Bishop Toronto City Airport is the airport of choice for short-haul business and leisure travel within the Toronto community.
- Focused on growing emergency services to match the growth of the airport.
- The TPA Board of directors and executives decided that.
 - Exceeding Canadian Aviation Regulations minimum requirements was the goal.





3

Fire Department – Then & Now

- Previous manpower
 - 2 firefighters per shift
 - 1 auxiliary per shift } Minimum CARs requirement
- Previous response capabilities
 - Aircraft emergencies – Toronto Fire Service (TFS) and Marine Unit are back-up
 - Medical emergencies – Extremely limited due to aircraft coverage; Toronto Emergency Medical Services (TEMS) as primary responder
 - No structural response – TFS is primary response.



4

Fire Department – Then & Now

- Current Manpower
 - Four firefighters per shift
 - One auxiliary per shift
 - Two cover off positions
 - One Fire Chief } Match growth



5

Fire Department – Then & Now

- Current Manpower
 - Four firefighters per shift
 - One auxiliary per shift
 - Two cover off positions
 - One Fire Chief
- Current response capabilities
 - Aircraft emergencies – TFS and Marine Unit are back-up – more robust integrated response
 - Medical emergencies – TEMS is back-up
 - Structural response – TFS remains primary responders we are integrated as local experts

Match growth



6

Aircraft Rescue Fire Fighting Specific Vehicles

Red 1 & 2 – 2009 & 2011
Oshkosh Striker 1500
Primary

Red 3 – 1979 rebuilt 96
Waltek 5500
Back-up





7

Implemented changes

- Build response robustness through meetings and training with: TFS, TEMS, TPS, HMCS York, and ornge
- Adjustment of the Airport Emergency Response Plans to match new capabilities



8

Strategic Objectives

Create and teach a modified Aircraft Firefighting course to TFS

- One day of theory per crew
- One day at Pearson FESTI with BBTCA FD
- One day familiarization at the airport
 - Tour of the terminal, fuel farm and Q400
 - Training with BBTCA firefighters to build familiarity
- Training – Unified Command structure
- Integration of firefighter accountability system TFS



9

Strategic Objectives

Have a window of self-sufficiency of at least 45 minutes for structural firefighting and other responses

- New Mid-pumper – more maneuverable and stronger than a custom TCP
 - New equipment to outfit pumper
 - Airport On-Scene Control vehicle



10

Strategic Objectives

- Train in Ice Rescue with the Marine Unit & TFS
 - Acquisition of Ice rescue equipment and scramble nets





Strategic Overview

- o *Enhance emergency response robustness through:*
 - o Internal and joint emergency services training,
 - o Acquisition of new vehicle and equipment,
 - o Further strengthen working relationships with surrounding emergency services, and
 - o Strengthening our response protocols.



Questions?



Appendix A1-4

Canada Malting Site Development Construction Activity Update

Billy Bishop Toronto City Airport
Community Liaison Committee

Canada Malting Site Development Construction Activity Update

November 21, 2012 Toronto Port Authority Slide 1

Current Construction Activities Underway

- Traffic Management Initiatives
 - Taxi Management Area
 - Vehicle Parking
 - Street Traffic Management

November 21, 2012 Toronto Port Authority Slide 2

Taxi Staging Area

- A TPA initiative to create a temporary off-street holding area for staging and quality control of cabs
- Under development on the vacant Canada Malting lands following Site Plan Approval
- Construction Includes:
 - Underground Services represents 80% of work
 - Water
 - Storm Sewers
 - Sanitary
 - Small washroom service building for taxi drivers
 - Paving and traffic controls

November 21, 2012

Toronto Port Authority

Slide 3



November 21, 2012

Toronto Port Authority

Slide 4

TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #8
Minutes – Wednesday November 21, 2012, 7:00 p.m. – 9:00 p.m.



November 21, 2012

Toronto Port Authority

Slide 5



November 21, 2012

Toronto Port Authority

Slide 6

Taxi Staging Area Schedule

- Completed:
 - ✓ Tree protection and seeding
 - ✓ Water connection
 - ✓ Sanitary manhole and piping
 - ✓ Exploratory work for City connections
 - ✓ Entrance Reconfiguration
 - ✓ Storm Sewer manholes & crossing
 - ✓ Eireann Quay, city permit pending
 - ✓ Paving Work and Pickup Platform
- Next steps:
 - Overhead Canopy
 - Washroom Building – November 28
 - Taxi Operation Repositioning – December 1

November 21, 2012

Toronto Port Authority

Slide 7

Vehicle Parking

- Two types of parking
 - Short Stay Parking
 - Day Parking
- Short Stay Parking
 - 7 dedicated spaces will be provided for use by schools and community at large
 - Additional 10 spaces for vehicles waiting to pick up passenger; “cell phone” lot use relieving pressure on Queens and Eireann Quay
- Day Parking – 26 spaces available

November 21, 2012

Toronto Port Authority

Slide 8



November 21, 2012

Toronto Port Authority

Slide 9

Vehicle Parking Schedule

- Completed:
 - ✓ Utility stakeouts
 - ✓ Paving of Short Stay parking area
 - ✓ Site preparation and rough grading for Day Parking area
 - ✓ Surface drainage and catch basins for Day Parking
 - ✓ Paving Work

November 21, 2012

Toronto Port Authority

Slide 10

Vehicle Parking Schedule

- Next steps:
 - Parking Operation commencement
– End November
 - Traffic lane alterations to manage circulation
 - Final landscaping – TBD with Landscaper

November 21, 2012

Toronto Port Authority

Slide 11

Implementation of
"No Stopping"

Creation of
Designated
Left Turn Lane



November 21, 2012

Toronto Port Authority

Slide 12

Questions?

November 21, 2012

Toronto Port Authority

Slide 13