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BILLY BISHOP TORONTO CITY AIRPORT

**COMMUNITY LIAISON COMMITTEE
MEETING #32**

MEETING MINUTES

Tuesday November 27th, 2018
Waterfront Neighbourhood Center
Toronto, Ontario

Minutes prepared by:



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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:

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Facilitator

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Summary of Action Items from Meeting #32

Action Item #	Action Item Task	Who is Responsible for Action Item
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.	Mr. Bowen – City of Toronto
M#32-A2	Consider making a Capital Project Update part of the standing agenda for future CLC meetings.	PortsToronto
M#32-A3	Distribute CLC meeting 32 presentations to all CLC members.	Lura Consulting
M#32-A4	Share the Climate Change Risk Assessment Report with the CLC upon completion.	PortsToronto
M#32-A5	Email CLC members to find appropriate dates for the 2019 CLC meeting schedule.	Lura Consulting



List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
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
GUEST SPEAKERS AND SUBJECT EXPERTS		
Bruce Nagy	Climate Reality Canada	Present
Greg Ballentine	WSP	Present
PORTSTORONTO REPRESENTATIVES		
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
FACILITATION AND SECRETARIAT		
Jim Faught	Lura Consulting	Present
Alex Lavasidis	Lura Consulting	Present



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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 5th.

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);

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- 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.

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- 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.

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- 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 3rd. 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

Appendix 1: Climate Reality Canada Presentation

**Réalité
Climatique**
CANADA



**The Climate
Reality Project**
CANADA

www.realiteclimatique.ca

www.climatecreality.ca

Clean Energy: Challenges, Solutions & Opportunities SEP



Ports Toronto / 27 2018
Bruce (BF) Nagy, Climate leader, green journalist & author



Desjardins



Agenda

**Climate change problem
minutes**

5

**Clean energy strategy,
success stories**

15

**Questions
Discussion**

5



The problem



Club of Rome: “If we are to stay below 2°C global warming, emissions have to peak no later than 2020...Emissions must also be cut by half by 2030, and to zero by 2050. We need an immediate emergency response...(from) all sectors of society.”

The 16 Hottest Years on Record Happened in the last 17 years

2001

2002

2003

2004

2005

2006

2007

2009

2010

2011

2012

2013

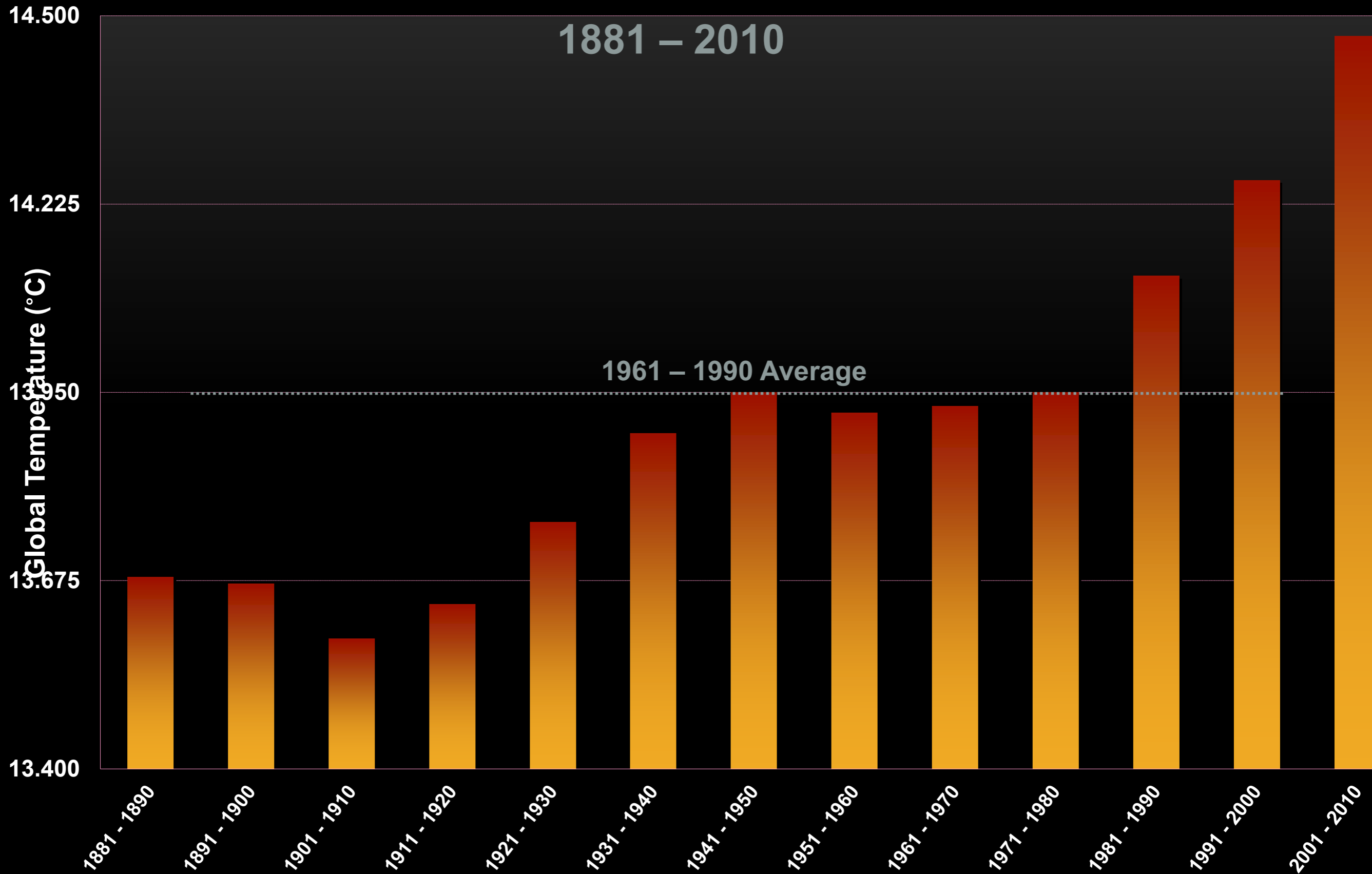
2014

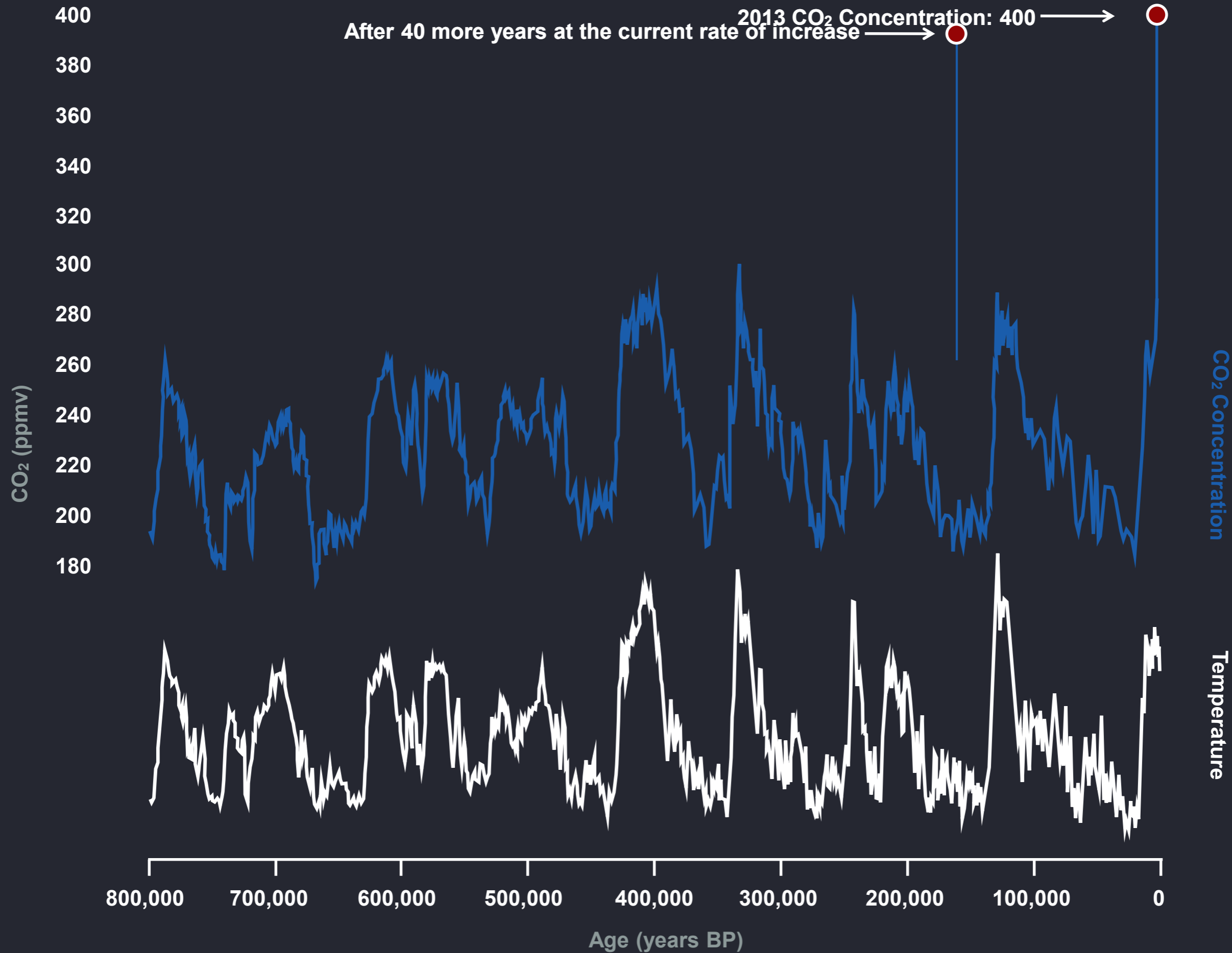
2015

2016

2017

Global Temperature by Decade





Reagan National Airport, Washington, D.C.

July 6, 2012



CALIFORNIA



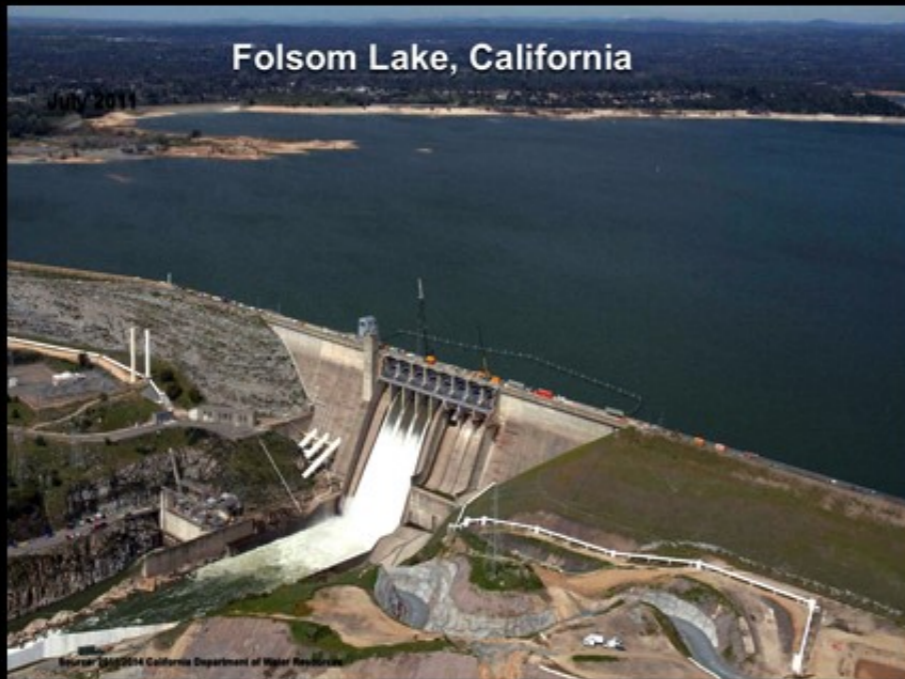




Drought



Drought



Arctic Sea Ice Extent

September 1984

Russia

Greenland

Alaska
(U.S.A)

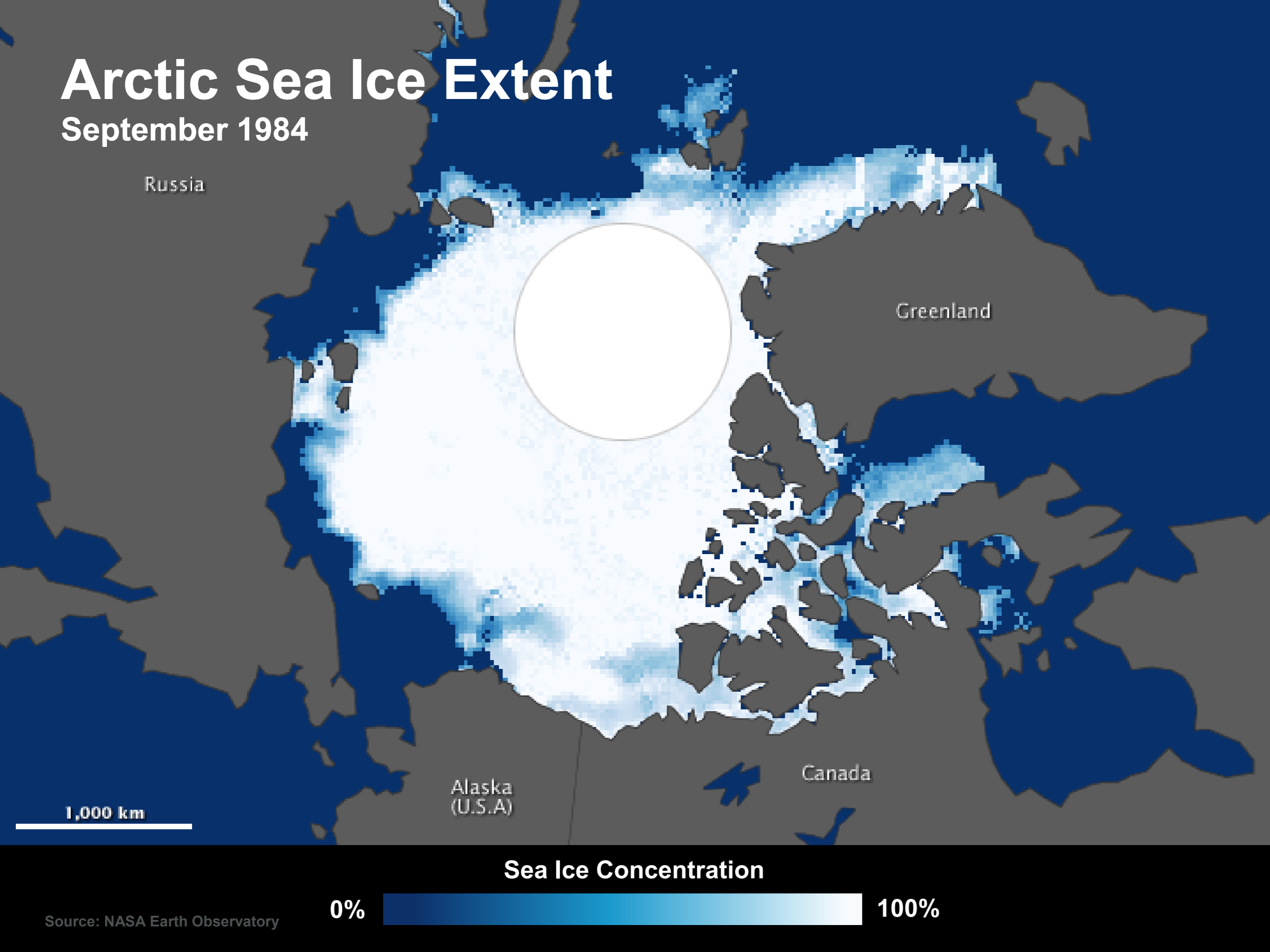
Canada

1,000 km

Sea Ice Concentration

0%

100%





**Storms:
Moisture is retained longer then
dumped**

AIRPORT FLOODING





KANSAI



BANGKOK



MANILA



HOUSTON

Toronto, Canada
July 8, 2013



High River, Alberta, Canada
June 20, 2013



Deggendorf, Germany
June 7, 2013



Athens, Greece
February 22, 2013





Costliest Hurricanes to Hit the U.S.

Insured Losses in Billions

Hurricane	Year	Category	Deaths	Insured Losses	Total Losses
Katrina	2005	3	1,322	\$62.2 B	\$125.0 B
Sandy	2012	1	177 (in U.S.)	\$35.0	38.0
Andrew	1992	5	62	17.0	26.5
Ivan	2004	3	125	13.8	23.0
Wilma	2005	3	42	12.5	22.0
Rita	2005	3	10	12.1	16.0
Charley	2004	4	36	8.0	18.0
Irene	2011	1	55	5.6	7.4
Frances	2004	2	50	5.5	12.0
Hugo	1989	4	116	5.1	9.6

Every national academy of science in every major country verifies global warming caused by humans

African Academy
of Science

Australia

Belgium

Brazil

Cameroon

Canada

The Caribbean

China

France

Ghana

Germany

Indonesia

Ireland

Italy

India

Japan

Kenya

Madagascar

Malaysia

Mexico

Nigeria

New Zealand

Russia

Senegal

South Africa

Sudan

Sweden

Tanzania

Turkey

Uganda

United Kingdom

United States

Zambia

Zimbabwe

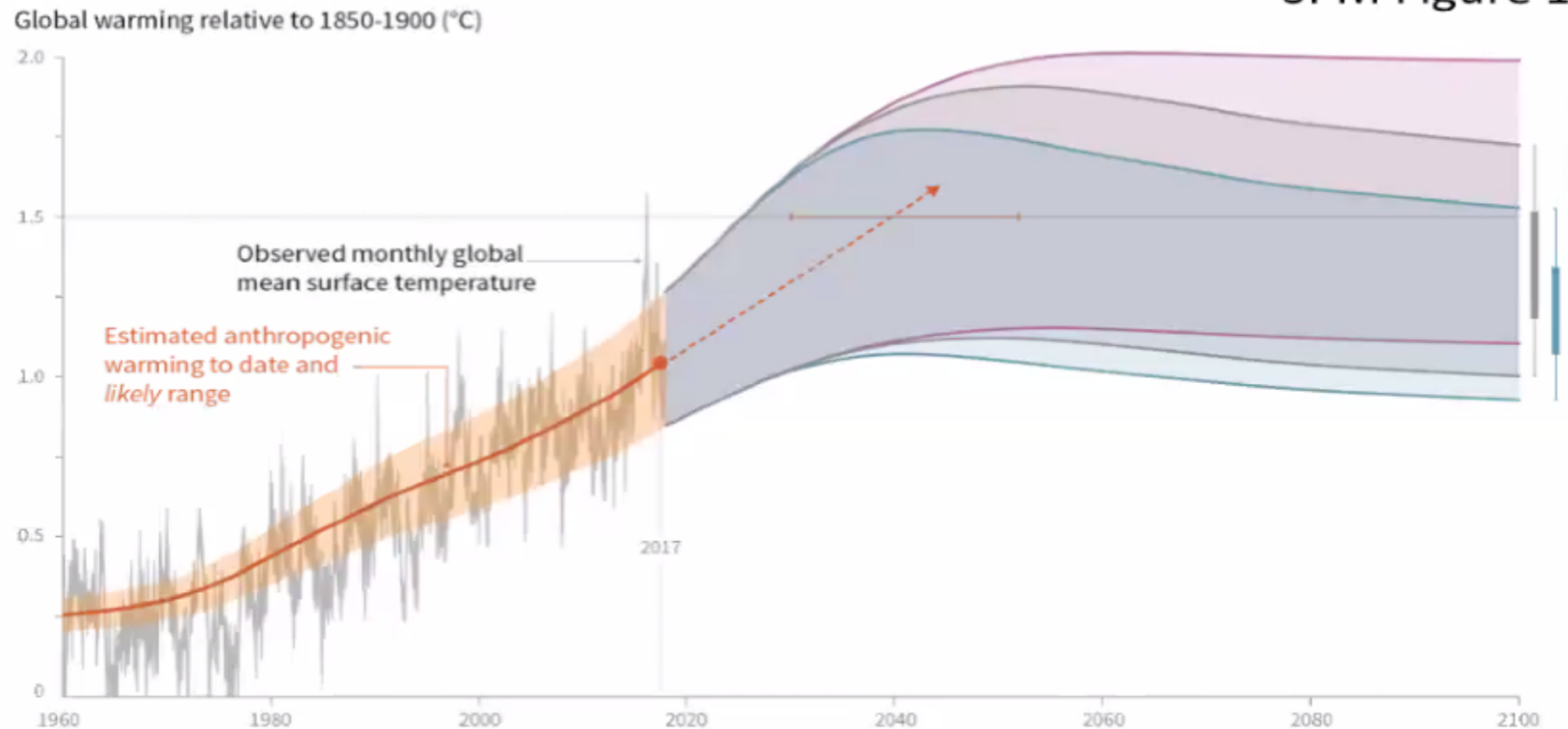
**National Academies *Rejecting*
the Science of Global Warming**

None

Where are we now?

a) Observed global temperature change and modeled responses to stylized anthropogenic emission and forcing pathways

SPM Figure 1

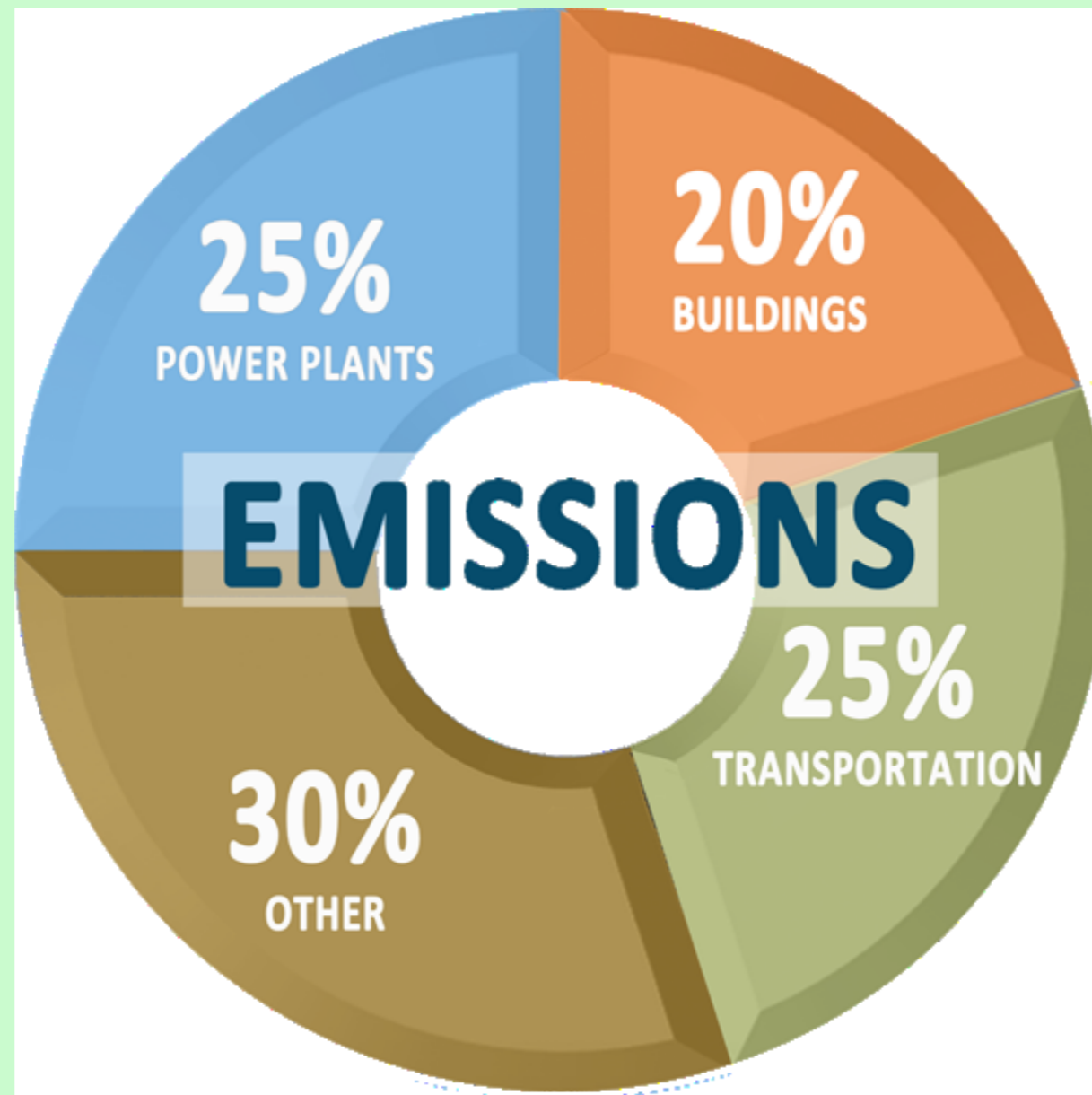


- Since pre-industrial times, human activities have caused approximately 1°C of global warming
- At current warming rate 1.5°C of global warming will be reached in 2040

Implications for Canada

- Canada's emission reduction targets are not in line with limiting warming to 1.5°C. Need at least 50% reduction from 2010 levels by 2030
- There is no room for fossil fuel development in 1.5°C-consistent scenarios. If reliance on risky negative emissions technology is to be avoided, oil and gas need to be phased out and natural gas needs to fall considerably (by 75%) by mid century

Priority solutions



**SIMPLIFIED BREAKDOWN OF GLOBAL CO2 EMISSIONS
BASED ON INTERNATIONAL ENERGY AGENCY DATA**

Key areas



Buildings

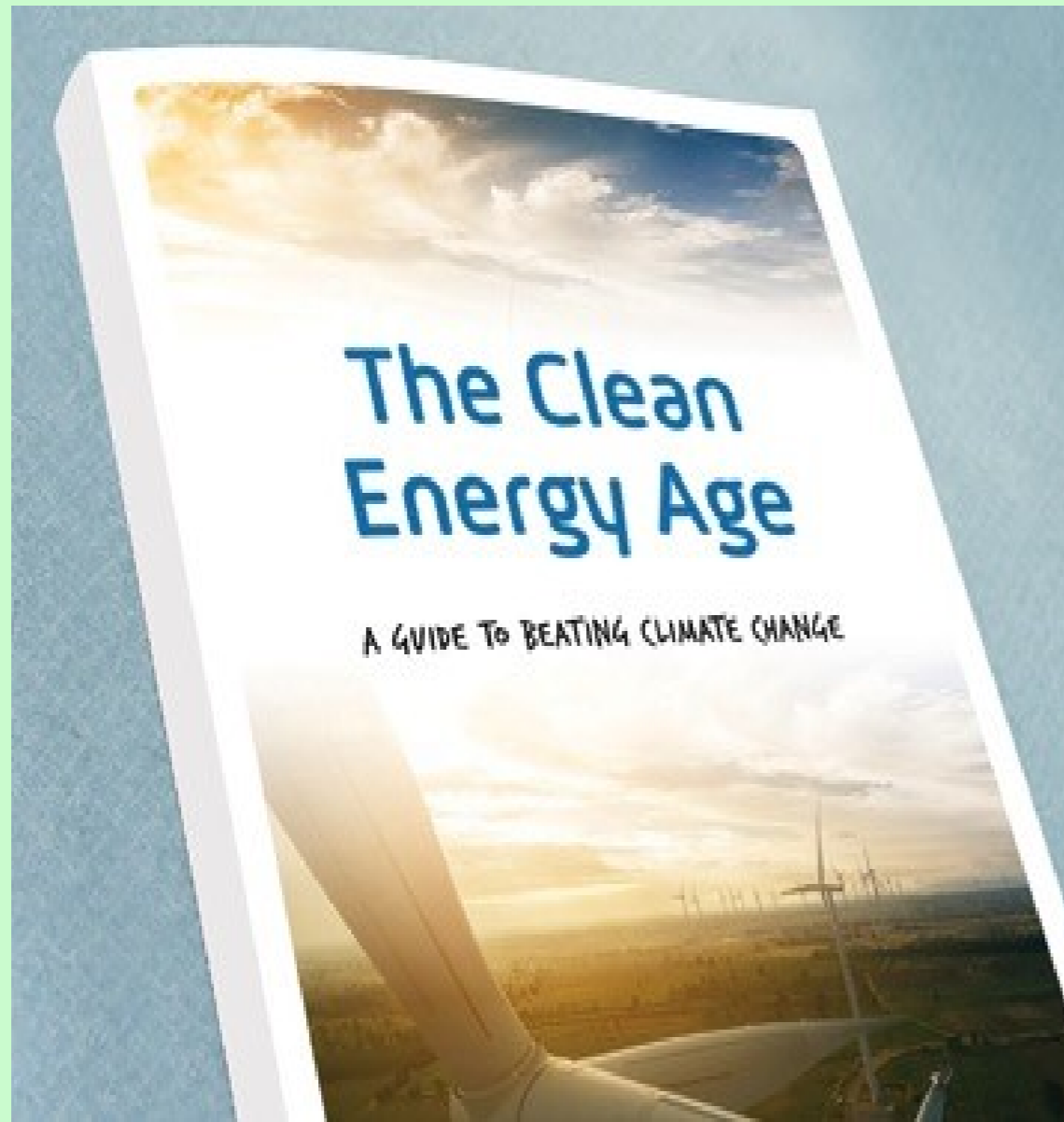


Vehicles



Power plants & transit

Credentials



150 Articles

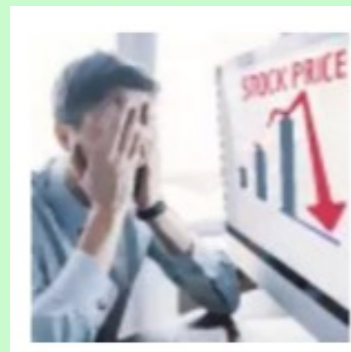
Book

16 years

700 experts

**Worked in business
& government**

Benefits of clean energy



- 1. Operating cost**
- 2. New products & market segments**
- 3. Better brand, image, social media**
- 4. Less financial risk & better corporate performance**

Success story - Airport

SAN FRANCISCO INTERNATIONAL



**53 million passengers - LEED Gold
\$650k / year savings on gas & water**

Success story - Airline

ALASKA AIRLINES



- **1200 daily flights, 44M guests**
- **Testing biofuels since 2010 - first commercial flight 2016**
- **Aviation biofuel infrastructure project at SEA-TAC**
- **Most efficient airline 4 years running**
- **Cut fuel by 2.7 million gallons / year**
- **Reduced carbon 25,600 tons**

New product

ELECTRIC AIRPORT TUG



- **Cobalt-free lithium iron battery - Full charge in 2 hours**
- **Safe indoors & outdoors – One kind of charging**
- **Less maintenance & downtime than diesel, gas, lead acid**
- **10-year warranty**

Success story - building



EMPIRE STATE BUILDING

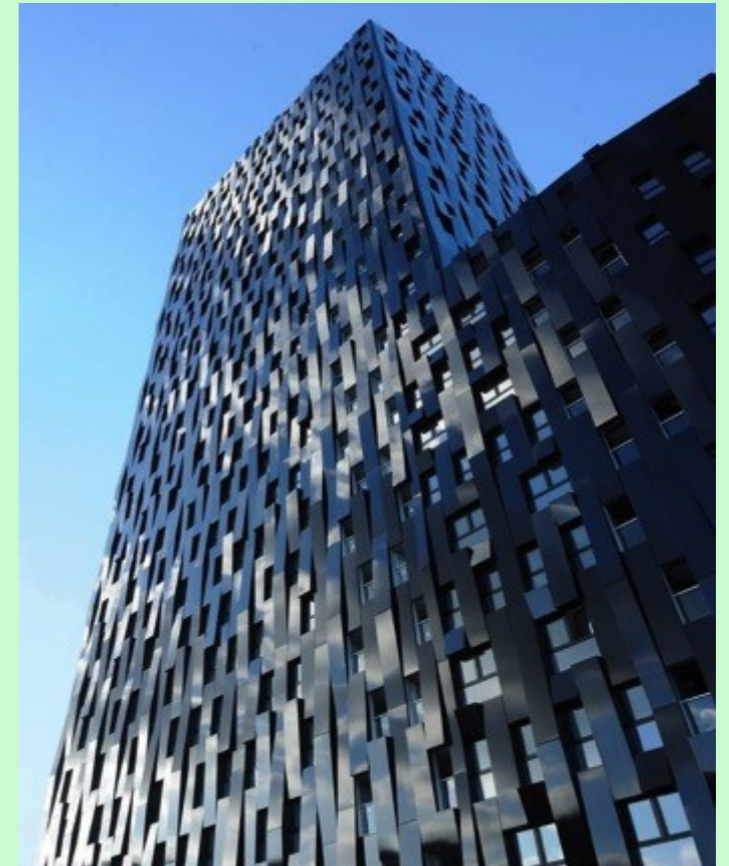
Tony Malkin

\$4.4 M year savings

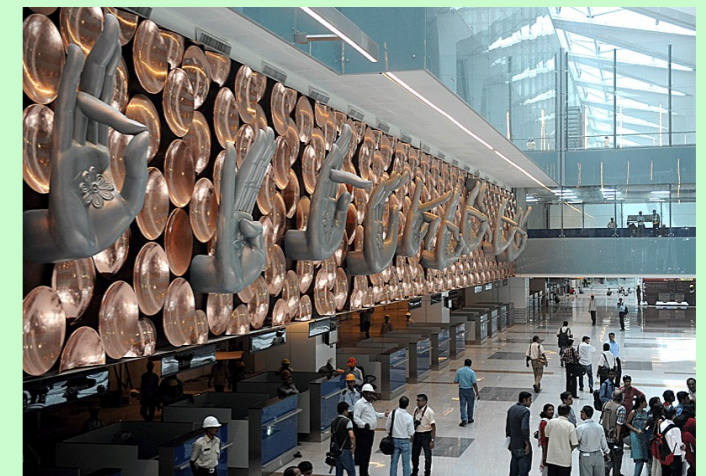
\$13 M invested

53 other buildings

Better buildings



- **Zero energy, LEED Gold - New Delhi & SFO**
- **Passive house reduces cooling & heating load by 80% !**
- **Air curtains for hangars?**



Saving on operating cost

WALMART

105 MW solar

300 stores

Will double this.



WELLS FARGO

600 LED, water, solar, etc

at banks. Reduce

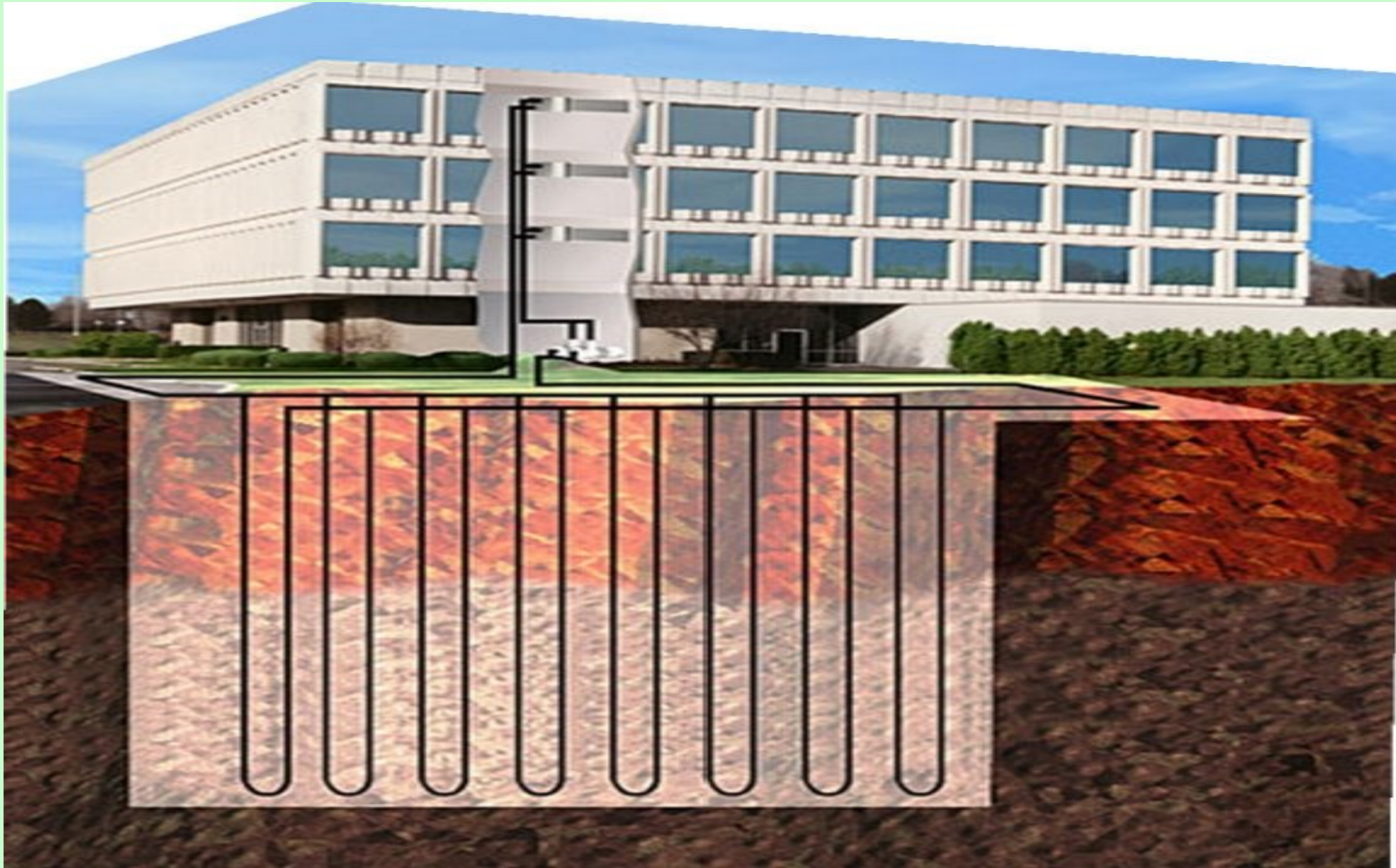
emissions, save 40%

on energy, 65% on water,

50% on waste.



Save on geothermal heat & cooling



Solar rooftops, parking lots



Save on carbon bubble



Risk: Save on aviation fuel surcharges, other future regulations, stranded assets, boycotts, divestitures, increased insurance, uninsured losses in weather events, etc.

Geothermal utility model



- **Finance / own geothermal system**
- **Like ESA - third party Toronto/Quebec**
- **Reduce developer capital budget, tech fear**
- **20 or 30 year agreement**

Guaranteed energy savings

**Olivier Matte,
Ecosystem
Engineering**

Big O Stadium

**80 Quebec schools
save \$18M**

Three hospitals in Montreal



Save on fleet

**NEW YORK
STATE
Keith Kerman**

**389 electric
vehicles,
500 charge stations, 33 solar carports**

**Saving 80% on fuel, 50% on maintenance
With fleets fuel saving could be \$100k.**



ELECTRIC FLEET VEHICLE SUCCESS



Ryder	150
Ryder has ordered	500 more
New York City	389
New York City	2000 by 2019
UPS	300
Frito Lay	280
LA Police	100
DHL	45
Pacific Gas & Electric	Hundreds

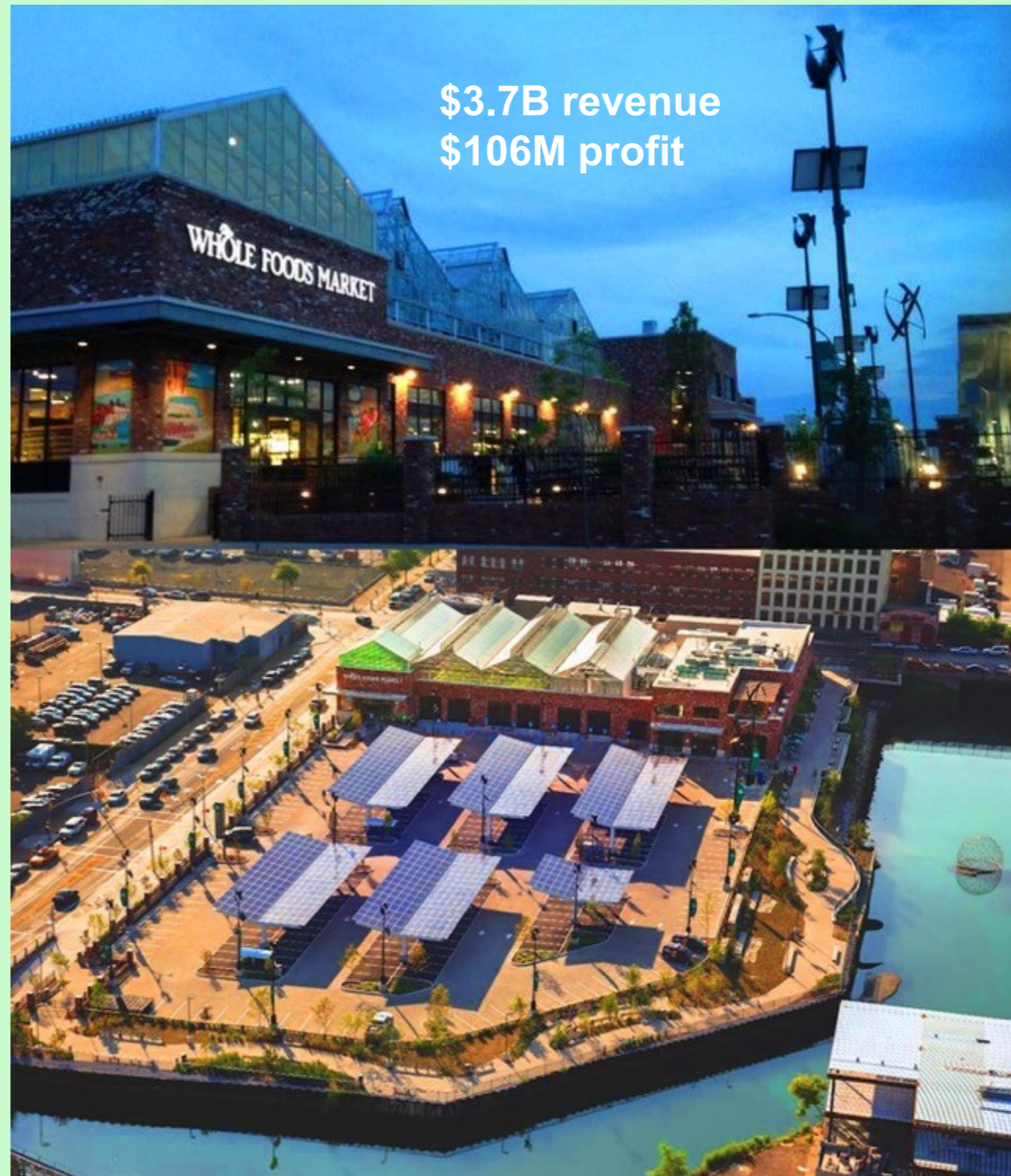


Success story – Branding

**WHOLE FOODS
Brooklyn, NY**

**Brand position
Healthy people
Healthy planet**

**Solar, wind &
rooftop green
houses save cost,
ensure food quality**



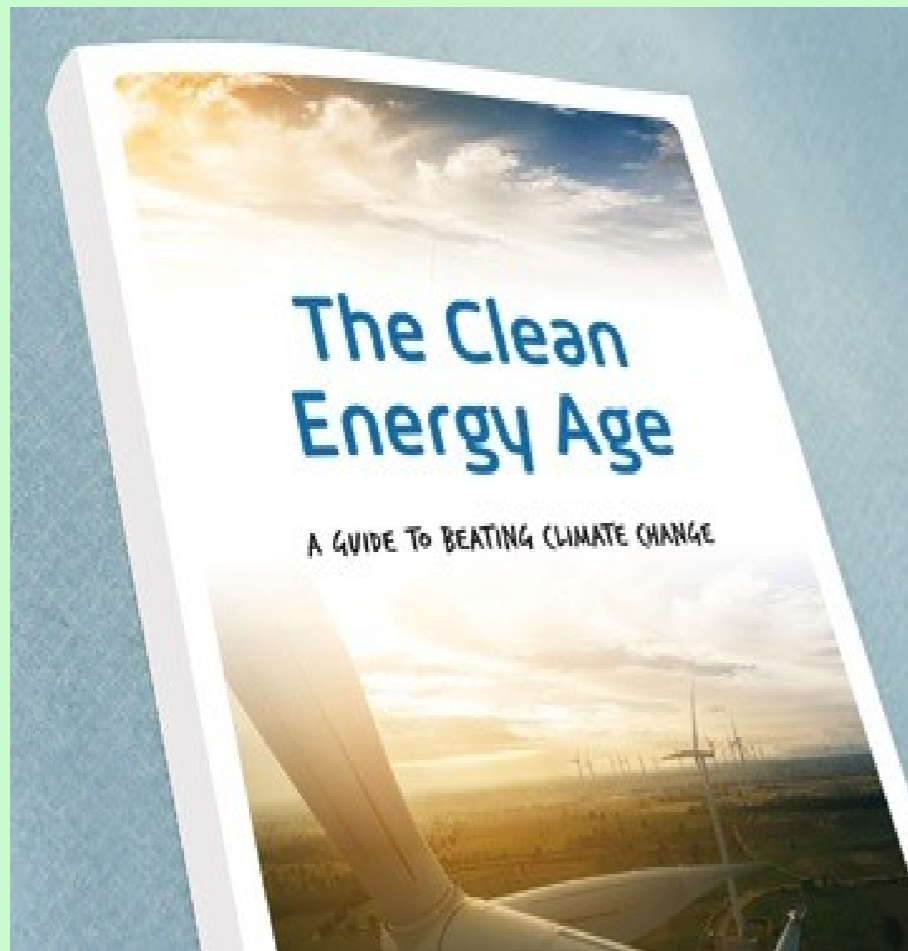
Buy clean energy



Power purchase agreement direct from clean energy generator.

BOOK: TOP 10 LISTS

10 proven priorities for homeowners, businesses, governments etc.



Questions

What is our community engagement strategy?

Recent meet revealed federal review underway re environment, ethylene glycol into harbor, aircraft idling, small aircraft safety, port authority role, public engagement. Meeting also revealed public not aware of master planning process.



What is the emissions strategy?

Are we working on cleaner buildings and ground vehicles? Long term: Are we planning for efficiencies, biofuels, electric planes, etc?

What are the clean energy opportunities?

Questions

**AIR NEW ZEALAND IS
DITCHING SINGLE-USE
PLASTIC** ITEMS INCLUDING CUPS,
LIDS AND BAGS FROM THEIR FLIGHTS.
**THIS WILL STOP
MORE THAN
24 MILLION
PIECES OF PLASTIC
BEING USED
EACH YEAR!**

1MILLION  women



We have to do this

We are the corporations

We are the government

We are the environmentalists.

THANK YOU

Questions?



bfnagy.com
bfnagy1@gmail.com

**Réalité
Climatique**
CANADA



**The Climate
Reality Project**
CANADA

www.realiteclimatique.ca

www.climatecreality.ca

**Climate Change:
Problems, solutions & priorities** [SEP]

BF (Bruce) Nagy
Climate leader, green journalist & author



Desjardins



Appendix 2: Bathurst Quay Neighbourhood Plan Update Presentation



BATHURST QUAY STREETScape & PUBLIC REALM IMPROVEMENT PLAN

Ports Toronto CLC Update Presentation

November 27, 2018

Bryan Bowen, Waterfront Secretariat

We have a lot to talk about!

blogTO

up to 20% OFF when you reserve ahead online

City

Toronto's getting a huge new public space on the waterfront

THE QUAY TO THE CITY

ANNOUNCING A HISTORIC RENOVATION OF THE QUAY TO THE CITY

The revitalization of Toronto speed.

Safety Tools

THE GLOBE AND MAIL TORONTO

SUBSCRIBE REGISTER LOGIN

READ DAVID'S STORY

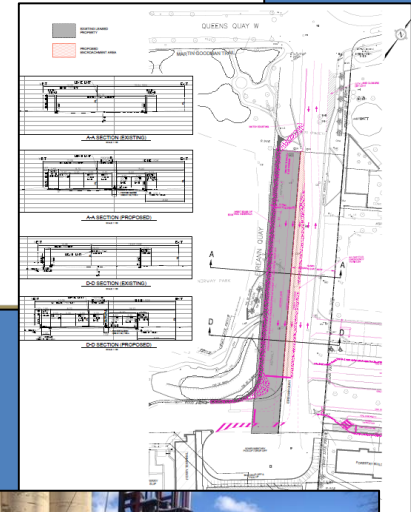
Sunnybrook Where Impossible Becomes I'm Possible

Toronto foundation plans to honour Irish potato famine victims, immigrants with cultural centre

JENNIFER LA GRASSA
TORONTO
PUBLISHED MAY 28, 2018

A foundation that honours Toronto's Irish migrants is hoping to expand its efforts with an arts and culture centre on the city's shoreline where some 38,000 famine victims arrived more than 170 years ago.

Trinity-Spadina Councillor Joe Cressy is spearheading the effort to convert a former



URBAN

Search to Watch for 2018: Toronto's Cultural Renaissance

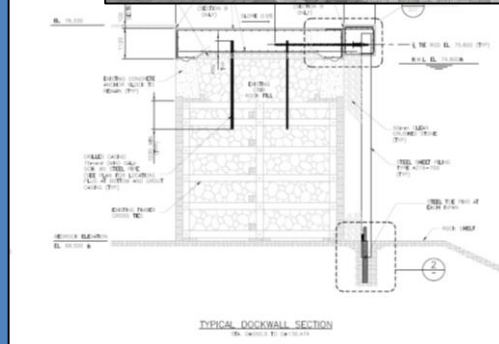
Map of the waterfront area with various zones and landmarks.

Continuing south into Queen Quay, the City has plans for **Edmond Quay**, a revitalization which would see the implementation of a host of building and public realm improvements to the east of Billy Bishop Airport around the Canada Mailing Silos. Interventions include the renovation and rehousing of the 3-storey Heritage Administration Building to house community or culturally focused uses; the transformation of much of the underutilized and paved open spaces into a new pedestrian plaza in front of the Canada Mailing Silos that will provide easier access to Inland Park and the water; the rehabilitation of the dock wall; the installation of a new short-term parking lot that will consolidate parking in the area as well as a reduced taxi curbside; the improvement of the streetscape along Eileen Quay; and finally, the restoration and eventual adaptive reuse of the Canada Mailing Silos. The early phases of the initiative are currently in the detailed design phase, with construction tentatively slated to begin Summer 2018, while in the meantime, the City will begin developing long-term strategies for the reuse of the Administration Building and Silos this year.



Rendering of the Edmond Quay Revitalization, courtesy of the City of Toronto and Furrer Ltd.

Turning east onto Queens Quay and moving just past Spadina Avenue, **Revelment Concepts** is proposing to add a third tower to their two-tower complex at Maple Leaf Quay dubbed simply **The Quay Tower Three**. Designed by **Quadangle**, the tower would rise 29 stories in between its existing 21-story towers to the east and west and would add 441 new rental units to the complex. The City opposed the development, claiming it



Presentation overview

Overview of BQNP &
Streetscape & Public Realm
Improvement Plan

Project updates

Construction schedule overview

Community consultation

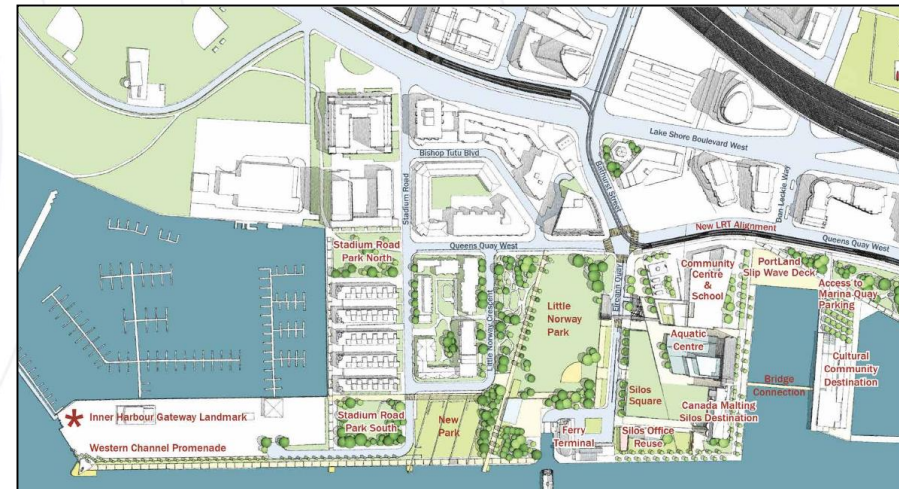
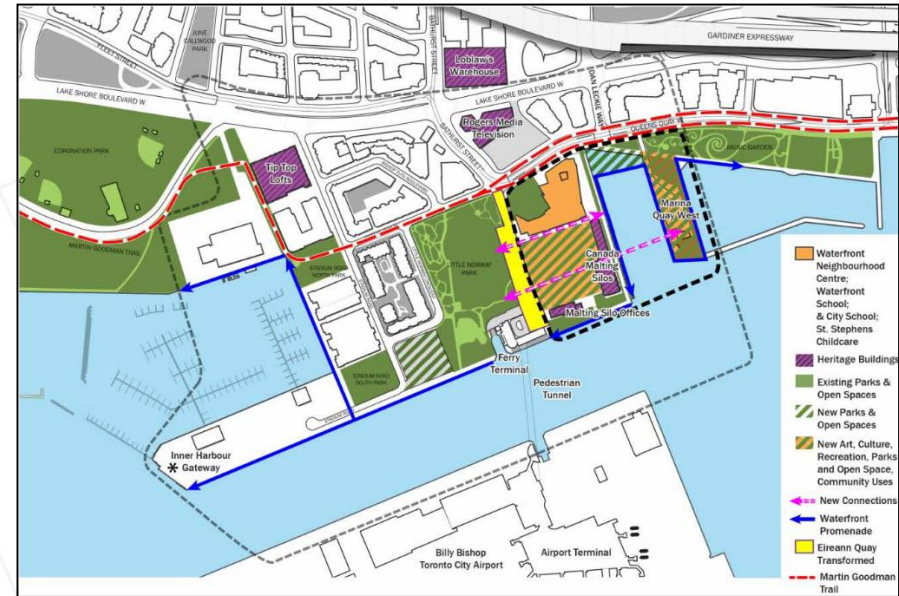


Bathurst Quay Neighbourhood Plan (BQNP): Overview of recommendations

The silo site and Eireann Quay will play important roles in improving the Bathurst Quay neighbourhood and central waterfront.

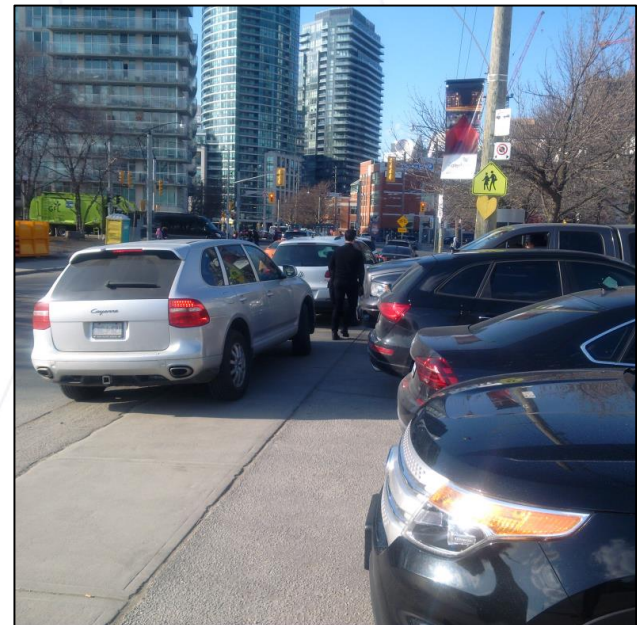
The BQNP describes a new **LONG-TERM** vision for the silo site as a community and cultural hub on the waterfront, and potential future location of an aquatic centre.

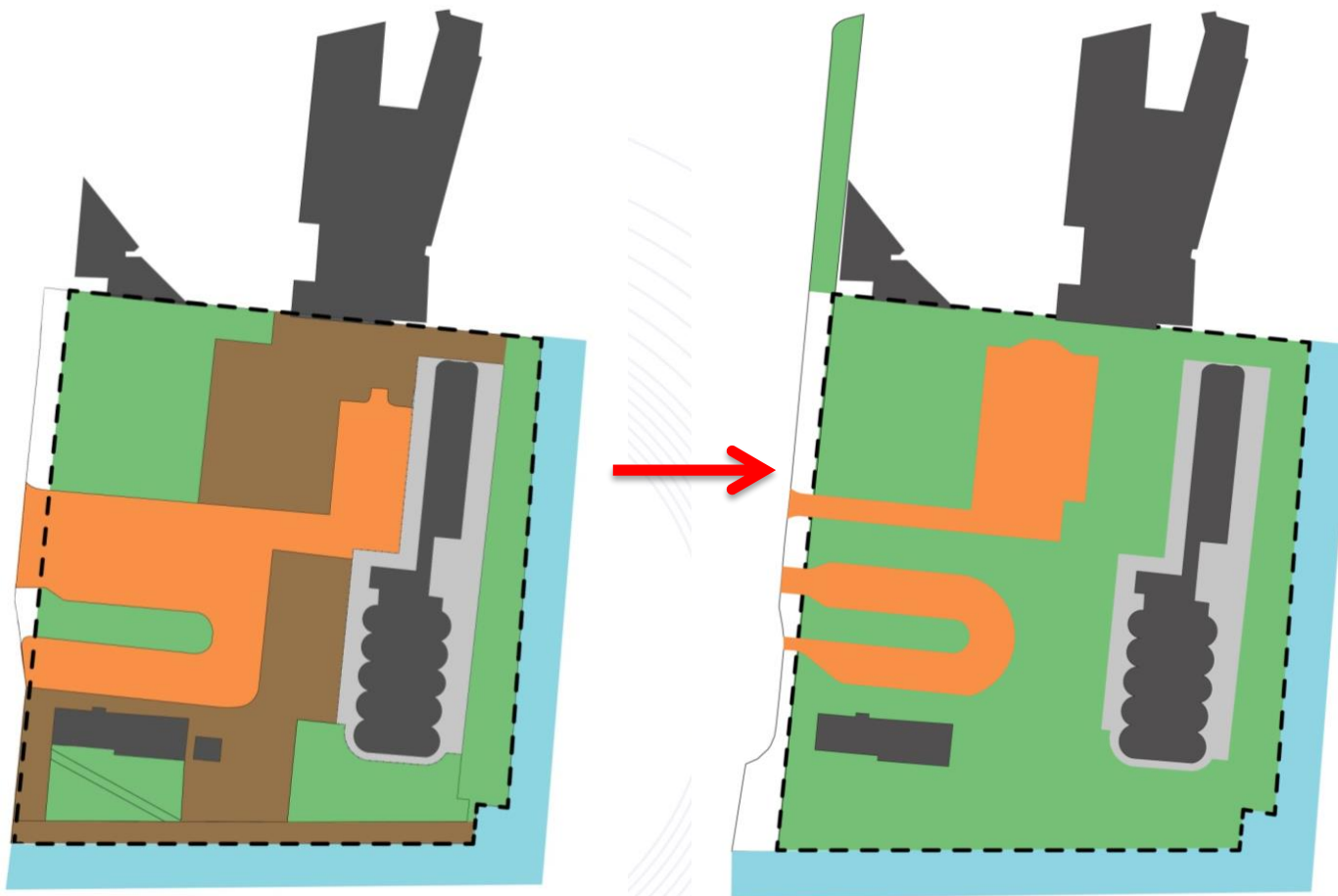
In the **NEAR-TERM**, the BQNP recommends creating a **Streetscape and Public Realm Improvement Plan** to identify 'quick start' improvements in priority focus areas.









CURRENT: Under-utilized, derelict and/or misused public spaces.





EXISTING

PROPOSED

-  Parking & Transportation (22% to 17%)
-  Underutilized Space (27% to 0%)
-  Public & Open Space (34% to 66%)
-  Buildings (17%)



EXISTING



PROPOSED

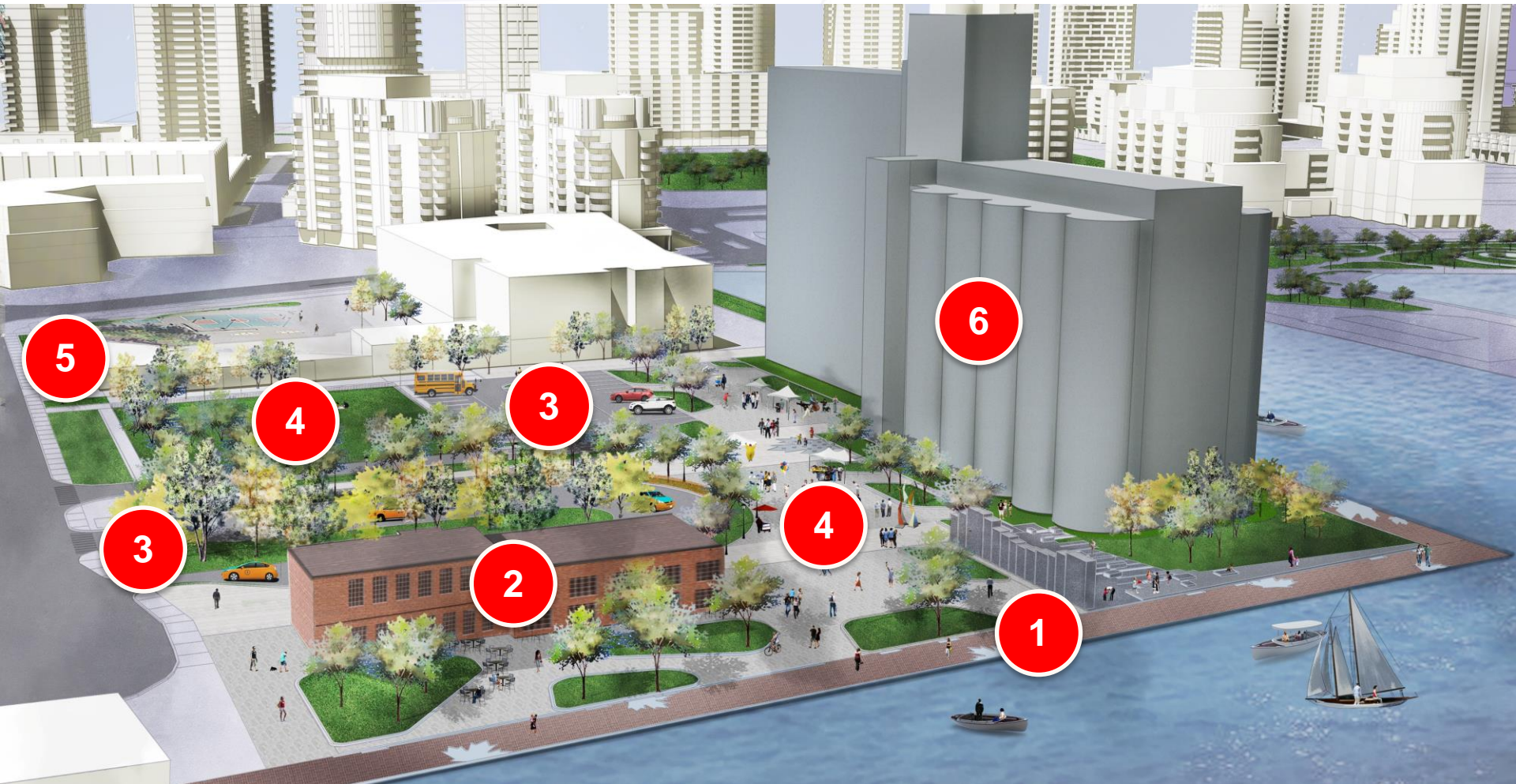




ARTIST'S RENDERING OF PROPOSED IMPROVEMENTS



SIX KEY IMPROVEMENTS



EACH HAVE DIFFERENT TIMELINES, COSTS,
APPROVALS, LEADS, ETC.



SIX KEY IMPROVEMENTS

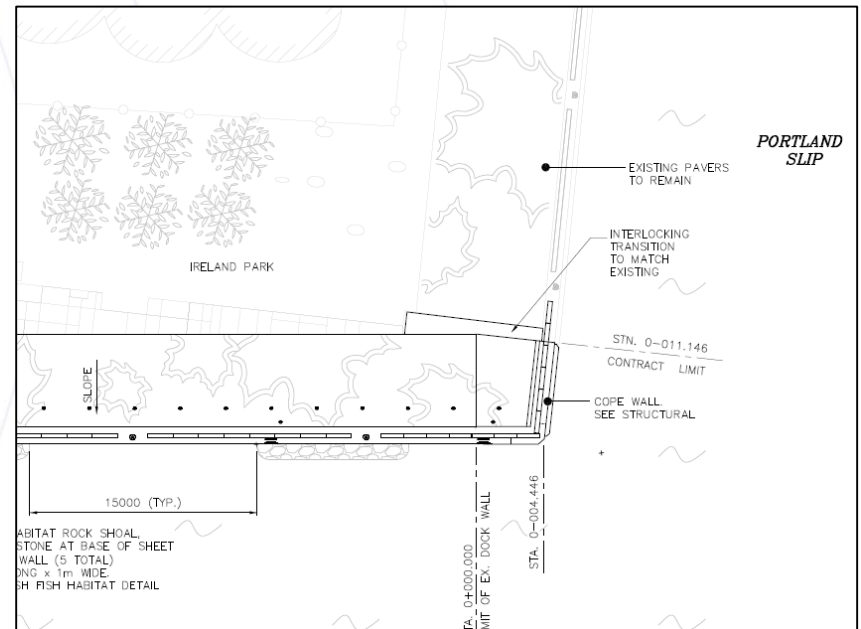


1: DOCKWALL REHABILITATION

TODAY: partially closed to the public.

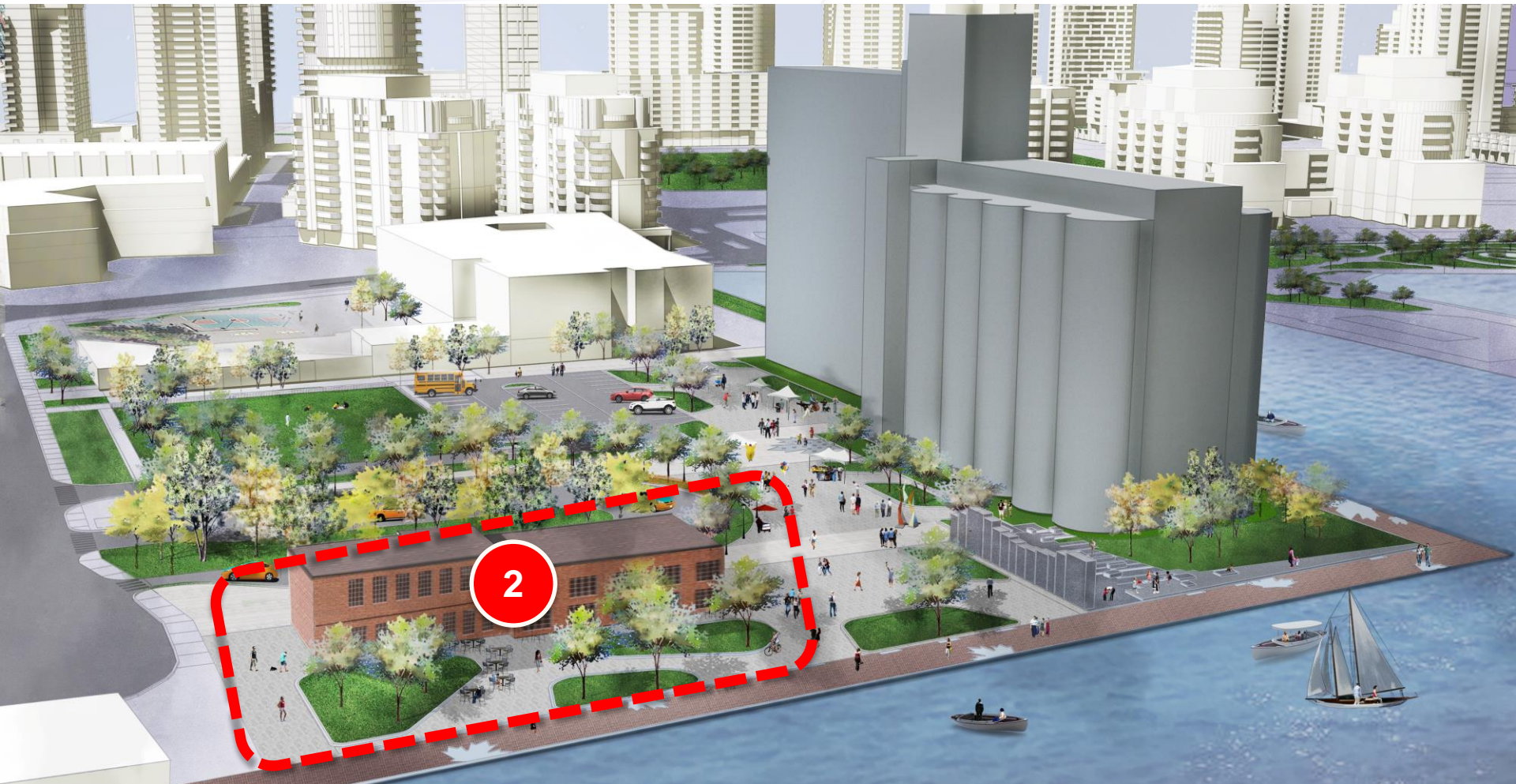
WHAT'S PLANNED? Rehabilitation from the Portland Slip to the BBTCA ferry slip.

WHEN? Funding approved March 2018.
Design complete and project to be issued for tender in December 2018. Construction to start March 2019. To be completed Fall 2019.





SIX KEY IMPROVEMENTS



2: ADMINISTRATION BUILDING REVITALIZATION

TODAY: under-utilized three-storey office building.

WHAT'S PLANNED? Revitalization of building as an Arts, Heritage and Cultural Interpretative Centre operated by Ireland Park Foundation (IPF).

WHEN? June 2018 Council approval of nominal lease and seed capital funding. Design work underway. Construction starting 2019.



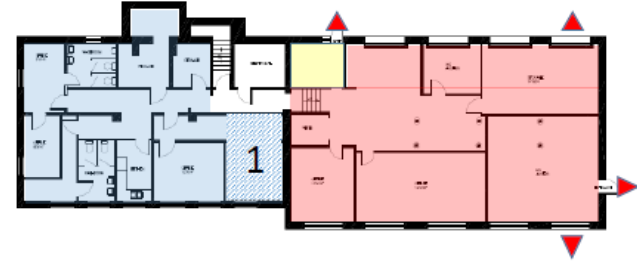
TODAY: under-utilized three-storey office building.

WHAT'S PLANNED? Revitalization of building as an Arts, Heritage and Cultural Interpretative Centre operated by Ireland Park Foundation (IPF).

WHEN? June 2018 Council approval of nominal lease and seed capital funding. Design work underway. Construction starting 2019.



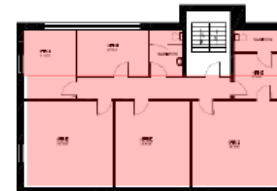
GROUND FLOOR



MIDDLE FLOOR



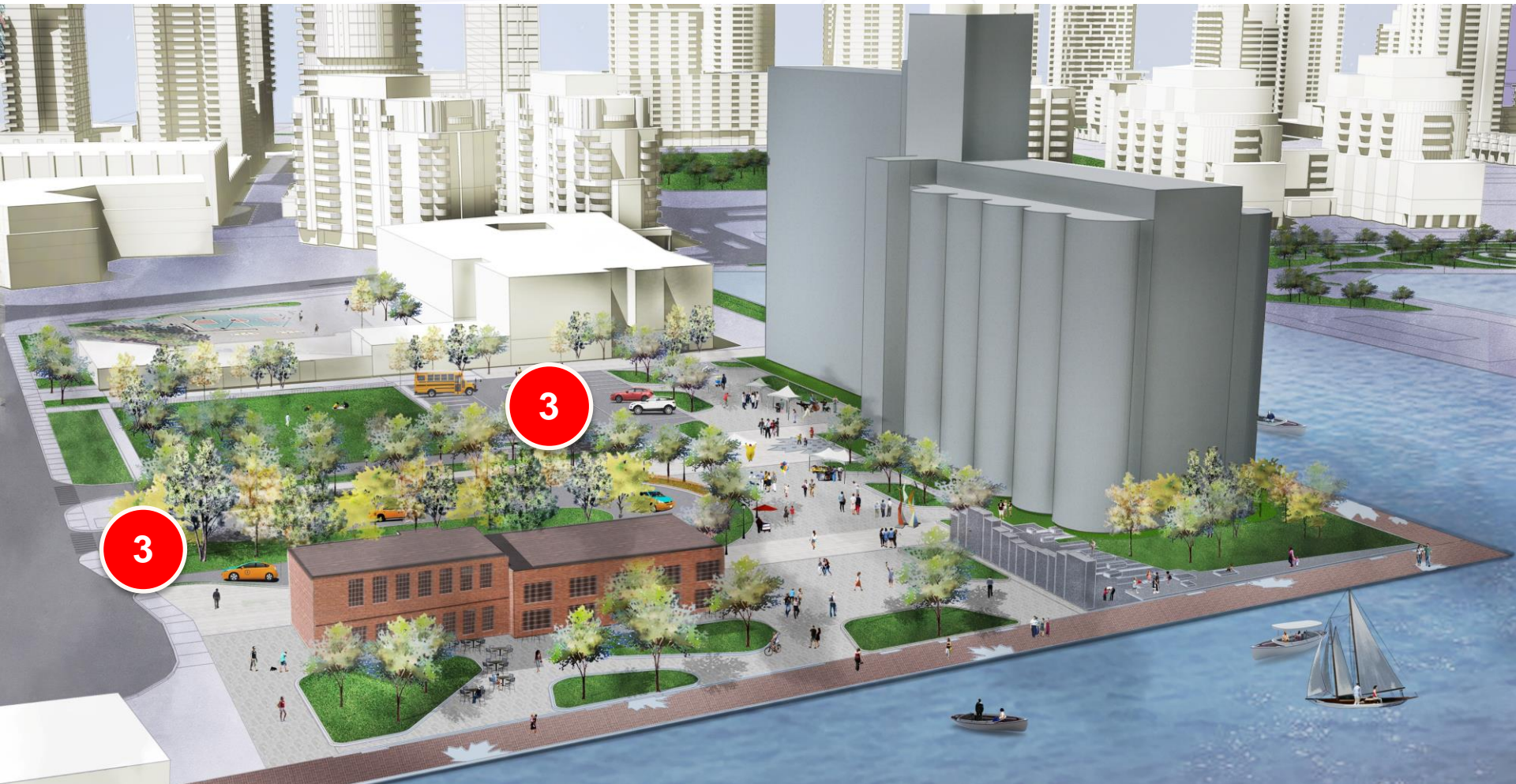
UPPER FLOOR



IPF LEASE
PT LEASE



SIX KEY IMPROVEMENTS

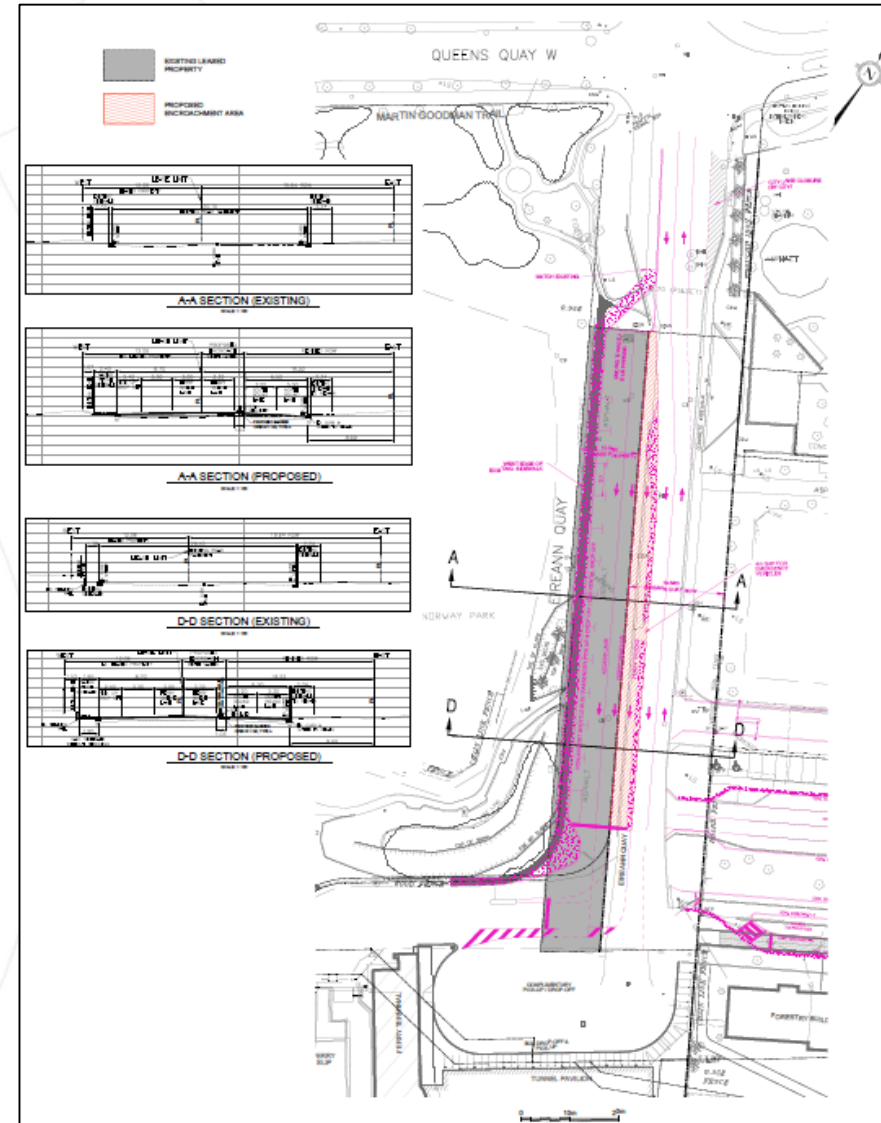


3: PARKING & TRANSPORTATION

TODAY: Ports Toronto-leased parking areas and taxi corral. TDSB and community parking spaces. Three-lane finger lot adjacent to Little Norway Park. Bus lay-by on Eireann Quay.

WHAT'S PLANNED? Consolidation of passenger pick-up parking to narrowed finger lot. Reduced taxi corral footprint. Shared surface parking lot with TDSB and school bus.

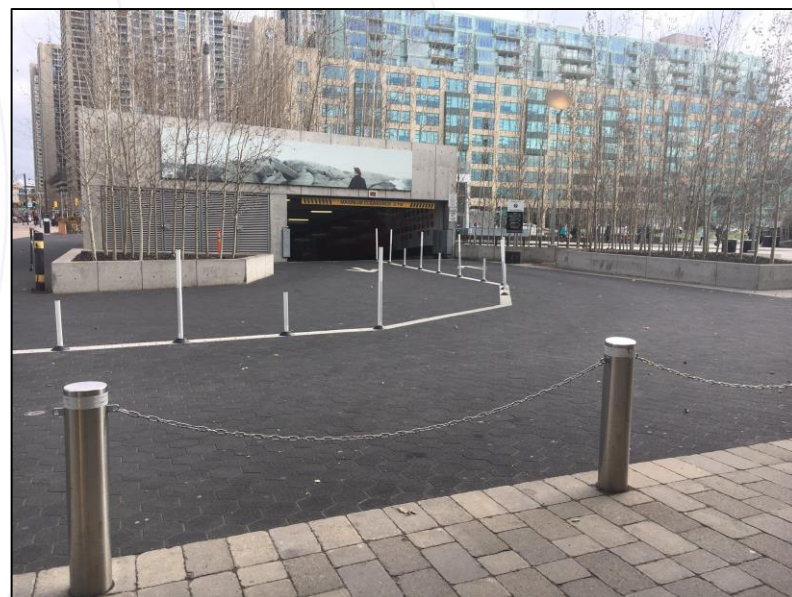
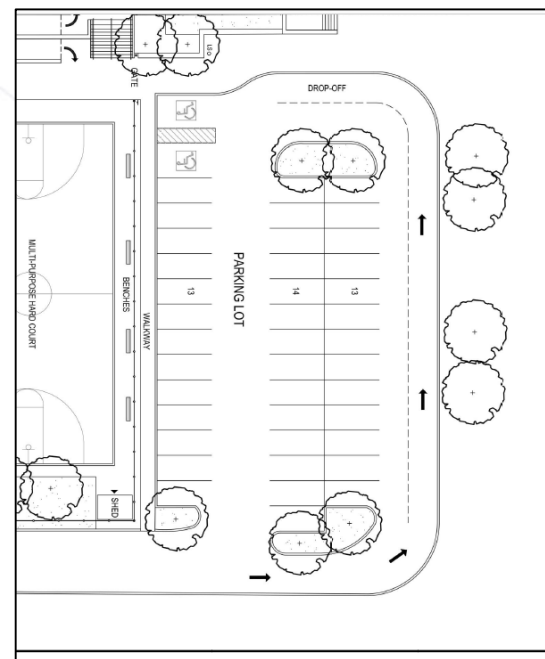
WHEN? Finger lot reconfiguration work starting November 26, 2018. Taxi corral and parking area subject to site plan approval. Construction expected Spring 2019.



TODAY: Ports Toronto-leased parking areas and taxi corral. TDSB and community parking spaces. Three-lane finger lot adjacent to Little Norway Park. Bus lay-by on Eireann Quay.

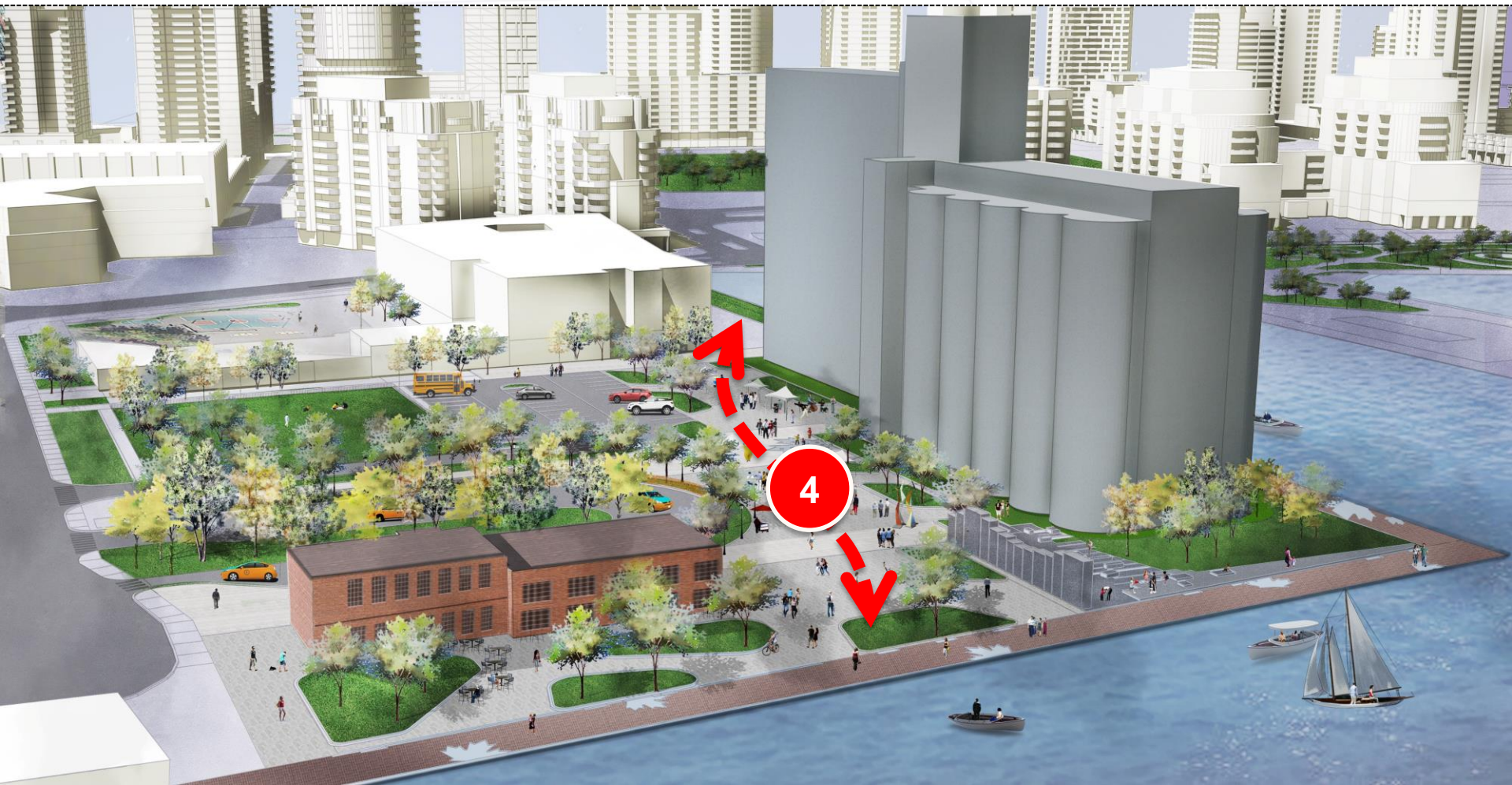
WHAT'S PLANNED? Consolidation of passenger pick-up parking to narrowed finger lot. Reduced taxi corral footprint. Shared surface parking lot with TDSB and school bus.

WHEN? Finger lot reconfiguration work starting November 26, 2018. Taxi corral and parking area subject to site plan approval. Construction expected Spring 2019.





SIX KEY IMPROVEMENTS



4: NEW PEDESTRIAN PLAZA AND PATH

TODAY: transportation and staging yard uses.

WHAT'S PLANNED? Flexible, hardscape plaza suitable for wide range of public activities.

WHEN? Environmental remediation and approvals process (Record of Site Condition) underway.
Detailed design starting early 2019.
Phased construction in 2019 and 2020.



TODAY: transportation and staging yard uses.

WHAT'S PLANNED? Flexible, hardscape plaza suitable for wide range of public activities.

WHEN? Environmental remediation and approvals process (Record of Site Condition) underway.
Detailed design starting early 2019.

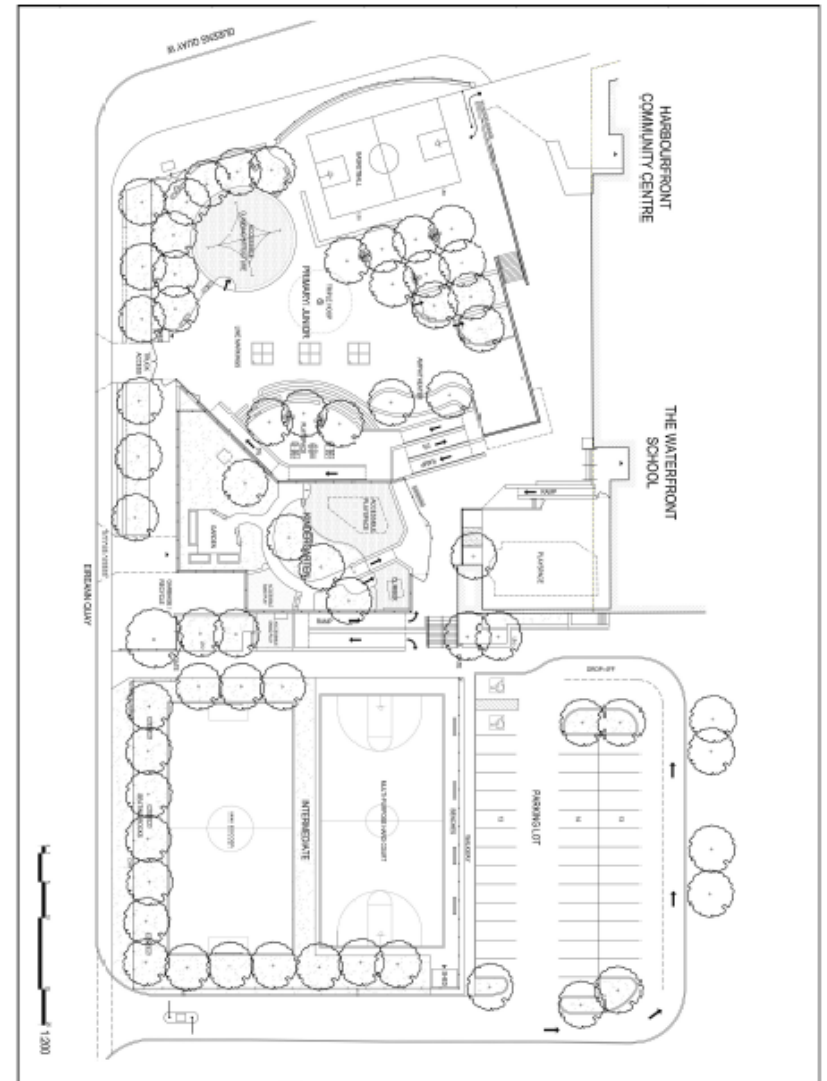
Phased construction in 2019 and 2020.



TODAY: TDSB playground and open space. Limited access between WNC and plaza.

WHAT'S PLANNED? Recent project additions: modernization and improvements to existing facilities and play spaces. City is a funding partner for both projects and will co-lead implementation.

WHEN? Project partners exploring funding, phasing and coordination options.



JSW+ School Development Services

The Waterfront School
MASTER PLAN





SIX KEY IMPROVEMENTS

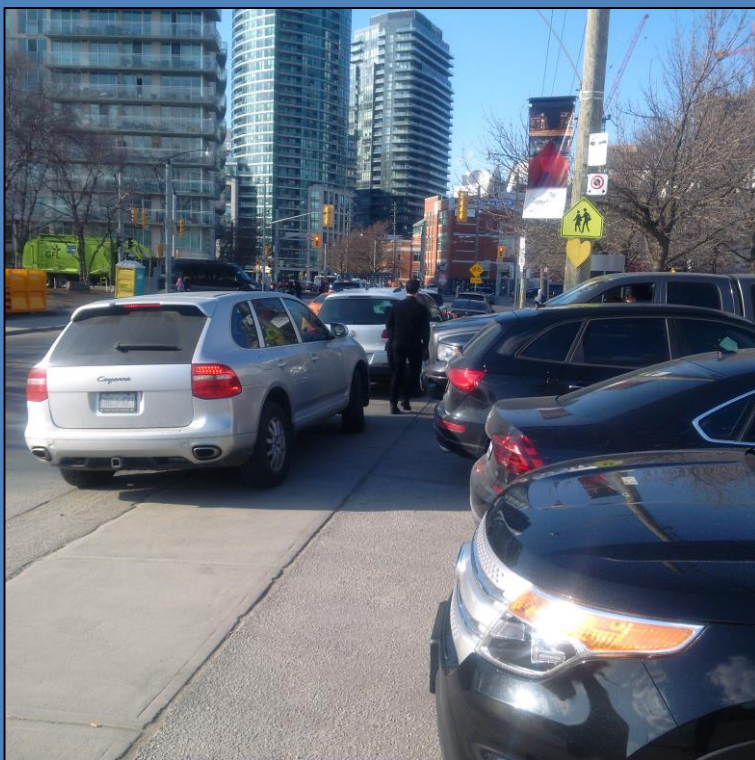
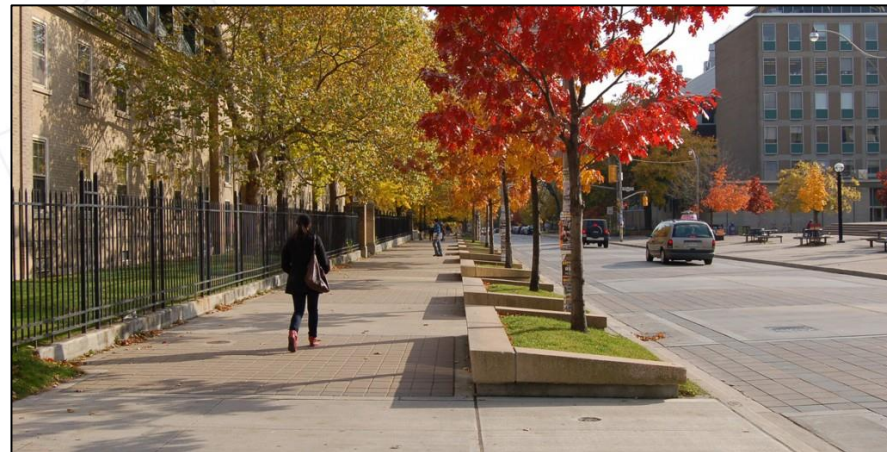


5: IMPROVING EIREANN QUAY

TODAY: School bus lay-by and sidewalk of ten blocked by illegally parked cars. Safety concerns around school playground.

WHAT'S PLANNED? Lay-by closed and rebuilt with sidewalk as generous pedestrian promenade. Improved edge features for playground.

WHEN? Detailed design starting early 2019. Construction in 2019.





SIX KEY IMPROVEMENTS



6: THE CANADA MALTING SILOS

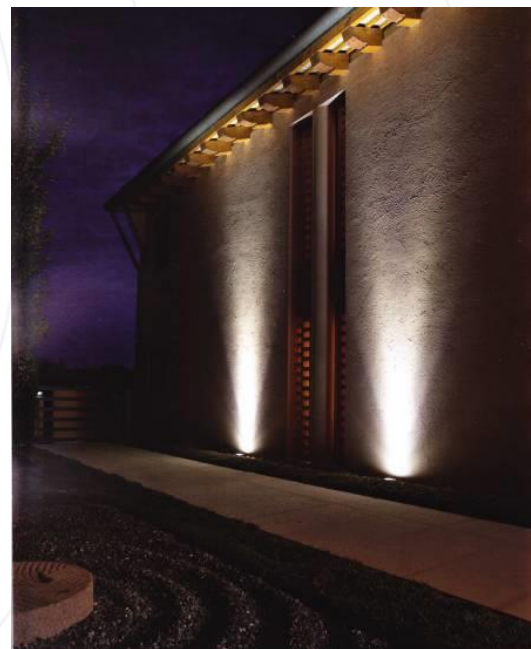
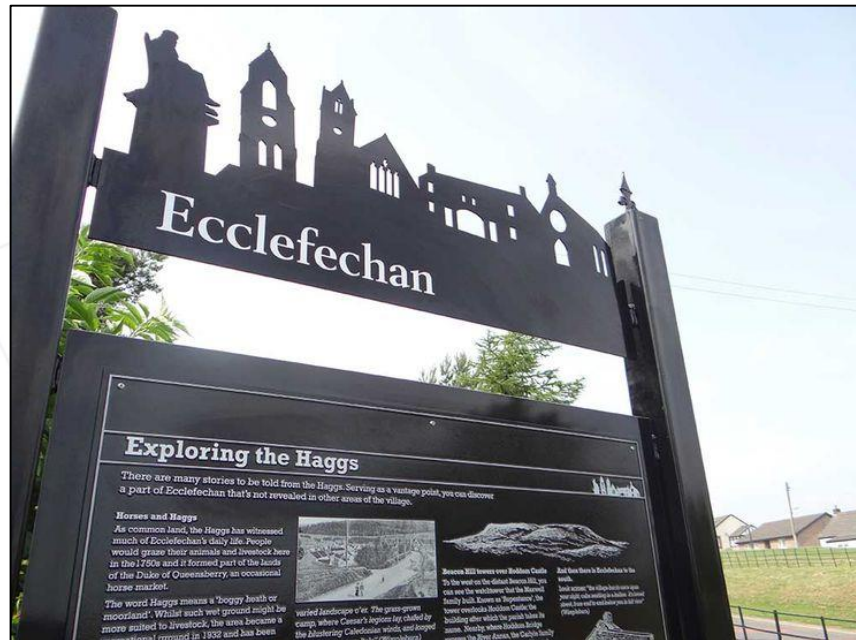
TODAY: Designated structures under the Ontario Heritage Act. Area around silos closed due to need for building repairs.

WHAT'S PLANNED?

In the near-term, detailed design team will explore low-cost measures to improve the appearance of the silos.

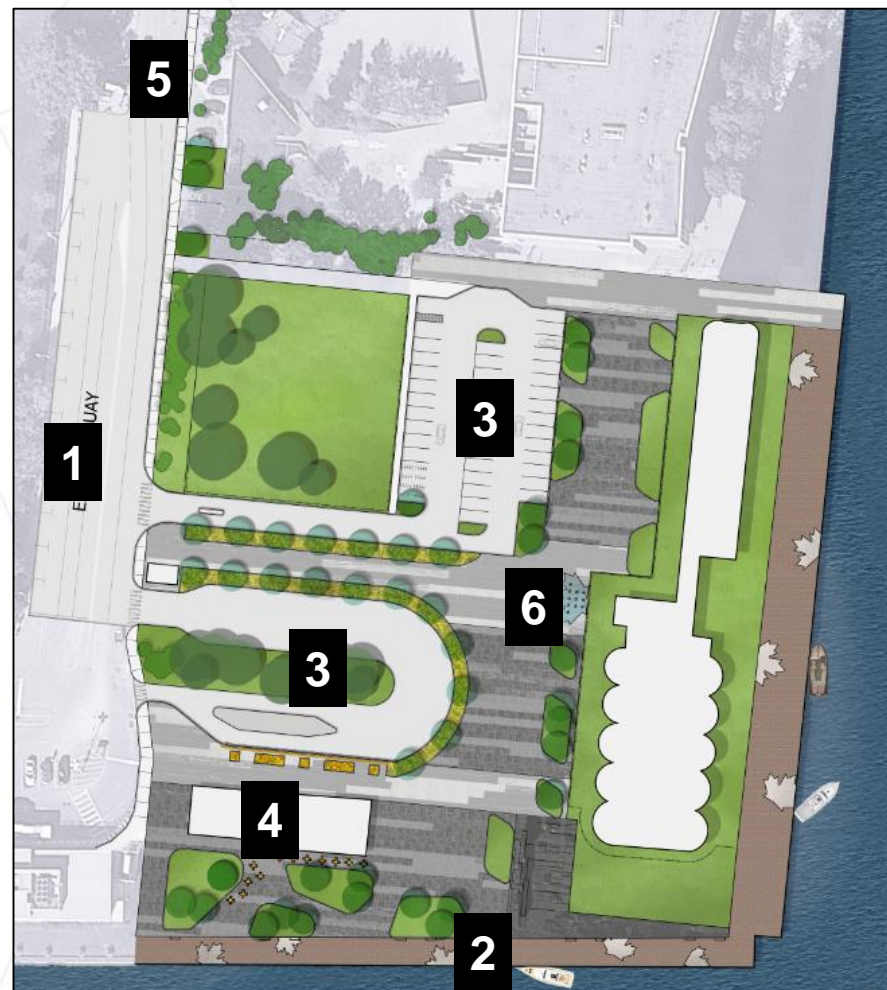
An inter-agency team will develop a long-term Implementation and Funding Strategy for revitalization of the silos (in tandem with exploring aquatic centre, expanded community centre, and below-grade parking and transportation uses).

WHEN? Long-term strategy to begin in 2019.



Construction schedule overview

- 1: Consolidation of traffic operations in ferry queue. Late November 2018 for 2 weeks.
- 2: Western Channel Dockwall Rehabilitation. March 2019 – Fall 2019.
- 3: Reduced taxi corral and shared parking lot. Spring 2019.
- 4: Ireland Park Foundation. Renovations beginning Spring 2019.
- 5: Eireann Quay streetscape improvements. Summer 2019 – Fall 2019.
- 6: New plaza and open space. Phased construction in 2019 and 2020. Opening expected in 2020 (contingent on timing of environmental approvals).

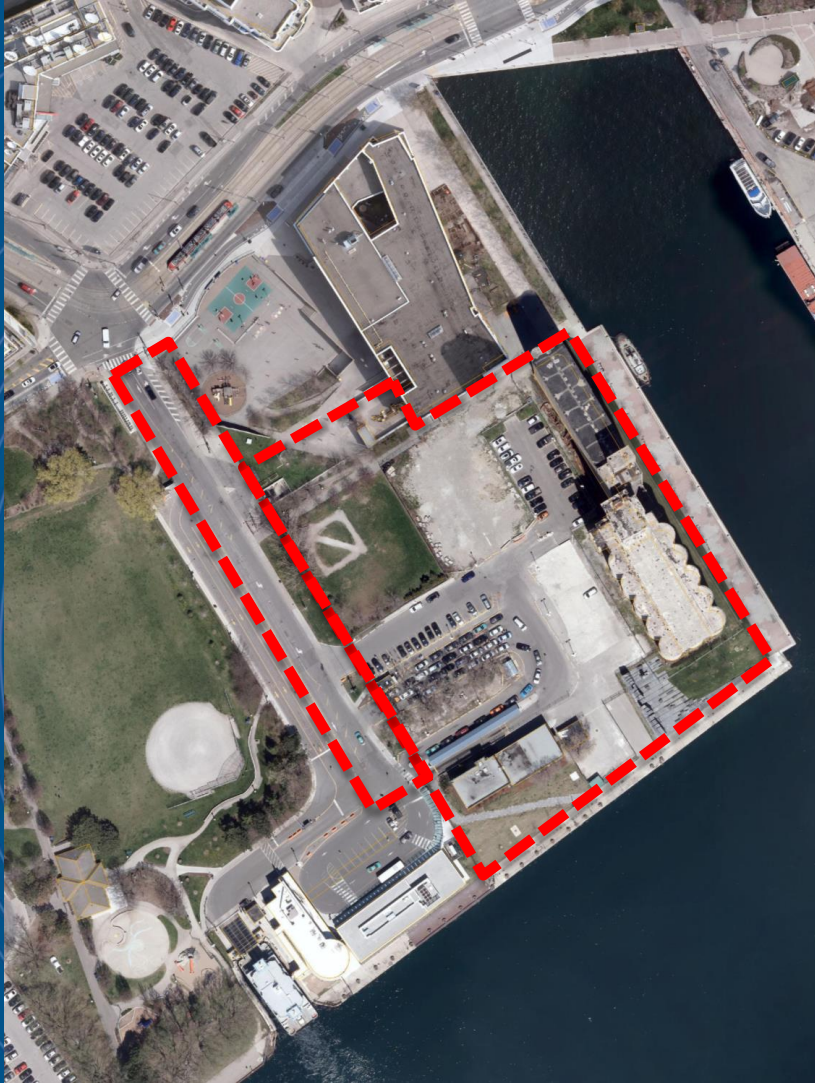


Community consultation

Design process for public plaza will incorporate meaningful opportunity for community input. These shall include:

- Design presentations by detailed design team (details TBC in 2019 RFP document).
- Programming consultation with Waterfront BIA and other partners.
- Conceptual and detailed designs to be presented to WaterfrontToronto Design Review Panel.
- Regular project updates to BQNA (and other community organizations on request).
- TDSB managing parallel consultation on playground and open space master plan.





QUESTIONS? COMMENTS?

Bryan Bowen
Project Manager, Waterfront Secretariat
City Planning Division
416-338-4842
bryan.bowen@toronto.ca

Appendix 3: FBO Operations Update Presentation

November 27, 2018

Billy Bishop Toronto City Airport

Fixed Base Operators (FBO) - Changes



Agenda

- What is a FBO?
- FBOs at BBTCA
- Where are the FBOs located?
- Changes to Porter FBO
- Changes to STOLPORT FBO
- Questions

What is a FBO?

A fixed-base operator (FBO) is an organization granted the right by an airport to operate at the airport and provide aeronautical services.

FBO is the primary provider of support services to General Aviation operators

FBOs at BBTCA

Two FBOs at BBTCA

Porter FBO

- Hangar 6 – Northwest side of the airport

Stolport FBO

- Hangar 1 – Northeast side of the airport

FBO Locations



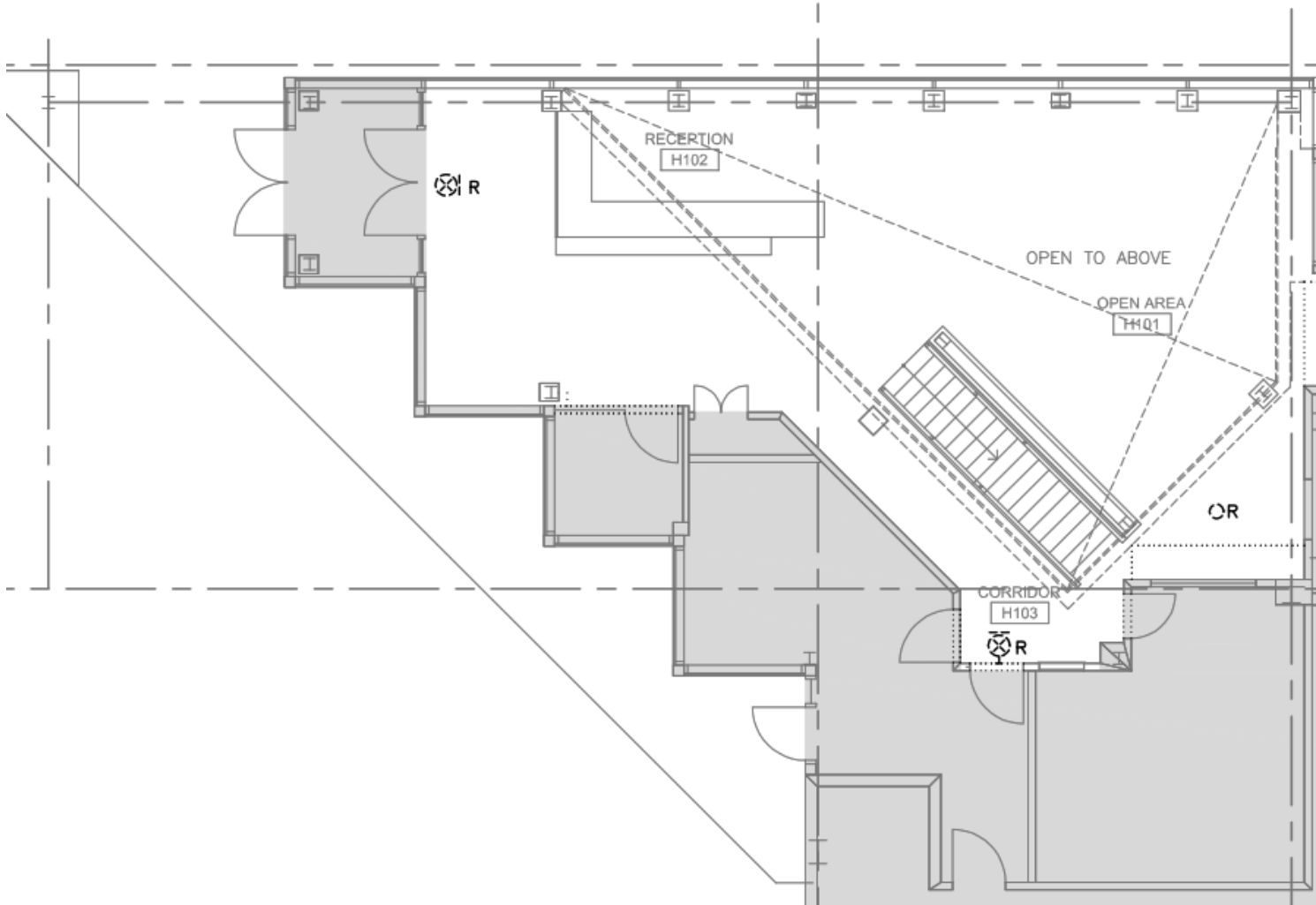
Changes to Porter FBO

- No changes to the footprint or exterior of the building
- Existing second floor reconfigured for more office space
- Open two story atrium will be closed in and second floor added
- Public space refreshed

Changes to Porter FBO



Changes to Porter FBO



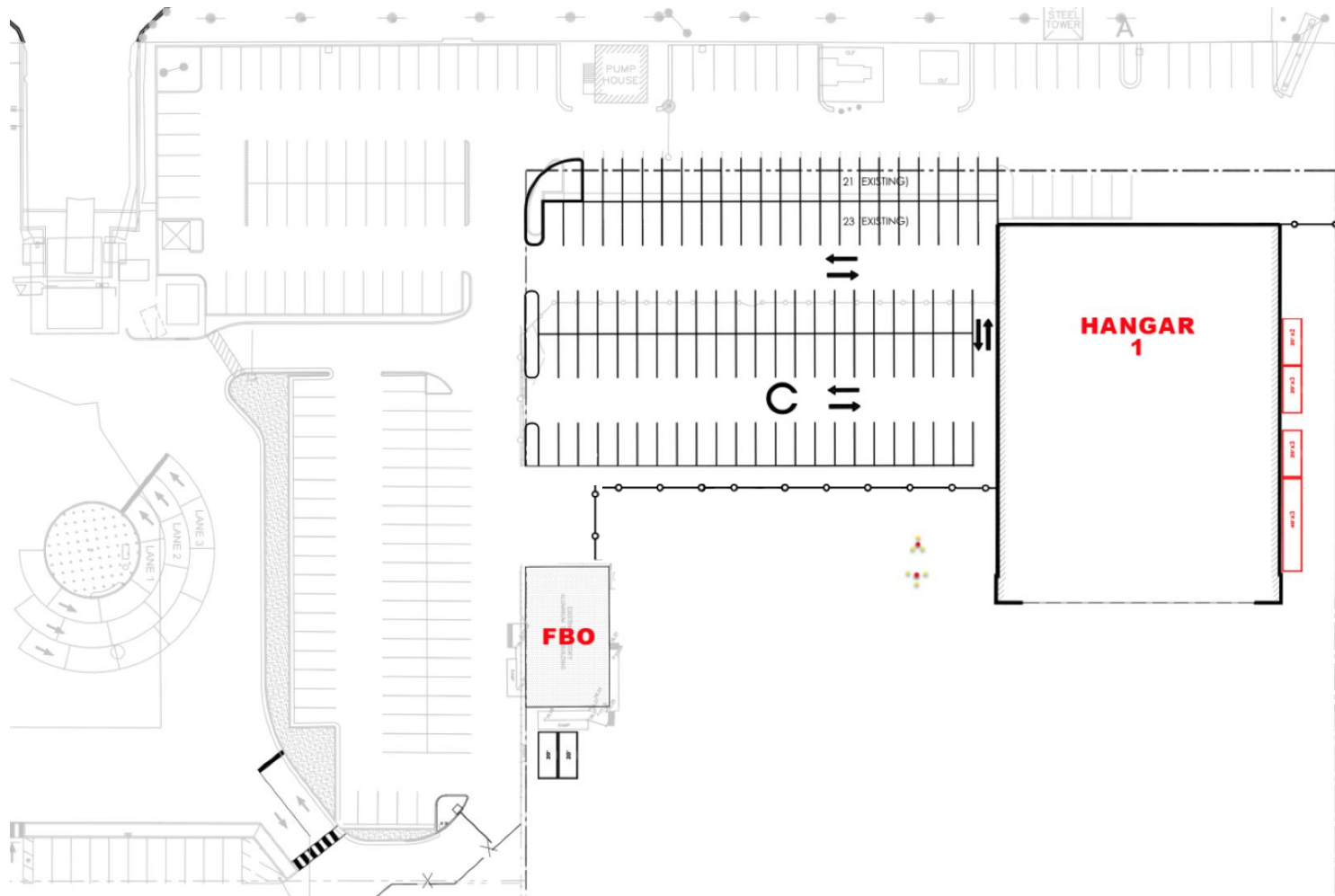
Changes to Porter FBO



Changes to STOLPORT FBO

- Short term, sea containers and ATCO trailer office space placed on the north side
- Intermediate term, placement of ATCO trailers south of the current building
- New windows, doors and siding to match the terminal building exterior finish
- Once ATCO Trailers south of the current building are complete, Sea container and ATCO trailer office space on the north side will be removed

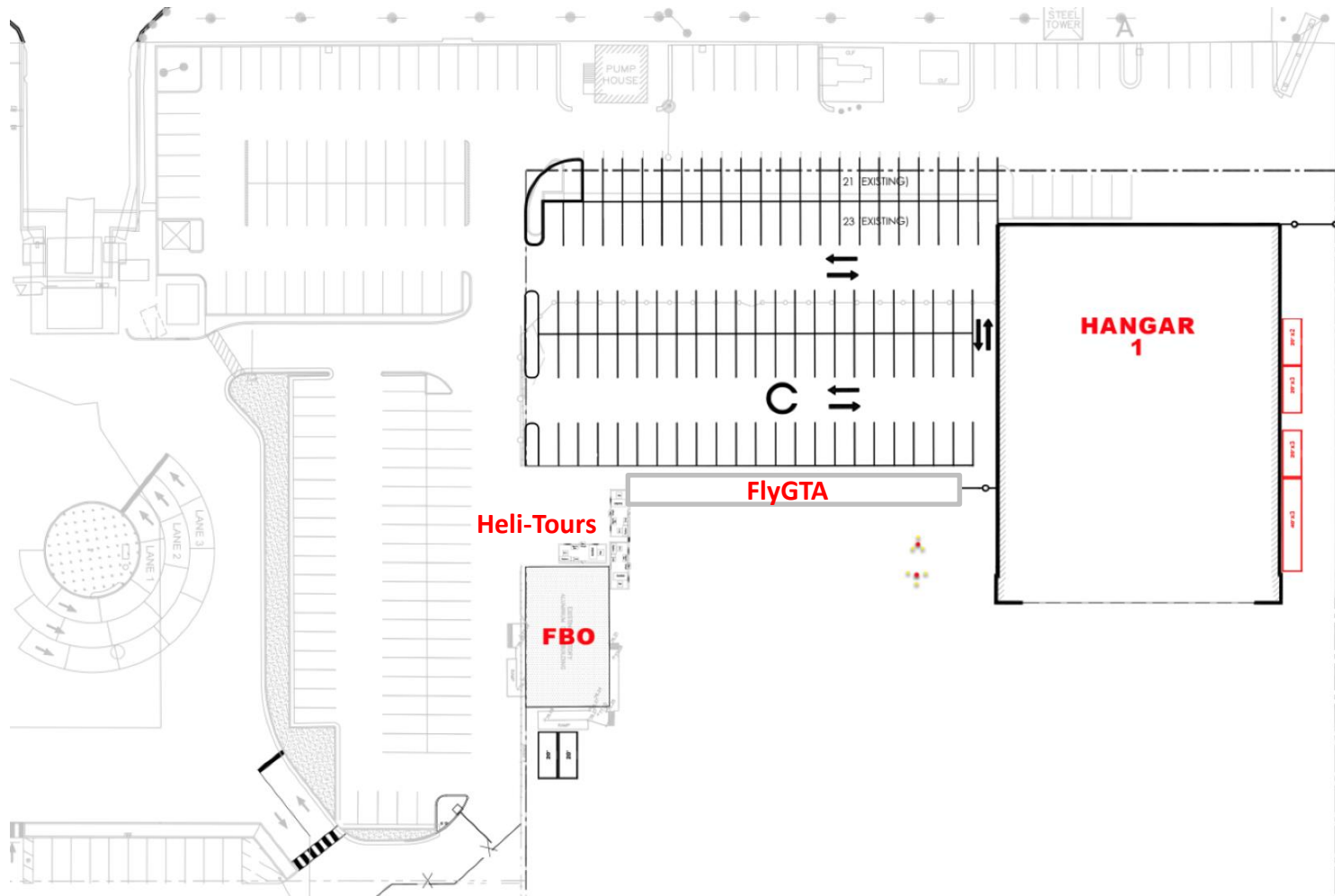
Changes to STOLPORT FBO



Changes to STOLPORT FBO



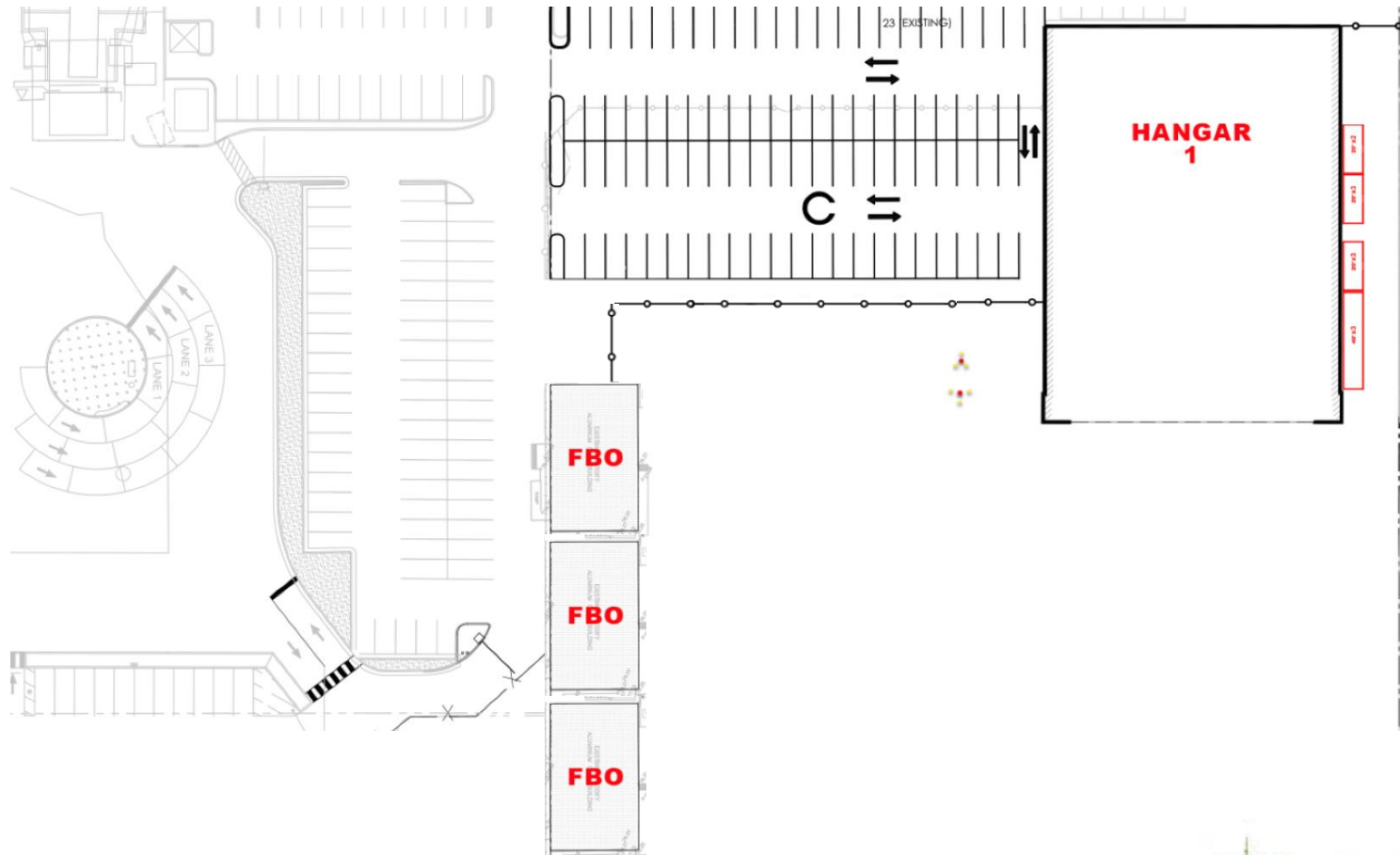
Changes to STOLPORT FBO



Changes to STOLPORT FBO



Changes to STOLPORT FBO



Changes to STOLPORT FBO





Questions

PORTS
TORONTO



Thank You

PORTS
TORONTO

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



Billy Bishop Toronto City Airport Capital Program 2019 Update

Date: November 27, 2018

Presented By: Bojan Drakul / Christopher Sawicki
Location: CLC Presentation



PORTS
TORONTO



Agenda

- Review Status of Ongoing 2018 Capital Projects by PortsToronto
- Review Status of Upcoming 2019 Capital Projects by PortsToronto
(Note: Some Proposed Projects are still Pending Approval from Board of Directors)
- Review 2019 Projects by Airport Tenants

Remaining 2018 Projects

- Minor electrical deficiencies work ongoing through early December
- A few remaining pavement / grading deficiencies to be corrected in May 2019



Airfield Rehabilitation Program

Remaining 2018 Projects

- Replacement of a Diesel Fire Pump Motor with a new motor which is more energy efficient, quieter, and runs cleaner.
- Replacement to commence this week (short project duration)

Diesel Fire Pump Motor Replacement

- Replacement of the Field Electric Centre (FEC) Back-up Generator with a new generator which is more energy efficient and environmentally friendly
- The replacement scheduled to commence in March 2019 and last approximately 14 days



FEC Generator Replacement

- The MB1 intended to be the first all-electric vessel to operate in Canada!
- The key goal is to eliminate pollutant emission (air and noise) from current diesel engines
- PortsToronto in discussions with two Proponents with regards to solution details:
 - ✓ reduction of the amount of CO₂ discharge and noise emission
 - ✓ thermal comfort improvement for crew and passenger cabins
- Anticipated to commence in early 2019
- Conversion to take place in a dry-dock (offsite)



“Marilyn Bell I”

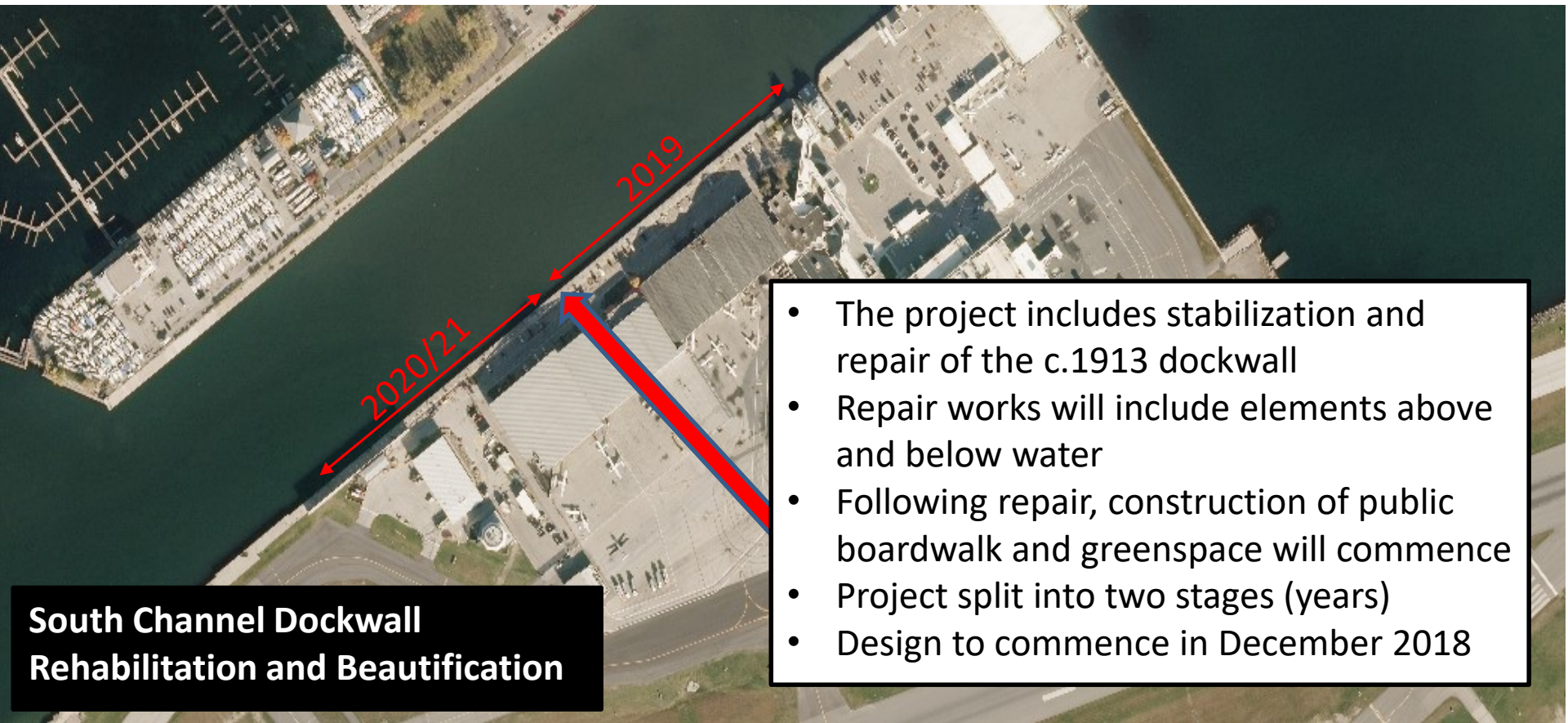
“Marilyn Bell I” (MB I) Ferry Electrification

- Replacement of current incandescent lighting with new, energy efficient LED lighting fixtures
- Scheduled for early 2019 and expected to last approximately 30 days

Energy Improvements Project (Lighting Retrofit at BBTCA)


- Modernization of Baggage Handling Systems (BHS) in order to implement Canadian Air Transport Security Authority (CATSA) requirements for 3- Level Hold Baggage Screening (HBS).
- Design-build contract award expected by the end of November; design and construction works will last approx. until mid August 2019.
- Construction work inside terminal bag basement during night hours - no noise impact on community anticipated.





South Channel Dockwall Rehabilitation and Beautification

- The project includes stabilization and repair of the c.1913 dockwall
- Repair works will include elements above and below water
- Following repair, construction of public boardwalk and greenspace will commence
- Project split into two stages (years)
- Design to commence in December 2018

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- An aerial photograph of an airport area. A red circle with a jagged edge is placed on a building near a body of water. A red arrow with a blue outline points from the bottom right towards this circle. The surrounding area includes a parking lot, a runway, and various airport buildings.
- Drainage improvements to be made to reduce risk of flooding of the PTF facility
 - Design anticipated to commence in early 2019 with construction in the summer 2019
 - Construction details yet to be developed

**Drainage Improvements
at Airport Turning Circle**

- PortsToronto's airport staff offices will be relocated from the south side to the northwest side of terminal building complex
- Security fencing replacement on the south side of the airfield (project not approved as of yet)
- The airport is planning to procure a new Airfield Rescue and Fire Fighting (ARFF) truck and airfield sweeper to replace existing vehicles (modern, more efficient and cleaner vehicles)
- Completion of Airport Master Plan in 2019
- Commencement of Noise Study (Feb/March 2019)

**Miscellaneous Other Activities
by PortsToronto**

2019 Projects by Tenants



- Completion of Terminal Upgrade Project by Nieuport anticipated by the end of 2018
- Gates 8&9 will be reopened and all 11 gates will be available
- Contractor demobilization as well as any deficiencies work will take place in late 2018 / early 2019

Terminal Upgrade Project


2019 Projects by Tenants



- Stolport is currently designing a new hangar on their leased property
- No official design submittal received yet but anticipated the hangar could be constructed in 2019
- Located west of the existing Hangar 1
- More information to be provided once available from the tenant

Stolport FBO Project

2019 Projects by Tenants

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- An aerial photograph of an airport terminal and surrounding infrastructure. A red starburst is placed on a building in the terminal complex, with a red arrow pointing towards it from the bottom right. The airport features runways, taxiways, and several aircraft parked at gates. The terminal is situated on a peninsula with water on both sides. A marina with many boats is visible in the upper left and lower right corners.
- Project timing is uncertain as of yet; however there is a possibility the project could commence in 2019
 - Project to be undertaken by Nieuport as the terminal operator with PortsToronto's involvement

USCBP Pre-clearance

- PortsToronto will continue providing regular projects updates through various development stages
- Any new tenants' projects will also be identified as tenants submit facility alteration permits requests to PortsToronto
- Mitigation of impacts due to construction noise / lighting / traffic will be prioritized with contractors for each project
- Use of barging not anticipated for 2019 as the proposed projects do not require large amounts of material hauling

2018/2019
Program



QUESTIONS / COMMENTS

**Appendix 5: Billy Bishop Airport 2018 Master Plan Status
Presentation**

Status Update to Airport Community Liaison Committee

November 27, 2018



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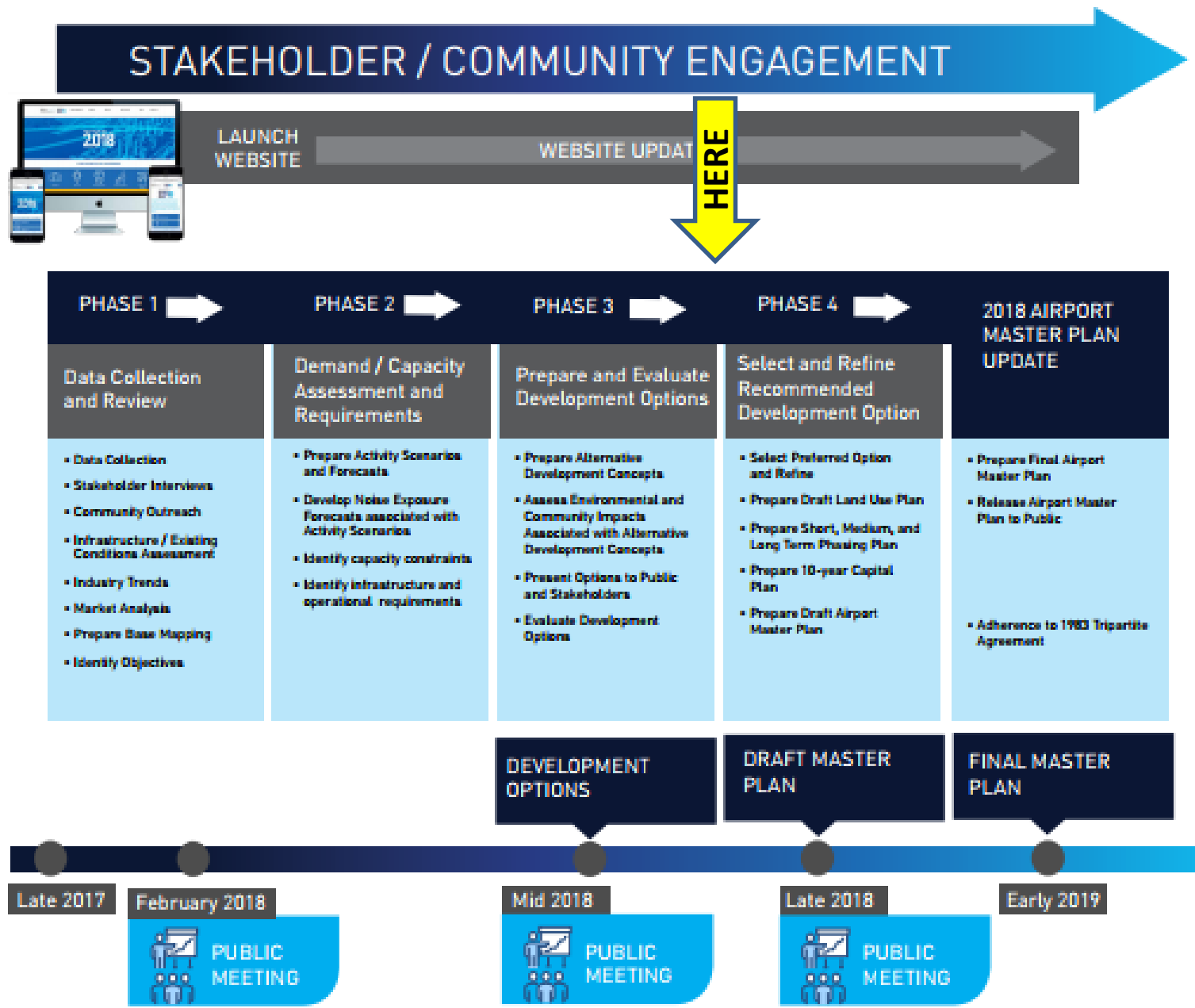
MASTER PLAN
2018



Status Update

- To date we have held over 65 meetings with airport stakeholders, community groups, politicians, agencies, including first nation with territorial treaty rights which has resulted in consultation with over 500 individuals representing various interests.
- Our next meeting is scheduled on Monday December 3 with the Toronto Council of Commodores, which represents all clubs along the GTA waterfront. This will be a good opportunity to receive input from current and in coming Commodores at this turnover meeting.
- As we wrap up Phase 3 of the Airport Master Plan, the discussions and feedback we have received to date will provide us good insight from all interested individuals and stakeholders.

Our Master Planning Process





Status Update

- WSP has been working on the technical assessment work which includes:
 - Review NEF Modelling of Activity Scenarios based on current and planned movements
 - Proposed Preferred Airport Development Plan and Land Use Plan
 - Reviewing Dillon Traffic Study once finalized
 - Reviewing COPA Survey Results
 - Reviewing additional inputs from City initiatives and reports
 - Preparation of a draft Airport Master
- Additional technical studies to be undertaken after the Master Plan is finalized:
 - Noise Study Assessment Review, which will be discussed with the Noise Sub Committee
 - Glycol and Storm Water Management Assessment Report



What the Airport Master Plan will provide

At public meeting #3, the draft airport Master Plan will include:

- Preferred Airport Development Plan and Land Use Plan
- Preferred Activity Scenario
- Description of RESA Design options which will comply with regulatory changes

Understanding what is in scope:

- Development concepts are in keeping with Tripartite Agreement
- Runway expansion is not considered
- Terminal expansion is not considered
- Existing hangar development on north side of the airport to remain
- Proposed activity scenarios for future movements will take into consideration all impacts



Next Steps

- Upon reviewing the technical assessment work, we will be working towards preparation of a draft Master Plan.
- We will be planning on holding Public Meeting #3 Q1 of 2019 at a local venue in the community. A public meeting notice will be shared 1 month prior to the meeting date and will be shared widely through social media, posted on the project website sent to the CLC and Noise Sub Committee, to ensure all stakeholders and interested parties are notified.
- A draft master plan will be posted for a 30 day review period after the public meeting and finalized once all comments have been reviewed and considered.

Thank You



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MASTER PLAN
2018