



**PORTSTORONTO**

**BILLY BISHOP TORONTO CITY AIRPORT**

**COMMUNITY LIAISON COMMITTEE  
MEETING #37**

**MEETING MINUTES**

February 26<sup>th</sup>, 2020  
627 Queens Quay W. (Waterfront Neighbourhood Centre)  
Toronto, Ontario

Minutes prepared by:



# PORTS TORONTO



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

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### Summary of Action Items from Meeting #37

<b>Action Item</b>	<b>Action Item Task</b>	<b>Who is Responsible for Action Item</b>
M#37-A1	Finalize CLC Meeting #36 Minutes and post to the PortsToronto website. Amendments will be accepted from the YQNA representative as required and updated into the document posted on PortsToronto's CLC webpage.	<b>LURA</b>
M#37-A2	At the September 23 <sup>rd</sup> , 2020 CLC meeting, provide the Airport Capital Program Update in an updated format that differentiates between capital projects that are part of the airport's state of good repair work versus airport expansion.	<b>LURA/ PortsToronto</b>
M#37-A3	CLC members to provide any additional feedback to the capital program and noise levels since the Stolport hangar construction.	<b>All</b>
M#37-A4	NAV Canada clarify the noise impact of the new airport procedures and the impacted population measurements.	<b>NAV Canada</b>
M#37-A5	PortsToronto to provide full terms in addition to acronyms used in presentations in this meeting's presentations and future presentations.	<b>PortsToronto</b>
M#37-A6	YQNA representative to share the 55-65 Harbour Square email with Angela Homewood, Michael David, and Gary Colwell.	<b>YQNA</b>
M#37-A7	Send questions to Bryan Bowen pertaining to residential development and NPC-300	<b>All</b>
M#37-A8	YQNA to provide a representative for the Air Quality Study.	<b>YQNA</b>
M#37-A9	LURA Consulting to review the list of site visits and prepare a poll of the CLC membership to determine priority of future site visits.	<b>LURA</b>

## List of Attendees

Name	Organization (if any)	Attendance
<b>COMMITTEE MEMBERS</b>		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Regrets
Nicole Waldron	On behalf of MP Adam Vaughan, Spadina-Fort York	Absent
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
David Stonehouse	City of Toronto – Waterfront Secretariat	Absent
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Scott Brownrigg	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Regrets
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Regrets
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck <i>(and stand-ins during start of meeting: Angelo Bertolas and Ed Hore)</i>	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Present
Jonathan Bagg	Nav Canada	Absent
Dave Purkis	Nav Canada	Present
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Present
<b>PORTSTORONTO REPRESENTATIVES</b>		
Angela Homewood	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Absent
Mike Karsseboom	PortsToronto	Present
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Gary Colwell	PortsToronto	Absent
<b>FACILITATION</b>		
Jim Faight	LURA Consulting	Present
Alexander Furneaux	LURA Consulting	Present

Guest(s)		

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## 1. Welcome and Introductions

Jim Faught (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) to the 37<sup>th</sup> committee meeting. Mr. Faught facilitated a round of introductions and provided an overview of the agenda.

## 2. Review of Previous Meeting Minutes

Mr. Faught reviewed the status of the meeting minutes from CLC Meeting #36 held on November 27<sup>th</sup>, 2020. The YQNA representative indicated he has not had the chance to review the minutes to provide comments but that he intends to review them. Mr. Faught suggested that the meeting minutes be finalized so they can be posted on the website and that the YQNA representative submit his comments to LURA consulting when he has the opportunity. LURA Consulting will make any changes necessary and resubmit the revised minutes to PortsToronto.

M#37-A1 Finalize CLC Meeting #36 Minutes and post to the PortsToronto website. Amendments will be accepted from the YQNA representative as required and updated into the document posted on PortsToronto's CLC webpage.

## 3. Community Updates

Mr. Faught opened the floor to the resident and community associations to provide any updates on matters of significance or issue since the last meeting.

The TICA representative expressed her concern about the expected high-water levels this spring and highlighted the preparations Island residents are already undertaking to prepare for the likelihood of Spring flooding. Gene Cabral (PortsToronto) explained that the airport monitors water levels diligently and has implemented management initiatives including ferry slip adjustments, barriers at low points, and pumping of water from low-lying areas. In all cases, the airport works with the Toronto and Region Conservation Authority (TRCA) on a variety of initiatives to manage and mitigate high water levels including some planned shoreline protection efforts in high risk areas. Mr. Cabral also indicated Chris Sawicki (PortsToronto) will be present at the upcoming YQNA meeting on high water mitigation planned for Tuesday March 3<sup>rd</sup>, 2020. The YQNA representative inquired how de-icing fluid is managed in high water conditions. Mr. Cabral explained the de-icing fluid is contained securely and pumped to the City sanitary system.

The TICA representative raised a concern associated with the potential strike action being undertaken by the City of Toronto's outdoor workers as it relates to access via ferry to the Island. Bryan Bowen (City of Toronto) reassured the resident that the City has a legislated responsibility to maintain service, though this service may be reduced.

The TICA representative raised a final concern about the ownership and maintenance of the eastern gap dockwalls, noting that their decay has contributed to some of the impacts residents of Wards' Island have felt during high water. Mr. Bowen replied that the responsibility over the

water's edge has been an ongoing challenge that the City is working with Waterfront Toronto to resolve through the Marine Strategy Update which is currently underway. Another meeting is planned for the Marine Strategy Update and is scheduled for late April with the report wrapping up in May.

The BQNA representative brought up an ongoing concern associated with congestion and parking challenges in the neighbourhood. She identified that the BQNA intends to bring forth a short presentation at the next CLC meeting (May 27<sup>th</sup>, 2020) to discuss the issue in further detail. Mr. Cabral indicated that the City and Toronto Parking Authority are working to develop a process for managing how parking is utilized on Bathurst Quay. Mr. Bowen added that once this process is in place, it will be easier to enforce.

#### 4. Airport Capital Program Updates

Bojan Drakul (PortsToronto) provided an update on Billy Bishop's capital program schedule. The presentation is available in **Appendix A**. Following the presentation, Mr. Cabral added several points of additional detail throughout the presentation, as follows:

- Island East Dockwall Rehabilitation (Slide 10) – this is the dockwall mentioned during Item #3 Community Updates where high water level mitigation interventions will take place
- Stormwater and Glycol Management Study and Design (Slide 12) – this study will also look at mitigation efforts.
- Miscellaneous Activities by PortsToronto (Slide 16) – BBTCA is replacing its aging firefighting truck which it has held in reserve as a back-up for a new modern truck. BBTCA is working to arrange for the old reserve firetruck to be sent to an airfield in Nicaragua.
- US Customs and Border Protection Pre-Clearance (Slide 22) – PortsToronto is working with Nieuport on the implementation of a US Customs and Pre-Clearance area pending the development of an economic model of operations that does not overburden passengers with airport fees.

Mr. Bowen requested clarification on the role of the Stolport hangar construction (Slide 21). Mr. Cabral explained that the hangar nearing completion at the east end of the airport is being built to accommodate existing customers with an indoor facility that they did not have before. Michael Antle (PortsToronto) added that the dimensions of the hangar allow for a Dash-7 to be accommodated for maintenance. Mr. Cabral asked the CLC to listen to see whether they can discern any change in noise since the hangar's construction as it now provides a barrier between aircraft and waterfront communities.

Mr. Drakul added that PortsToronto and the TRCA are in discussions about using the eastern temporary docks for barge access to the Islands for several of their projects on the Island. PortsToronto may seek to use this opportunity to also bring in material as part of its flood mitigation efforts. Mr. Cabral reiterated that PortsToronto is committed to bi-annual updates

on the airport's capital program and is happy to go into detail on these projects, all of which are funded through the airport improvement fee.

The YQNA representative requested that in future it would be helpful to differentiate between projects that contribute to airport expansion of service versus projects that maintain the airport's state of good repair. The YQNA representative indicated that having this differentiation is important for the airport to be transparent and accountable about how it grows so it can be assessed in relation to the recently released Airport Master Plan.

M#37-A2 At the September 23<sup>rd</sup>, 2020 CLC meeting, provide the Airport Capital Program Update in an updated format that differentiates between capital projects that are part of the airport's state of good repair work versus airport expansion.

The YQNA representative inquired about why there was so much ferry activity last fall, expressing that he felt it was not covered substantively. Mr. Drakul explained that these fall ferry trips were undertaken due to issues with the grading of the runway. As outlined in CLC Meeting #35 (September 25, 2019) there were several outstanding items in the Airfield Rehabilitation Program, namely given the shallow grades on the airfield, the grading machinery tolerances, and the challenges of working at night, the intersection of Runway 08-26 and taxiway Echo presented issues with ponding. This issue was not initially anticipated, and it was deemed most cost effective to use the ferry to bring in asphalt given the quantity material being brought in and the scale of the work. Mr. Cabral reassured the CLC that they have heard the community's concerns now and before about ferry use and do everything in their power to minimize nighttime ferry use. Recognizing these concerns, PortsToronto is exploring the possibility of reinstating the eastern dock used for barging if it makes sense in the scope of future work being undertaken by the airport and the TRCA. Mr. Bowen added that as part of the Marine Strategy Update, consolidating travel at the Hanlan's Point dock is being considered. The YQNA representative inquired whether there are any temperature issues with the barge and how long the trip across the Inner Harbour takes. Mr. Drakul explained the trip takes between 25 minutes and 30 minutes to cross the Inner Harbour and that they have had no complaints from the central Harbourfront on this activity.

As a final point, the TICA representative expressed her concern about the City's "on-and-off" consultation on the replacement of the City's current ferry fleet with a one-size fits-all ferry, and the "parking lot" currently at Gibraltar Point due to all the construction activity.

Mr. Cabral encouraged CLC members to email Alexander Furneaux (LURA Consulting) with any additional feedback on the capital program, specifically if they notice any differences in noise since the construction of the Stolport hangar.

M#37-A3 CLC members to provide any additional feedback to the capital program and noise levels since the Stolport hangar construction.



## 5. City of Toronto Development Assessment Process

Mike Karsseboom (PortsToronto) provided an update on how PortsToronto and City of Toronto City Planning communicate on new development impacts on flight procedures surrounding the airport. The presentation is available in **Appendix B**. Several important terms were used when discussing how building heights are managed in the airport's area of influence, these are as follows:

- Obstacle Limitation Service (OLS) - A surface that establishes the limit to which objects may project into the airspace associated with an aerodrome consisting of the following; a takeoff surface, an approach surface, a transitional surface and an outer surface
- Airport Zoning Regulation (AZR) – a Federal regulation restricting the maximum elevation of structures which would violate any of the defined plane surfaces of OLS. Not to be confused with the City of Toronto's Zoning By-Law which dictates the maximum permitted height of a subject property.

Mr. Karsseboom and Mr. Bowen explained that while both PortsToronto and City Planning had (and continue) to monitor development activity in the vicinity of the airport to ensure that new development does not adversely impact airport operations, previously they had done this without great coordination leading to the duplication of work. Mr. Bowen explained that now, when a planner receives a zoning by-law amendment application within the airport's area of influence (Slide 7), they can select PortsToronto as a recipient of this information (just as they would for other City departments such as Transportation Services).

The TICA representative expressed her concern that regarding the timing of comments by PortsToronto on applications received from City Planning, it would be valuable for City Planning to have a permanent set of concerns to have regard for when assessing developments. Mr. Karsseboom reassured the representative that PortsToronto is involved in the process from an early stage to provide feedback to planners. Mr. Bowen added that City Planning works diligently to plan and engage early and often. Specifically, precinct plans (such as those developed for Villiers Island and the West Don Lands) serve as an important preliminary document in the context of the airport as they provide a plan for the intended heights of the precinct before it undergoes the redevelopment process. Ultimately, landowners are entitled to propose what they want to submit for review, sometimes this is consistent with these plans, sometimes it is not, the decision finally rests with City Council. Mr. Bowen recognizes that this is not a perfect process but that the City is constantly striving to improve it.

The TICA representative inquired at what stage wind shear is typically accounted for in building design. Mr. Bowen responded that this is covered under the Site Plan Approval process, though for speed and efficiency Site Plans are often submitted as a joint application with a Zoning By-Law Application (City Planning also encourages this to provide a more complete picture of the application. In each case, the conditions of a particular property are unique (sometimes properties are only rezoned if the detailed design is planned for later after the sale of the land), and City Planning works hard to provide a well-analyzed assessment in their review.

The YQNA representative inquired about the Toronto Star building, and to a greater extent the entire financial district, exceeding the height requirements for the area. Mr. Bowen explained that herein lies the difference between TP308 and TP312. There have been some encroachments into the TP308 Area of Influence which have required the redesign of approach procedures to the airport so that the airport remains in compliance with TP308. Mr. Bowen identified that constantly reworking approaches is an unsustainable practice as there are becoming fewer and fewer ways to stay in compliance with TP308 – this emphasizes the need for greater coordination between City Planning and PortsToronto on new developments in the airport’s area of influence. TP312 is different as it is a restriction on title making it illegal to exceed the height restrictions in place, by comparison TP308 is vaguer in its implementation. Furthermore, the title restriction does not necessarily reflect the maximum permitted height specified in the City’s zoning by-law until a development application is brought forth, nor does it account for things such as crane height and crane swing which may infringe on these height restrictions unknowingly. Mr. Purkis (NAV Canada) agreed with Mr. Bowen adding that the new RNP procedures provides greater accuracy on the approach, but that the CN Tower ultimately has an enormous influence on what can or cannot be achieved. He also added that very minute changes to the airport require recertification of procedures – for instance, the airport was closed and required to recertify when the elevation of the runway was changed by two centimetres.

The YQNA representative sought to clarify whether the area of influence process is like what would be in place at Pearson International Airport. Mr. Karsseboom expressed he believes the process is more developed at BBTCA given that the Toronto Airport Authority didn’t (in his time at that airport) have the same close relationship with Brampton and Mississauga that PortsToronto has with Toronto – this may have changed though.

The BQNA representative asked whether the new procedures mentioned by Mr. Purkis would have an adverse impact on the amount of noise experienced on the waterfront. Mr. Purkis explained that the greatest change would be felt further out though there may be less noise as the aircraft descend due to reduced thrust settings required by these procedures.

The YQNA representative followed-up on a request from a previous CLC meeting requesting that the water’s surface be accounted for when conducting noise modelling of the new procedures and that NAV Canada clarify whether the impacted population is measured as an average impact or instant impact. Mr. Purkis identified that he could investigate this request.

M#37-A4 NAV Canada clarify the noise impact of the new airport procedures and the impacted population measurements.

As a final note, the YQNA representative added that the presentation’s acronyms should be fully written out when they are posted online given that readers who are not present at the meeting will not necessarily have the context to know what these acronyms mean.

M#37-A5 PortsToronto to provide full terms in addition to acronyms used in presentations in this meeting’s presentations and future presentations.

More information on land use in the vicinity of aerodromes can be accessed at the following Transport Canada link: <https://www.tc.gc.ca/media/documents/ca-publications/tp1247e.pdf>

## 6. City of Toronto – Waterfront Secretariat Updates

### Bathurst Quay Neighbourhood Plan Update

Bryan Bowen (City of Toronto – Waterfront Secretariat) provided an update on City of Toronto projects underway or planned to begin soon as part of the Bathurst Quay Neighbourhood Plan. Mr. Bowen noted that there are currently 10 active City approvals for 7 projects as part of this plan. He also noted that while this is a construction update, many of these projects are reaching a point where additional detailed design consultation is preparing to take place this year. These projects include:

#### a. Dockwall Rehabilitation

- Groundbreaking occurred at the end of October 2019 with construction proceeding well. The project is in its final stages of demolition and material removal.
- The concrete pour for the new deck will take place weather dependent the week of March 2<sup>nd</sup>, 2020 and will be the first piece of new construction following the demolition.
- Sheet piling will follow (Mr. Bowen noted he cautioned previously that this will likely be the only noisy part of the process). Piling involves using a vibrohammer to install 1.1-metre sheets of corrugated steel 0.5-metres into the bedrock below the lakebed. This work will take approximately 2 months to complete and will be following the City's noise by-law (work will take place on weekdays, beginning at or after 7:00am and finish between 4:00pm and 5:00pm). This work will begin in late-March/early-April so it will hopefully be done before the warmer months.
- Sheets are then backfilled, and a new deck is poured on top for the granite pavers to be installed.
- The City is hoping to wrap up the project in October/November 2020, noting this may coincide well with PortsToronto's completion of dockwall improvements on the airport side of the western gap.

#### b. Taxi Corral Redesign

Mr. Bowen noted most of the discussion of transportation improvements was covered by Bojan Drakul under Item #4 Airport Capital Program Update, but added the following additional information:

- Work is being contained entirely on the property resulting in no spillover impact into the community. The only challenge will be managing contractor access however this can be achieved on the site footprint through discussion between the City and PortsToronto.
- Work should begin mid-to-late March/early April and wrap up this summer.
- This work will also provide the preliminary grading for the plaza, so by the summer the footprint and semi-finished plaza will be in place for the community to situate themselves in the space to get a sense of the scale.

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

- Office has been given the name “Corleck” referring to the Corleck Head, a three-faced Irish stone idol chosen to represent the multiple discussions of migration more universally.
- March 25<sup>th</sup> around 10:00am the architects for the program and building will be presenting to the Waterfront’s design review panel (DRP).
- Expect to submit a building permit application in Spring 2020 with interior renovation beginning in Summer 2020 and a portion of the building to be open by Summer 2021.
- Preparing to finalize a contract for a feasibility and programming consultant (tasked with strategy, curation, and engagement) – will be an engagement component to this work so particularly the BQNA and the Waterfront BIA will be looked to as stakeholders. Mr. Bowen noted he is helping support the development of this list of stakeholders.

#### d. Public Realm Improvements

- Nearing the finalization of the Terms of Reference for retaining a landscape architect for the silo plaza with the goal to have the landscape architecture team in place for the summer.
- There will be opportunities for a short consultation and re-engagement on additional detailed design decisions that build on the existing consultation and design work completed. Mr. Bowen stressed the consultation and feedback to-date has been robust and has generally reached a point of agreement setting the stage for finalizing detailed design elements and then getting construction underway.
- Design work will begin over Summer 2020 with tendering scheduled for the end of the year at which point the City will be looking for a contractor to build the plaza.
- The plaza will be built in two phases, beginning (in Phase 1, 2021) at the south end near the Corleck Building (to support their programming) and extending in Phase 2 (2022) to the northern portion.

#### e. Place Space Improvements

- These are improvements to playspaces being delivered effectively on behalf of the school board
- Design likely to split play surfaces into a hardscaped (pavement) and a softscaped (grass or other) area, will involved regrading the area, adding new lights, and make more clear how the public can use the space outside of school operating hours.
- Design happening this year in consultation with the Waterfront School and built as part of the plaza contract in 2021.

#### f. Eireann Quay Redesign

- City is redesigning Eireann Quay from the intersection of Queens Quay along Eireann Quay about halfway to the airport where PortsToronto will pick up the reconstruction of the road south to the terminal building. This includes design and construction of new pedestrian improvements.

- The YQNA representative inquired what the scope of the intersection redesign would be. Mr. Bowen explained that the southeast and southwest corners are within the City's scope, while the northwest corner is not given that there is a development application active on this corner.
- The YQNA representative also inquired whether there is the possibility of Bike Share expansion. Mr. Bowen identified that they are looking to expand Bike Share on both sides of Eireann Quay and the plaza (subject to pedestrian movement ease). Mr. Cabral added that the Eireann Quay Bike Share station is one of the top ten stations by usage in the City.

#### g. Canada Malting Silos Stabilization

- In 2-3 weeks the City will release a RFP for an architectural heritage, engineering, and restoration firm to prepare a detailed engineering solution of the exterior of the silos to bring them up to a state of good repair so the fence at the base can be removed (Phase 1). This will also look at a strategy for removing the block walls between the north and south silos to improve pedestrian connectivity, and a subtle illumination strategy to make the building feel like more of a landmark.
- The design and capital work are approved and funded for design this year and construction in 2021.
- This sets the stage for Phase 2 which will involve finding a partner for the interior renovation and use of the silos. The proposal will likely be run by CreateTO with support from Waterfront Toronto, the Waterfront Secretariat, and the Waterfront BIA launching this Phase 2 RFP in late 2020/early 2021.

The YQNA representative inquired how the City is planning for/hoping to mitigate graffiti on the silo. Mr. Bowen replied that graffiti is a challenge in any public space, however he is optimistic increased programming and activity on Bathurst Quay will deter some of this. Acknowledging this, graffiti removal is part of the City's annual maintenance allocation and already evident in Ireland Park where there has been some graffiti since its construction.

Tim Kocur (Waterfront BIA) informed the CLC that the Waterfront BIA is preparing to host charette over the summer about what visitors, residents, and businesses might want to see in the interior of the silos going forward and invited input from Mr. Bowen to help shape this process stressing the need for a broad ambition for the site. He also inquired what roll CreateTO plays in this project. Mr. Bowen replied that CreateTO manages the real estate portfolios of City-owned land held by different City divisions. He expressed his interest in Mr. Kocur's charette proposal, however offered some preliminary caution about timing and location to avoid confusion and fatigue surrounding other consultation activities taking place.

#### 6. Noise Management Subcommittee Update

Angela Homewood (PortsToronto) provided an update on the Noise Management Subcommittee with support from the YQNA representative. The following updates were provided:

- The Noise Management Subcommittee has committed to extending its mandate by another year, hosting bi-monthly meetings.
- January's Noise Management Subcommittee meeting was the last meeting for one of its members who has since moved out west. The subcommittee will be looking to replace this individual's spot with someone who has professional or personal experience with noise.
- The Noise Management Subcommittee has prepared a list of achievements it will present at the next CLC meeting.
- Ground Noise Study is proceeding with several temporary noise monitors having already been installed and site observations taken by the consultant team from R.J. Burnside.

The YQNA representative asked that the terrace of 55-65 Harbour Square be considered for a permanent noise monitor given anecdotal account of loud fly-by noise.

M#37-A6 YQNA representative to share the 55-65 Harbour Square email with Angela Homewood, Michael David, and Gary Colwell.

Mr. Bowen added that he has arranged for a Community Planner to attend the March 18<sup>th</sup>, 2020 Noise Management Subcommittee meeting to discuss NPC-300 (Provincial noise standard) in the context of residential waterfront redevelopment near the Redpath Sugar Refinery. If there are questions that CLC members would like to ask the planner during this meeting, Mr. Bowen requested that he receive these by email before March 18<sup>th</sup>. The YQNA representative inquired whether he needs to write a letter to the City to bring in its own guidelines on the application of NPC-300 in marine environments. Mr. Bowen suggested the YQNA representative hold off until after the March 18<sup>th</sup> presentation.

M#37-A7 Send questions to Bryan Bowen pertaining to residential development and NPC-300

Mr. Karsseboom informed the CLC that a new permanent noise monitor has been installed at the Kings Landing building and is now live on Webtrax. Another will be installed near the lake once an agreement with Ontario Place has been formalized. A third monitor is being proposed to move from the ferry pavilion to the YQNA representative's building pending a decision by the condo board which will be made on March 5<sup>th</sup>, 2020.

Mr. Karsseboom also informed the CLC that there have been two recent curfew violations as follows:

1. December 31<sup>st</sup>, 2020 - Porter Airlines arrived at BBTCA less than 1-minute after the curfew of 11:00p.m. Porter Airlines self-reported the curfew violation and acknowledged their mistake. Following the investigation Porter Airlines was fined \$5,000.00, a reduced fine on account of Porter Airline's honesty, transparency, and promptness in reporting. This was identified as a one-time reduction for good behaviour.

2. February 20<sup>th</sup>, 2020 – A private aircraft departed after curfew. The aircraft taxied at 10:55pm but was held up by a Medivac takeoff that received priority. Upon investigation, it was determined that there was a miscommunication between the control tower and the duty manager that led to the aircraft taking off after curfew. It was determined that the pilot followed their instructions as provided. PortsToronto counselled the tower controller, duty manager, and the pilot as a reminder of the strict 11:00p.m. curfew. PortsToronto fined itself \$1,000.00 for poor communication, the pilot was not fined.

Deborah Wilson (PortsToronto) added that PortsToronto initiated a process for community not-for-profit organizations to receive funding from the curfew violation fines – the intent of this money is to provide a one-time disbursement rather than a steady stream that could be relied upon to sustain an organization. PortsToronto put forth two recommendations from the list of organizations received from the CLC (this list is continually evolving, open to future suggestions, and can be accessed in **Appendix C**). With the recommendation from Mr. Cabral and Ms. Wilson, the \$5000.00 fee has been allocated to the Air Quality Exposure Study, while the \$1000.00 fee has not been assigned yet.

#### 7. Bathurst Quay Neighbourhood Air Quality Exposure Study Update

The BQNA representative provided a brief update on the Air Quality Exposure Study highlighting that the team has applied for Natural Science and Engineering Research Council (NSERC) funding (there is also funding coming from PortsToronto, the City of Toronto and Public Health), the first air quality monitors have been installed on Arcadia with more to come up (both indoors and outdoors, gathering data during the winter and summer) as well as portable monitors.

The BQNA representative inquired whether there will be a monitor on the airport side. Ms. Homewood clarified that they had discussed locations but that terms of reference would be required to direct where these locations would be to account for all possible sources. The YQNA representative inquired whether these locations were based on recommendations from the University of Toronto research team. The BQNA representative confirmed this is correct – the research team is looking for a rigorous set of sites that captures measurements that would capture source emissions from places such as the Gardiner, the airport, and other areas.

The YQNA representative inquired whether a representative from the YQNA could be added to the distribution list if they are interested in learning more. Ms. Homewood added that there is currently representation from the BQNA and TICA so it would appear appropriate to also have the YQNA present as well.

M#37-A8 YQNA to provide a representative for the Air Quality Study.

The BQNA representative went on to explain that this study is a pioneering study that will involve a two-year process of gathering information and exchanging knowledge. Specifically, the study could serve as a pilot for other municipalities to undertake to better understand the

impacts of air quality. Mr. Bowen suggested that if CLC members are interested in learning more about air quality they should watch the remainder of the CBC documentary [Something In the Air](#), a portion of which was presented at a previous CLC meeting.

#### **8. Business Arising**

The YQNA representative inquired whether it would be possible to organize an in-depth tour of the glycol storage facility. Mr. Cabral suggested that this group visit should be deferred until the Stormwater and Glycol Management Study and Design is complete to provide more fulsome and up-to-date information on these facilities.

M#37-A9 LURA Consulting to review the list of site visits and prepare a poll of the CLC membership to determine priority of future site visits.

The meeting adjourned at 8:50p.m.



**Appendix A – BBTCA Capital Program Update**

## **Appendix B – BBTCA Toronto Development Assessment Process**

**Appendix C – Curfew Violation Monetary Recipients**