



PORTSTORONTO

**BILLY BISHOP TORONTO CITY AIRPORT
COMMUNITY LIAISON COMMITTEE**

MEETING #38
MEETING MINUTES
May 27th, 2020

Virtual Meeting
Toronto, Ontario
Minutes prepared by:





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

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Summary of Action Items from Meeting #38

Action Item	Action Item Task	Who is Responsible for Action Item
M#38-A1	Finalize CLC Meeting #37 Minutes and post to the PortsToronto website.	LURA
M#38-A2	Angela Homewood to send the page number and link to the report to show where the comments have been addressed.	PortsToronto
M#38-A3	Gene Cabral to communicate an update on the BBTCA Master Plan comment tracking sheet.	PortsToronto
M#38-A4	Gene Cabral to report on weekend slot reductions at CLC Meeting #39 scheduled for September 2020.	PortsToronto
M#38-A5	Air Quality Study presentation to be added to CLC #39 agenda.	LURA



List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Present
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	Absent
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Regrets
Jonathan Bagg	Nav Canada	Absent
Dave Purkis	Nav Canada	Present
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Present
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Absent
Mike Karseboom	PortsToronto	Present
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Gary Colwell	PortsToronto	Absent
FACILITATION		
Jim Fought	LURA Consulting	Present
Alexander Furneaux	LURA Consulting	Present
Guest(s)		
Holly Campbell	PortsToronto	Present
Mike MacWilliam	PortsToronto	Present
Ulla	York Quay Neighbourhood Association (YQNA)	Present
Lesley Monette	Bathurst Quay Neighbourhood Association (BQNA)	Present



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Appendices:

Appendix A - Agenda

Appendix B – BBTCA Capital Program Update

Appendix C - Community Update Questions, Part 3

Appendix D – Noise Management Subcommittee 2019 Year In Review

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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 38th committee meeting and provided an overview of the agenda. Gene Cabral (PortsToronto) facilitated a round of introductions. The full meeting agenda is included in **Appendix A**.

2. Review of Previous Meeting Minutes

Mr. Faught reviewed the status of the meeting minutes from CLC Meeting #37 held on February 26th, 2020. Mr. Faught and Mr. Cabral acknowledged that the draft meeting minutes were only recently distributed and that LURA has requested CLC members review the minutes by Sunday June 14th, 2020.

M#38-A1 Finalize CLC Meeting #37 Minutes and post to the PortsToronto website.

3. PortsToronto Updates

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

- PortsToronto has only one recorded case of COVID-19 which was contracted outside of the workplace. The individual has recovered and has since returned to work.
- Across Canada the aviation industry is seeing significant impacts due to COVID-19 on the order of an over 90% reduction in passenger volumes year-over-year.
- Both Porter Airlines and Air Canada has suspended operations at BBTCA resulting in a 100% reduction in passengers at the airport. Porter Airlines and Air Canada have indicated that they will continue to suspended their BBTCA operations until late July 2020.
- While commercial aviation has decreased significantly, ORNGE continues to operate its medivac flights as usual.
- PortsToronto has implemented a range of mitigation efforts to stop the spread of COVID-19 in the workplace such as increased cleanliness which continues in places where people are present.
- The ferry continues to operate to bring essential personnel and vehicles across to the Island.

Deborah Wilson (PortsToronto) added that PortsToronto has released its 3rd Sustainability Report for BBTCA which can be accessed on the PortsToronto.

[Read the 2019 BBTCA Sustainability Report](#). Mr. Cabral recommended that CLC members read the document as it provides a good overview of PortsToronto's initiatives and programs related to sustainability.

The YQNA representative noted that the Sustainability Report reads as a highly graphic document that has a high page count and use of colour, suggesting that in the interest of

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sustainability that future reports consider fewer pages to reduce the environmental cost of production. Ms. Wilson responded that the BBTCA Sustainability Reports are prepared with the assumption that they will be read online. The BQNA representative commended PortsToronto on the ease of legibility of the document. She expressed concern that on Page 44, comments relating to air quality do not include the qualitative points made by the community at a Public Health Presentation held at CLC Meeting #26 (May 3, 2017). Immediately following the Toronto Public Health's presentation 3-4 Bathurst Quay community members made prepared presentations about the poor air quality and the adverse effect on their community's health. The BQNA representative indicated that she felt that PortsToronto chose to dismiss input on the Master Plan and in the Sustainability report that was provided at CLC Meeting #26. The BQNA representative requested that an additional comment be provided in the Sustainability Report and the Master Plan to follow the Toronto Public Health citation that indicates community members held different views on air quality in their presentations they made at the same meeting. Ms. Wilson noted that the Sustainability Report and the Master Plan are different documents and that the Sustainability Report specifically references what was said by Toronto Public Health at that meeting.

The BQNA representative also inquired why there was little to no mention of the University of Toronto Air Quality Study in the Sustainability report. Deborah Wilson (PortsToronto) replied that PortsToronto is very proud of this initiative and that a section detailing the Air Quality Study can be found at the top of page 45 of the report under the heading "Air Quality Study".

The BQNA representative indicated that she also recalled a commitment from Mr. Cabral when the Master Plan report was presented at CLC Meeting #36 (November 27, 2019) to provide a summary of the feedback provided to the Master Plan to show how each comment was addressed.

The BQNA representative again inquired whether there is a spreadsheet of comments available containing feedback from the draft Master Plan process, whether these comments were taken into consideration, and whether this spreadsheet would be available for community review based on a commitment from Mr. Cabral when the Master Plan report was presented at CLC Meeting #36 (November 27, 2019). Mr. Cabral indicated that everything received as part of the Master Plan process was taken into consideration. Ms. Homewood indicated there is a spreadsheet with all the comments and how they were addressed. Specifically, Ms. Homewood reached out to Barbara Lachapelle (Toronto Public Health) and Bryan Bowen (Waterfront Secretariat). In the final Master Plan, PortsToronto got their specific wording from Toronto Public Health. Mr. Cabral added that the BQNA representative's comments were received however the wording reflecting what was put on the public record by the City ultimately came from Toronto Public Health as they were the organization that conducted this work.

M#38-A2 Angela Homewood to send the page number and link to the report to show where the comments have been addressed.

Mr. Cabral identified an issue that was discussed around confidentiality for the spreadsheet of comments and will confirm whether a version of this spreadsheet can be shared with the CLC.

M#38-A3 Gene Cabral to communicate an update on the BBTCA Master Plan comment tracking sheet.

The BQNA representative expressed concern that they were not contacted as part of the review with Babara Lachapelle and Bryan Bowen, when they were the ones who requested the presentation. The BQNA representative wished to convey that the statement in the Sustainability Report does not reflect the community input and the time it took to prepare this input. Mr. Cabral indicated that PortsToronto gathered community input and that as part of the process, these inputs were verified by Toronto Public Health.

The YQNA representative also indicated that since Barbara Lachapelle's presentation he also felt that there were some "errors and omissions" relating to locational specific data to the airport, and that there were some concerns from the community that have not been reviewed. The YQNA representative identified that it is their understanding that the nuances from the Master Plan's discussion of air quality (which was not a complete statement at the time) should have been reflected in the Sustainability Report.

The BQNA representative also inquired about an increase in Greenhouse Gas (GHG) Emissions considering Federal requirements for GHG emissions be 17% below what they were in 2005. Following the meeting, Ms. Homewood identified in an email PortsToronto will be providing an update on their progress to reduce GHG emissions in the 2020 Sustainability Report.

4. PortsToronto Capital Program Update

Bojan Drakul (PortsToronto) provided an update on capital projects taking place at BBTCA. Mr. Drakul noted that many capital projects have been delayed (such as the electrification of the ferry) or put on hold due to COVID-19 while others are proceeding ahead of schedule given reduced day-to-day operations of the airport to work around (such as the City-side modernization¹ work on Eireann Quay). Mr. Drakul's full presentation is included in **Appendix B**.

The YQNA representative inquired what is involved in the Glycol Management Study and whether there are any reports from previous studies that the CLC could review. Mr. Drakul explained that high water levels in 2017 and 2019, combined with concerns of standing water, and aging infrastructure at the airport (particularly the performance of pipes installed during the airport's original construction) has prompted PortsToronto to monitor the this infrastructure and explore how to proceed with any necessary repairs. The intent is to ensure that whatever is shown in the airport master plan can be accommodated, avoiding issues of overwhelming stormwater management infrastructure.

¹ Bryan Bowen (City of Toronto) added later in his updates that City-side Modernization (the project name used by PortsToronto) and Transportation Improvements (the project name used by the City of Toronto) refer to the same area of work on Eireann Quay being revitalized. The north part of the roadway is being reconstructed by the City while the southern end near the ferry terminal and access to the pedestrian tunnel is being reconstructed by PortsToronto.

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The BQNA representative informed the committee that there have been several complaints regarding lighting of the new Stolport hangar that were shared with Gary Colwell. The representative inquired whether it is necessary to keep the lights on all night in the hangar and behind the terminal building, considering reduced activity at the airport. Michael Antle (PortsToronto) replied that these lights are required in the evening and night for safe operating conditions around the apron area. Mr. Antle informed the committee that he would follow-up on this information and ask about aircraft activity on the gate. Mr. Angle explained that he spoke with Stolport to redirect lights where possible and will follow-up with them.

The BQNA representative wished to clarify that the ferry electrification would be delayed to 2021 not 2020 as mentioned on the slide. The YQNA representative inquired whether the delay stemmed from issues attributable to COVID-19 and equipment being procured from Germany and Italy. Mr. Drakul explained that the delay comes from a combination of delays getting parts and the inability of the ferry to go into the dry-docks during winter due to ice.

The BQNA representative identified that it would be interesting to measure noise at the airport while it is effectively not operating. The YQNA representative indicated he raised this point at the last Noise Management Subcommittee meeting. Michael David (PortsToronto) indicated during the subcommittee meeting that the point of understanding this “quiet time” was of interest and was considered and discussed by the subcommittee. Any data that PortsToronto would have on this time would come from the permanent noise monitors as the temporary monitors have not been installed yet. Mr. Colwell confirmed at a previous subcommittee meeting that he can access noise measurements going back several years.

5. Community Updates and Questions

Representatives from BQNA and YQNA provided a list of questions for PortsToronto staff pertaining primarily to the impact of COVID-19 on BBTCA’s operations and efforts PortsToronto and tenants of BBTCA are taking to reduce the spread of COVID-19. Using the time allocated in the agenda to this item, Mr. Cabral (PortsToronto) answered the questions provided by BQNA and YQNA. Any remaining unanswered questions would be answered by Mr. Cabral following the meeting in writing, sent to committee members, and attached in **Appendix C** The questions and the responses from Mr. Cabral are included as follows:

I. Questions about BBTCA during current Covid-19 social distancing Employee Impacts

1. Are Porter and Air Canada getting federal support during the COVID-19 time and for start-up?

Mr. Cabral explained that in the context of airports throughout Canada (Mr. Cabral also sits on the Canadian Airports Council Policy Board), many programs have been announced by the Federal government including airport rent relief. The sector has looked at which programs airports would be eligible for. Billy Bishop applied to the wage subsidy program and was approved, however there are some inconsistencies meaning that not every airport would be eligible for these programs. Specific to airport rent relief, 21 airports and PortsToronto are receiving relief from March 2020 to December 2020. All other programs have helped but not to the impact that the pandemic has been felt in the aviation sector.

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Air Canada has publicized that they have applied for the wage subsidy program but even considering this they have seen a staff reduction of between 50-60%.

Brad Cicero (Porter Airlines) added that Porter Airlines is accessing the wage subsidy program and has arranged for a commercial loan with Export Development Canada for \$135 million on commercial terms secured against Porter Airlines' aircraft. This loan will be repayable with interest and was taken out to provide additional financial flexibility to capital reserves to get through the pandemic and resume operations when appropriate. The YQNA representative inquired whether this would mean that Porter Airline fees would increase. Mr. Cicero replied that it would be factored into the cost of doing business and that he could not comment on what the price of a ticket would look like going forward. Mr. Cabral added that across the country there has been a 90% reduction in passenger and aircraft movements, where for the most part across the country, fees are collected. For instance, NAV Canada has announced a 30% increase in their rates for airlines which are ultimately incorporated into what the airlines would charge. The airport impact alone this year is over \$2 billion across Canada not to mention all the jobs associated with it.

2. Are job losses permanent or temporary for BBTCA staff and for airport users? Impact on Air Canada, Porter and smaller carriers.

Mr. Cabral indicated that at a macro level, businesses at BBTCA have invoked a combination of temporary layoffs and/or redeployment. PortsToronto has reduced staffing hours of third-party contracts and implemented cost reduction efforts. Several PortsToronto staff have been transitioned temporarily into support roles typically done by third parties. Canada Border Services staff have also been redeployed elsewhere. Layoffs have been more common amongst tenants of the airport. NAV Canada continues to operate with their full staff under tight protocols to protect the health of these staff.

3. Are employees practicing social distancing? Which employee activities at Island Airport are hardest to incorporate social distancing (with other employees or the passengers)?

Mr. Cabral indicated that PortsToronto has implemented the following measures based on the most current advice from Public Health:

- Limiting interaction of crews in work areas and cross-over points;
- Sign-in for visitors;
- Stand-by shift crews;
- Use of Personal Protective Equipment (masks); and
- Additional cleaning measures.

As mentioned in Item #1, PortsToronto has recorded only one (1) case which was contracted outside of the workplace. PortsToronto is preparing plans for reopening based on emerging direction from the Province and the City.

Airport use and current/projected traffic

1. What is the impact on private planes using the airport compared to pre-COVID 19 controls?

Mr. Cabral indicated that at this time of year BBTCA would typically see 8,000 small aircraft movements (non-commercial) in one month. In April 2020, BBTCA only had 700 movements, though recent months have seen a slight increase in movements. All aircraft still operating must abide by Public Health policy.

2. Is there more private plane use at BBTCA?

Mr. Cabral indicated there has been a 90% decrease year-over-year in private plane use in April and May 2020 compared to the same time last year.

3. Are there metrics on:

- traffic reduction to the airport
- effects on ferry and tunnel use.

Mr. Cabral replied that there has been a 95% decrease in air traffic as well as a significant decrease in vehicle traffic travelling to and from the airport. The ferry continues to operate despite reduced hours in the morning and evening seeing approximately 200 to 250 vehicle movements per day – down from a normal average of 500 to 600 movements of vehicles per day. The ferry passenger deck was closed at the on-set to reduce exposure to crew members. The pedestrian tunnel remains open for staff and other workers who need to access the airport. Airport shuttle service has been suspended.

4. Are there increased medivac flights to transport COVID-19 patients to Toronto Hospitals? If so, do you anticipate this will continue into the future?

Mr. Cabral identified that ORNGE has not seen an increase in flights, however they tend operate more frequently when the weather improves over summer months for trauma calls. There is no way to anticipate any further increase or decrease in flights caused by COVID-19.

II. Questions about BBTCA once flying is resumed

1. Long distance airlines are cutting back. Growth in regional traffic and use of Island Airport as a transfer point might be anticipated. Will this result in increased small commercial aircraft at Island Airport?

Mr. Cabral identified that at a macro level there are different views within the aviation sector on what recovery will look like and how long it will take, and that many of these factors will be driven by local, provincial and national public health policies and restrictions. For instance, PEI and New Brunswick have restrictions that do not allow people to come into the province unless they are essential services which limits flights to these destinations. In terms of recovery, it's estimated that it will be two to four years before the industry is expecting to see pre-COVID (2019) passenger volumes to resume, factored by public health protocols and progress on a vaccine. Overall, it is too early to tell the impact on local and regional operators.

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2. There will be lingering avoidance by passengers of using the free Porter shuttle bus due to virus concerns. This will lead to increased circling traffic congestion in the waterfront and idling pollution. How will both the pre-existing concerns and the additional anticipated concerns be addressed?

Mr. Cabral indicated that given the reduced passenger volumes this may not be an issue however PortsToronto will continue to monitor this. Tight protocols will be in place including the potential for face coverings and physical distancing. Mr. Cabral also indicated that with the redesign of Eireann Quay, they believe there will be sufficient capacity to accommodate these measures.

3. When will rooms in hotels nearby the waterfront be reserved in advance for the mandated 2-week quarantining of international passengers arriving at Island Airport?

Mr. Cabral indicated that with the U.S. border closed this does not apply even if BBTCA was operating. PortsToronto would not be booking hotels as this would be a function that is run by government and local public health units.

4. When passenger air traffic resumes, how long do you expect passenger numbers to resume to previous levels of flight use? Or will they? What impact will this have on the financial viability of Porter?

Mr. Cabral referred back to his response that the aviation industry anticipates it will take between two to four years for passenger volumes to recover to 2019 levels. Domestic travel may resume more quickly with regional airports servicing these markets.

5. How will social distancing be addressed on the aircraft? What protective measures for passengers will you be taking such as mandatory face masks, protection for flight attendants, spacing between seats?

Mr. Cabral indicated that the aviation industry will be follow public health guidelines and is looking to the federal government for consistency on what these guidelines will be. Currently, aircraft operating at other airports (such as Air Canada at Pearson Airport) require passengers to wear face coverings during their flight, this may be extended to passengers in the terminal buildings. Announcements on public health policies will come from a combination of government and individual carriers such as Air Canada and Porter Airlines.

6. Will the PPE be reusable or disposable? What measures are in place to encourage people to not discard these items when they leave the airport but rather continue to wear them when travelling from airport via foot, car, or shuttle?

Mr. Cabral indicated that staff use reusable face coverings. Exceptions include first responders who are using medical grade face coverings and other PPE. It is anticipated that passengers will likely use reusable face coverings based on mitigation efforts currently in place at other airports such as Pearson.

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7. Will there be twice the number of planes taking off if the capacity needs to be reduced to one-third to accommodate social distancing? Will this increase the number of takeoffs and landings?

Mr. Cabral indicated that this would not be the case as the airport is limited to 202 Air Carrier daily slots. While there was some opportunity for expansion identified in the Master Plan however PortsToronto does not anticipate that the number would change in the near future. Rather it is anticipated that there would be a gradual increase from the current zero used today in the slots as passenger volumes return to 2019 levels. Regarding physical distancing on aircraft, the reality of consultant reports dealing with revising seating configurations is that there are other measures that are in place today in place of seat configuration that would be less impactful on the economic viability of carriers.

Mr. Cabral also noted that as was mentioned in the Master Plan, PortsToronto is looking at a reduced slot capacity on the weekend and can report back on progress on this item at the September 2020 meeting.

M#38-A4 Gene Cabral to report on weekend slot reductions at CLC Meeting #39 scheduled for September 2020.

8. Will the future capacity for larger planes grow as a consequence of ORNGE leaving? Will a new business be invited to take the place of ORNGE?

Mr. Cabral identified that ORNGE is not leaving BBTCA. There were some rumours of plans for ORNGE to go elsewhere, however these were contingency plans in the event that BBTCA was closed temporarily.

In the interest of keeping on schedule, questions from **Section III – Longer Term Impacts** were moved to the final agenda item of the meeting **7. Business Arising (Page 13)** for participants who wished to stay past 8:30 p.m. to ask additional questions or seek clarification. The BQNA representative thanked Mr. Cabral for going through the list of questions provided by the community.

6. City of Toronto – Waterfront Secretariat Updates

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. 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

- Dockwall rehabilitation is the first of seven projects being undertaken by the City of Toronto as part of the Bathurst Quay Neighbourhood Plan.

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- Information on the sheet piling process was circulated in early April. Mr. Bowen noted he received several questions about the process and precautions being taken due to COVID-19 but that there were only a few comments during the construction related to noise.
 - Noise from the sheet piling activity was noticeable but minor. Mr. Bowen noted that future finishing work including the laying of unit pavers will be less impactful, contained on the immediate site, and well shielded.
 - Sheet piling activity has finished, 3 weeks ahead of schedule with an anticipated ribbon cutting of the completed dockwall rehabilitation in October 2020.
- b. Transportation Improvements (City of Toronto)/City-Side Modernization (PortsToronto)
- Improvements to the taxi corral are being carefully coordinated with the development of the new plaza on Bathurst Quay and the site improvements to the Canada Malting site area.
 - The site has gone through a rigorous site plan approval process to remove asphalt and infrastructure installed in 2010 to create a smaller parking lot and a more consolidated taxi corral to create space for the future Bathurst Quay Plaza.
 - Work on cataloguing and removing infrastructure is proceeding ahead of schedule due to fewer day-to-day operations of the airport to work around due to COVID-19.
 - Space for the Bathurst Quay Plaza will be cleared by next year allowing people to see the unfinished area of the new plaza and get a sense of its size.
- c. Canada Malting Head Office Renovations (Ireland Park Foundation Headquarters)
- The City has signed a nominal lease with the Ireland Park Foundation to use the former Canada Malting Head Office (to be named the Corleck Building) at the foot of Bathurst Quay as their headquarters along with other community uses.
 - [Bespoke Collective](#) has been retained to develop programming, feasibility, and an outreach program for the site. They will be reaching out to stakeholders for input on the extension of the space's use for artistic and cultural experiences (an expanded function of the Ireland Park Foundation) soon.
- d. Bathurst Quay Plaza
- The City is currently developing the Terms of Reference for the detailed design of the plaza which will build on the conceptual designs in place.
 - The design will emphasize hardscaped (paved) surfaces with some softscaped (plants, trees, and other vegetation).
 - Design work and consultation on the detailed design is expected to proceed in Fall 2020.
 - The plaza will be built in two phases – the first phase being the southern end closest to the Corleck Building with the northern portion of the plaza to be completed following silo rehabilitation work to the Canada Malting site. Phase Two of the plaza construction will align with work being done to revitalize the playground of the City School.
- e. Eireann Quay Redesign
- Contractors are already rebuilding the western side of Eireann Quay with the eastern side to follow. The redesign will widen spaces for pedestrians and keep them away from the road with the addition of new street trees.

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- The City is completing the reconstruction of the northern portion of Eireann Quay, while PortsToronto will be completing the reconstruction of the southern portion aligning with their Transportation Improvements/City-side modernization work.

f. Canada Malting Silos Stabilization

- The City has issued a Request for Qualifications for a team of engineers, architects, and heritage consultants to complete detailed design and construction on the Canada Malting silos to stabilize the exterior façade to permit the removal of the perimeter fence.
- Stabilization work on the silo will provide additional useable public space in the new plaza and serves as a stepping stone towards a City-led (specifically led by CreateTO, the City's real estate arm) Expression of Interest process on potential uses for the interior of the silo.
- The City is developing Terms of Reference for the internal and external rehabilitation processes which will likely draw on community input.
- City Council may also consider a connection to Marina Quay.

The YQNA representative thanked Mr. Bowen for the update.

7. Noise Management Subcommittee Update

Co-Chairs Angela Homewood (PortsToronto) and Hal Beck (YQNA) provided an update on the activities of the Noise Management Subcommittee including the following:

- There have been minor changes to the Terms of Reference reflecting changes in membership and increased clarity on conditions for disbandment. Wayne Christian from the YQNA has moved out west and will now only join the subcommittee in an advisory role. A space on the subcommittee is open to another member of one of the community associations in the area on the subcommittee however subcommittee members should be prepared to focus on technical details of noise rather than simply broad concerns.
- The Ground Noise Study is currently paused due to changes in airport activity due to COVID-19 that do not present a "normal" amount of noise.
- Subcommittee members have prepared a list of topics to consider at future meetings to expand their knowledge on noise propagation and land use impacts including but not limited to the following:
 - Examining the installation and information from permanent noise monitors;
 - Reviewing the 2019 PortsToronto Annual Noise Management Report;
 - Opportunities for presentations on the technical noise criteria in the Federal and Provincial EA process, fly-by noise impacts associated with airport slot regulation, TP-1247, and NEF modelling and associated principles/assumptions.

The Noise Management Subcommittee developed a Year in Review document identifying accomplishments and future directions for their mandate. The document can be found in **Appendix D**.

The BQNA representative identified that they look forward to reading the Year in Review summary.

8. Business Arising

Mr. Faught (LURA Consulting) asked CLC members if there were any outstanding items to address at this meeting.

The BQNA representative indicated that on Friday June 29th there would be a presentation on some of the results of the Air Quality Study from a 3-week testing period on the Arcadia building and near the Yacht club. The YQNA representative inquired about the usefulness of this data and worried about the study using up its funds too quickly. The BQNA representative and Ms. Homewood (PortsToronto) informed the CLC that these findings will show air quality when the airport and the Gardiner were operating and would be part of the study's 18 month study process. The study does not employ outside consultants and is being led by the University of Toronto. Information on the study will be shared in accordance with a Terms of Reference for understanding and analyzing the findings. The BQNA representative added that the study committee has a close understanding of the budget and how money is being spent. Ms. Homewood suggested that an Air Quality presentation may be relevant for the next CLC meeting in September 2020.

M#38-A5 Air Quality Study presentation to be added to CLC #39 agenda.

The meeting formally adjourned at 8:40pm. Several CLC members stayed behind to continue their discussion of **Agenda Item #5 Community Updates (continued from Page 6-10)**.

The YQNA representative expressed concern that people getting off planes will not take their masks with them or properly discard them upon exiting the airport. Mike Karsseboom (PortsToronto) responded that there are protocols in place for identifying where individuals are advised to wear a face covering while at the airport. Airlines are currently not providing face coverings to passengers, making it the responsibility of the passenger traveling to bring their own. Mr. Karsseboom indicated that we are currently seeing that individuals are advised to wear a face covering during flights, in lounge areas, when going through screening, and in any other situation where physical distancing measures are not possible. Currently, all PortsToronto can do is advise passengers based on Public Health's recommendations, and Transport Canada has set a standard for passenger health and safety. Mr. Cicero (Porter Airlines) indicated that Porter Airlines is currently in the process of developing health and safety guidelines for their passengers and staff.

In the context of the BQNA's request to do a presentation on traffic on Bathurst Quay, the YQNA representative identified their concern that public concerns about COVID-19 might make individuals reluctant to use the shuttle when it resumes operation adding traffic to the area. Mr. Cabral replied that BBTCA's unique situation as an airport friendly to active transportation (walking and cycling) will allow the airport to continually adapt to the current situation. Mr. Cabral acknowledged that recovery would take time but that the shuttle would follow the same Public Health protocols associated with spaces where physical distancing requirements cannot be met. Michael Antle (PortsToronto) added that the precautions on aircraft and public transit

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are the same, so it is likely that individuals who are not considering using public transit are also not considering flying. Mr. Cicero clarified that while the shuttle bus is branded with Porter livery, the bus is owned and operated by Nieuport.

Mr. Cabral noted that BBTCA has mechanisms to manage Public Health policies such as slot parameters to mitigate growth if deemed appropriate. Mr. Cabral emphasized that there are many directions for BBTCA to explore to keep passengers and employees safe.

The BQNA representative thanked Mr. Cabral for providing response to the questions provided by the community and indicated his responses covered most of the questions in **Section III – Longterm Impacts** (these questions can be found in **Appendix C**) and acknowledged that the questions relating to the airport's role in transitioning to a greener economy is an open-ended question that can be returned to throughout CLC meetings.

Tim Kocur (Waterfront BIA) wished to add to the discussion that concerning face coverings the Downtown 6 BIAs have issued a letter to the TTC requesting it be made mandatory to ride the TTC with a face covering given that surveys are showing that people would be considerably more likely to use the TTC if appropriate public health precautions are in place. Mr. Kocur noted that anecdotally on the waterfront he sees maybe 15% to 20% of people wearing masks outside with more people wearing masks indoors for groceries. Mr. Kocur identified that it would be useful to have more messaging around when to use face coverings as well as pedestrian counters to show when the waterfront is more or less busy. He noted that the Waterfront BIA wants people to know that many businesses are operating but does not want to promote crowding of the waterfront. Members of the CLC who were still on the call were in general agreement that it would be beneficial to have greater direction from higher orders of government on consistent guidelines for public health.

The BQNA representative raised the point that one of the YQNA representatives was concerned about the future of the airport and how the Master Plan might change – are there any other alternatives to the airport lands being considered? Mr. Cabral replied that it is too early to tell whether a new Master Plan would be completed due to impacts brought about by COVID-19. Typically, the Master Plan is updated on a five-year interval. Currently, BBTCA can stick to the Master Plan as many of the studies and works associated with operations that were identified in the Master Plan can continue to proceed, while significant capital investments have been paused. Mr. Cabral indicated that he remains committed to sharing updates on BBTCA developments, studies, commitments, and recovery with the CLC at these meetings as the information becomes available.