



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

May 22, 2024

Meeting #54

Virtual Meeting

Toronto, Ontario

Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA provides 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 #54

Action Item	Action Item Task	Who is Responsible for Action Item
M#54-A1	Chris Pearce will talk with the bylaw supervisors to get feedback on vehicles idling on local resident streets.	PortsToronto
M#54-A2	Hal Beck (YQNA) will send the Airport specific locations of concern with idling to aid in conversations it is having with Toronto Bylaw.	Hal Beck (YQNA)
M#54-A3	Jay Paleja (City of Toronto) will inquire with the City's transportation department about vehicle queuing lengths southbound on all legs of the intersection of Lakeshore and Bathurst and whether they are being monitored.	Jay Paleja (City of Toronto)
M#54-A4	Bojan Drakul will inquire about updates on the dock wall repair works and will report the response back to the CLC in the next meeting.	PortsToronto
M#54-A5	Mr. Mosher will circulate potential dates for the two upcoming CLC meetings with the membership.	LURA

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Councillor Ausma Malik	Ward 10 – Spadina-Fort York	Absent
Bushra Mir	On behalf of Ward 10 – Spadina-Fort York	Present
MP Kevin Vuong	MP, Spadina-Fort York	Absent
Daiana Ferrari	On behalf of MP Kevin Vuong, Spadina-Fort York	Absent
Jay Paleja	City of Toronto – Waterfront Secretariat	Present
Bryan Bowen	City of Toronto – Project Manager Waterfront Secretariat	Present
Joanne Dobson	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Jennifer Quinn	Nieuport	Absent
Cheryl Stone	Nieuport	Absent
Nadia Dzula	Nieuport	Absent
Ryan White	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Anjuli Perera	Waterfront Toronto	Present
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Michael Bethke	East Waterfront Community Association (EWCA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
David Lewis	York Quay Neighbourhood Association (YQNA)	Absent
Tony Farebrother	Toronto Island Community Association (TICA)	Present
Jerry Shiner	Toronto Island Community Association (TICA)	Absent
Natasha Francis	Waterfront Neighbourhood Centre	Present
Kelly M	Waterfront Neighbourhood Centre	Present
Commander Paul Smith	HMCS York	Present
Dave Purkis	Nav Canada	Absent
Mark Maramieri	Nav Canada	Absent
Matt Slaman	Art & Water	Absent
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Absent
Mark Maloney	University of Toronto – Municipal Affairs	Present
Massimo DeMaria	Harbourfront Centre	Absent
Samir Shajani	Harbourfront Centre	Absent
Bill Duron	Toronto Island Yacht Club	Absent
Stacey Rodrigues	The Westin Harbour Castle	Absent
PORTSTORONTO REPRESENTATIVES		
Roelof-Jan (RJ) Steenstra	PortsToronto – President and CEO	Absent
Warren Askew	PortsToronto – VP Airport	Present
Rob Aasa	PortsToronto – Director of Airport Programs and Business Operations	Present
Deborah Wilson	PortsToronto – VP Communications and Public Affairs	Present
Bojan Drakul	PortsToronto – VP Infrastructure, Planning and Environment	Present
Angela Homewood	PortsToronto – Environmental Project Manager	Present

Michael MacWilliam	PortsToronto – Director, Airside Operations	Present
Jessica Pellerin	PortsToronto – Manager, Media Relations and Public Affairs	Present
Jelena Ognjanovic	PortsToronto – Manager, Infrastructure, Planning and Environment	Absent
Chris Pearce	PortsToronto - Director, Groundside Operations	Present
Stephen Klem	PortsToronto – Duty Manager	Absent
Juhi Matta	PortsToronto – Senior Manager; Environment, Social and Governance (ESG)	Present
Sylvain Thériault	PortsToronto - Corporate Fire Chief	Present
Heather Dennis	PortsToronto – Project Assistant	Present
FACILITATION		
Geoffrey Mosher	LURA Consulting	Present
Hasnaa Maher	LURA Consulting	Present
Liz McHardy	LURA Consulting	Present
Denise Soueidan-O’Leary	LURA Consulting	Present
GUESTS		
N/A		

Table of Contents

- 1. Welcome 5
- 2. Review of Meeting Minutes & Action Items 5
- 3. Airport Business Updates..... 5
- 4. Airport Operations Updates 6
 - 4a. Groundside Operations 6
 - 4b. Traffic & Passenger Study Methodology 7
 - 4c. Airside Operations 9
 - 4d. Community Outreach Update 9
 - 4e. Airport Noise Management Sub-Committee Update..... 10
- 5. Capital Programs Updates 11
- 6. Environmental, Social, and Governmental (ESG) Framework Update 13
- 7. CLC Member Updates 13
- 8. BQNA Air Quality Research Study Update 14
- 9. Business Arising..... 14

Appendices

- Appendix A – Meeting Agenda
- Appendix B – Airport Updates Presentation

1. Welcome

Geoffrey Mosher (LURA) welcomed members of the Billy Bishop Toronto City Airport (abbreviated to the Airport subsequently) Community Liaison Committee (CLC) to the 54th committee meeting. A quick round of introductions was made by new project team members, beginning with Rob Aasa, the new Director of Airport Programs and Business Operations. Afterward, Liz McHardy, Denise Soueidan-O’Leary, and Hasnaa Maher introduced themselves as part of the LURA Consulting team.

2. Review of Meeting Minutes & Action Items

Mr. Mosher provided an overview of the agenda. The meeting agenda is included in **Appendix A**. He presented the closed and ongoing action items.

The closed action items are as follows:

- 1) PortsToronto will discuss the methodologies and findings of the traffic and passenger movements study in this meeting.
- 2) PortsToronto will share RWDI’s pedestrian wind study accompanied with the 53rd CLC meeting minutes.
- 3) PortsToronto will share the Q400 monthly movements for 2022 in this meeting.

Mr. Mosher also noted that the 53rd CLC minutes had been sent out to the group for comments, corrections, edits, and changes. There were no substantial changes, only minor informational corrections.

The action items pending closure are as follows:

- 1) BQNA suggested that the University of Toronto should come to present their finalized air quality research findings report to the committee. The BQNA representative offered to reach out to the UofT team.
- 2) PortsToronto will inquire about having the Toronto Emergency Management Committee present in a future CLC meeting.
- 3) Noise Subcommittee will discuss noise reduction methodologies related to construction work.
- 4) PortsToronto will request information on NAV Canada’s flyover policy of the Toronto Islands.
- 5) PortsToronto to organize “Airport Site Visits” for CLC members to tour areas of interest at the airport.

3. Airport Business Updates

Mr. Mosher provided the floor to Warren Askew (PortsToronto) to deliver the Airport Business updates. PortsToronto’s updates were accompanied by presentation slides included in **Appendix B**. Mr. Askew proceeded to share updates on the Airport business. Important points from his presentation are summarized as follows:

- Passenger traffic is a key metric for the Airport. This year's trends so far are similar to those of 2023. This year's passenger traffic trends surpass those of 2022, since that was a restart year after the COVID-19 pandemic.
- Aircraft movements this year are also tracking similar to those found in 2022 and 2023.
- The Q400 movements—as requested by YQNA representative Hal Beck—are increasing in 2024, as expected. These movements are also broken down by month, showing no surprises. There has been significant passenger growth; however, this was impacted in the summer due to a lack of pilot availability. The 2022 Q400 movements showcase the start-up of passenger growth early in the year after the COVID-19 pandemic.

- Comparing the data, overall movements in 2023 decreased slightly by about 10%. However, total passengers increased, which is quite positive considering the Airport has reached 73% of its passenger traffic from its peak year, 2019. The Airport continues to recover and become more efficient by moving more passengers with fewer flights.
- Construction for the preclearance project will begin between the end of July and the beginning of August. A lot of work has been done with stakeholders and planning for the operationalization of that facility.

After PortsToronto presented their updates, YQNA representative Hal Beck posed a question regarding providing construction updates for the works happening in August. PortsToronto responded, stating that the construction is all in-terminal related and that the sequencing plan still needs to be finalized. Mr. Askew noted that Bojan Drakul (PortsToronto) will provide an update later in the meeting.

4. Airport Operations Updates

Mr. Mosher pointed to Chris Pearce (PortsToronto) to begin the Airport Operations update by providing the Groundside Operations.

4a. Groundside Operations

Mr. Pearce offered information regarding groundside operations. This is summarized as follows:

- In terms of traffic management, over the past four months, there has been significant congestion. This was particularly noted on the west side of Eireann Quay, which has a queuing lane for the ferry and also an arrivals pickup curb. It has been identified that Uber, Lyft, and Rideshare drivers have been using the space as a parking lot and social gathering area rather than for picking up and dropping off passengers. Significant traffic also uses the ferry to transit across the Airport to access city facilities.
- From a traffic management perspective, the Airport has deployed additional resources, such as additional security staff and increased positions, to manage the daily traffic both on the island and on the ground side. This was done to reduce confusion and to try to organize traffic lanes appropriately. The Airport has been working with the City of Toronto and Toronto Parking Authority to look at the bylaws associated with the increasing presence of these vehicles in the area. They have also deployed bicycle traffic officers. Due to these efforts, most of the three-lane traffic in the area is being cleared.
- A new ground transportation sign was installed in the mainland pavilion, where passengers exit the Airport. It provides directional information on different transportation options such as streetcars, rideshare, shuttle buses, and taxi services.
- This week, the Airport has been working with the taxi driver group in front of the Corleck building. They have been handing out Billy Bishop code of conduct programs, which mirror other established bylaw rules. There has been positive feedback from both drivers and users, particularly regarding car cleanliness and good customer service.

After Mr. Pearce presented these updates, Mr. Beck (YQNA) noted that many drivers idle on local resident streets during the summer months. The YQNA representative then inquired if the Toronto Parking Authority has committed to monitoring these streets during Airport peak hours. Mr. Pearce responded that some signs are posted that mention idling, and it is also in the code of conduct. The bylaw does not mention idling specifically, however, reducing the number of idling vehicles is one of the Airport's main objectives. Mr. Pearce also noted that bylaw officers patrol the airport's vicinity as well. However, he could also speak to some of the bylaw supervisors to start that conversation regarding increasing enforcement of bylaws in the surrounding area.

M#54-A1—Chris Pearce will talk with the bylaw supervisors to get feedback on vehicles idling on local

resident streets.

Mr. Askew (PortsToronto) clarified that these conversations are happening with Toronto Police and Bylaw, rather than the Toronto Parking Authority. He also suggested that the YQNA representative send specific locations of concern to the Airport. The YQNA representative confirmed that he will confer about these locations with BQNA as well. He noted Little Norway Park as a significant place of concern.

M#54-A2—Hal Beck (YQNA) will send the Airport specific locations of concern with idling to aid in conversations it is having with Toronto Bylaw.

BQNA representative Joan Prowse noted the corner of Queens Quay and Bishop Tutu Park on Bishop Tutu as a location of concern regarding idling. She also inquired if only taxis have access to the taxi corral or if rideshare services do as well. Mr. Pearce responded that the taxi corral is solely for taxis and that there is no dedicated Uber queue.

Mr. Askew thanked Mr. Pearce for his close work with Uber, as they are the main source of ride-share activity in the area. They have been in conversation to clarify that the service intends to facilitate the efficient pickup and drop off of a specific client. Issue have arisen as some Uber drivers have not fulfilled this intent and instead gather near the airport in anticipation of a fare. Uber has been responsive to these concerns and has addressed them by suspending several drivers from entering the area. In turn, this has resulted in reduced congestion and lane misuse.

4b. Traffic & Passenger Study Methodology

Angela Homewood (PortsToronto) noted that the following presentation was an action raised by Mr. Beck (YQNA). The presentation is summarized as follows:

- The survey program has been operating since 2012. It allows for the comparison of traffic and passenger data in the Airport's vicinity. It showcases, for instance, infrastructural changes that may have been affected, such as the passenger tunnel that opened in July 2015. This program allows the Airport to gauge what changes happen every couple of years. The survey is done every four (4) years, and twice a year to account for the summer and winter. The survey included the following three (3) separate components: 1. Traffic counts at key intersections. 2. Passenger counts leading to modal split and auto occupancy. 3. Vehicle queuing length times. The survey also includes parking data provided by Stolport - the local parking operator – and the shuttle bus data from Nieuport.
- Dillion Consulting has been conducting the Airport's traffic survey since 2012. In terms of the methodology, there are two basic components of the survey. The first is the Airport Area Surveys, in which the consultant conducts the survey over a three-day period. They gather data regarding the following:
 - Eireann Quay Queue Reach
 - Taxi Corral Queue Reach
 - Vehicle Occupancy Survey (presented in 5-minute intervals)
 - Taxi Deadheading Survey (presented in 5-minute intervals)
 - This is when a taxi is coming into the terminal and going into the taxi corral or if it's leaving empty with no passengers
 - Pedestrian Movements (presented in 5-minute intervals)
 - Parking Occupancy and Duration

The second part of the traffic survey work is the Intersection Turning Movement of the following locations:

- Lake Shore Boulevard at Stadium Road

- Lake Shore Boulevard at Bathurst Street
- Lake Shore Boulevard at Dan Leckie Way
- Queens Quay at Stadium Road
- Queens Quay at Bathurst Street
- Queens Quay at Dan Leckie Way

These locations remain consistent so that the methodology remains accurate, and the data being compared is correct. Additionally, the classification of vehicles includes all vehicles, such as cars, taxis, trucks, buses, streetcars, pedestrians, and cyclists.

- The survey program yielded the following data:
 - Intersection traffic volumes during the AM and PM peak hours
 - Two-way traffic flows along Eireann Quay
 - The level of compliance with signed turn prohibitions in the vicinity of the Airport
 - Vibration in the length of northbound queues along Eireann Quay at the Queens Quay intersection
 - Vibration in the length of the queue of traffic waiting to board the ferry
 - Ridership on the shuttle traveling between Union Station and the Airport
 - Variation in the number of taxis queued in the taxi corral
 - The number of deadheading taxis (meaning no passengers in the vehicle)
 - Vehicle occupancy levels in taxis and private vehicles picking up and dropping off passengers
 - Calculated modal splits indicating the proportion of passengers using different transportation moves to travel to and from the Airport

The survey program work can be found on the Billy Bishop Airport website or using the following link:

[Reports and Publications - Billy Bishop Toronto City Airport \(billybishopairport.com\).](https://www.billybishopairport.com/reports-and-publications)

After Ms. Homewood presented these updates, Mr. Beck (YQNA) inquired about including the intersection of Lakeshore and Bathurst to the list of locations studied for turning movements. He noted that it is a major intersection in the city, that is also quite complicated. He explained that historically, there have been routine backups of southbound turning traffic going East from the intersection. Ms. Homewood responded that PortsToronto has been at the Lakeshore LRT meetings as a stakeholder to learn about the effect this work will have on pedestrian passenger movements. Jay Paleja (City of Toronto) also responded that he would pass this request along to the City's transportation department.

M#54-A3 – Jay Paleja (City of Toronto) will inquire with the City's transportation department about vehicle queuing lengths southbound on all legs of the intersection of Lakeshore and Bathurst and whether they are being monitored.

Tony Farebrother (TICA) inquired about the findings retrieved as a result of these studies regarding the increasing traffic on Queens Quay and its impact on the Airport. Ms. Homewood responded that they have asked Dillion Consulting for an updated survey, considering the last one was done in 2018. They did a count in December and will do another one in the summer using the same methodology as the previous survey. The study will look at the changing trends in traffic in the area, including the impact of rideshare usage. The study will also provide an analysis of mitigation strategies to help with the modal split by promoting transit, cycling, walking, and other

modes of transportation. Ms. Homewood noted that they will keep the group informed once they have more information, likely later this year.

Joan Prowse (BQNA) seconded Mr. Beck's (YQNA) concern about the Lakeshore and Bathurst intersection and noted a similar concern to the Queens Quay and Eireann Quay intersection. The BQNA representative also inquired about the timeline of the studies. Ms. Homewood clarifies that the first one was completed in 2012, the second in 2015, and the third in 2018. The fourth one is in the process of being completed and will use data gathered from winter 2023 and summer 2024.

4c. Airside Operations

Michael MacWilliam provided airside operations updates. Key points from his presentation are summarized as follows:

- Snow removal is over; now the Airport is looking into wildlife control. The cormorant colony is migrating to the island. They are creating new colonies that are destructive to the trees and vegetation on the Toronto Islands to the West of the eastern Gap. The Airport is working with the TRCA to control the development of that colony. Mr. MacWilliam provides access and escorts the TRCA team across the tunnel, allowing them to conduct their control measures before sunrise on the nest building. This year, the Airport intends to have the wildlife control boat back out in the water to monitor areas that haven't been monitored as much historically.
- Historically, the Airport has used hybrid vehicles. This year, it has shifted to all-electric vehicles. The new wildlife control vehicle is the fully electric F-150 Lightning truck. Two more all-electric vehicles are planned to be acquired, for a total of three (3). The Airport is still open to other technologies in the future.
- Construction season on the Toronto Islands has started again. The Airport is working with associated agencies that need to get larger vehicles across. They are coordinating more efficient arrival times for dump trucks looking to cross using the ferry, in order to reduce traffic and congestion.

After Mr. MacWilliam's presentation, Mr. Beck (YQNA) inquired about the measures that the TRCA is taking to mitigate the growing cormorant colony. Mr. MacWilliam responded that the TRCA was destroying the cormorant's nests and using pyrotechnics to try to scare them away. Unfortunately, there is an Eagle's nest on the Toronto Islands, which cannot be disturbed, therefore, impacting the cormorant removal. The YQNA representative then inquired about possible ways for the community to be involved in the initiative to remove the cormorant colony. Mr. MacWilliam responded by stating that this would not be necessary as the City and TRCA are well aware and proactive in their pursuit of encouraging the colony to return to Tommy Thompson and not establish on the Toronto Islands.

Mr. Farebrother (TICA) questioned whether the Airport has taken any other additional measures, such as birds of prey, to deter the cormorant colony. Mr. MacWilliam responded that the Airport has previously engaged with their wildlife contractor to have falcons come in as a control measure, which has warranted a degree of success. The TRCA has also implemented a roosting structure that has been somewhat successful in mitigating the colony. Mr. MacWilliam also clarifies that when their normal control measures stop working, they need to think of new and creative mitigation strategies because the colony becomes accustomed to these strategies. The Airport is focused on controlling the habitat rather than scaring them away to ensure they do not nest near the airport.

Ms. Homewood provided a link to the Cormorants Management Strategy Report, found on the TRCA's website or using the following link:

https://tommythompsonpark.ca/app/uploads/2023/04/2022_TTPDCCO_ManagementReport.pdf

4d. Community Outreach Update

Mr. Mosher points to Jessica Pellerin (PortsToronto) and Ryan White (Nieuport) to provide the Community Outreach Update. Important points from their presentation were:

- This year, the Airport celebrated 85 years of history. They installed an exhibit at the airport's entrance at the end of April this year. The exhibit commemorates the Centennial of the RCAF as well as the Airport's own anniversary.
- On International Women's Day, the Airport inaugurated a Women in Aviation Wall of Fame on the second floor of the terminal building to highlight the contributions of women to the industry. Amelia Earhart was the first honoree. For the rest of the year, the airport will inaugurate a new significant woman in aviation every month.
- To continue the Airport's mission to implement environmental sustainability efforts, it will launch the first of its electric shuttle buses later this summer.
- The Airport will welcome the public for Doors Open on Saturday, May 25th, from 10 a.m. to 5 p.m., with the last entry at 4 p.m. There will be many activations throughout the airport for attendees to interact with including live music, the falcons used for environmental measures, and the electric truck.

After the presentation, Joan Prowse (BQNA) inquired whether there was room for more musical performers to perform at the Doors Open event. Ms. Pellerin responded that the Airport has specific performers as part of Music on the Fly in the Atrium that have already been selected. However, if anyone is interested in performing at next year's event, they are welcome to contact her with the details. The BQNA representative also asked if a separate meeting could be scheduled to discuss additional green shuttle bus pickup routes to mitigate traffic congestion in the area. Mr. White responded that they are happy to take suggestions to improve the Airport's sustainability efforts.

4e. Airport Noise Management Sub-Committee Update

Ms. Homewood provided an update on the Airport Noise Management Subcommittee. She reminded the group that Hal Beck (YQNA) and herself are co-chairs of this subcommittee, which consists of two community members (BQNA representatives Max Moore and Lesley Monette) and Jay Paleja (City of Toronto). Ms. Homewood noted that the subcommittee had its last meeting on May 15th, where they provided an update on the ground noise study that started in 2019. Important points from this presentation are summarized below:

- The draft findings of the ground noise study will be shared at the next Noise Management Subcommittee meeting on June 26th. After the meeting, the community, the City, and the Airport will provide feedback to RJ Burnside and Akoustik. The consultants aim to wrap up the study by the end of July 2024.
- During the last meeting, on May 15th, Noah Meneses (PortsToronto) gave a presentation on the annual noise report released in March of this year.
- The location of another permanent noise monitor being relocated to a more accessible area. Mr. MacWilliam noted that the Ontario Place terminal is not an adequate location of the monitor as there will be ongoing construction causing power outages that will result in lost data. Ms. Homewood clarified that this will not affect the ground noise study because these are temporary noise monitors located on the community members' balconies.

After the presentation, Joan Prowse (BQNA) inquired about whether the findings of the ground noise study will also be presented to the CLC membership. Ms. Homewood confirmed that the Noise Management Subcommittee reports back to the Airport CLC, and that the finding will also be presented at the next CLC meeting. Warren Askew noted that the next meeting will likely be at the end of September, but this is not confirmed yet.

5. Capital Programs Updates

Bojan Drakul (PortsToronto) provided a brief presentation on the Capital Program updates. Mr. Drakul noted that the lists of completed and ongoing projects were provided in the last CLC meeting in February, which will also have more details about each project. The following list of ongoing projects is merely an update from the previous list provided:

- Taxi Corral Perimeter Fence: This is in the manufacturing stage and will likely be installed in June or July - it will be ready when the City finishes the Plaza project.
- Ferry Entrance Gate: This will arrive on site in the coming weeks and will be installed over a few days after that.
- Mainland Ferry Slip Corners Rehab: This is a significant undertaking considering the condition of the corners. The dockwall and slip are City-owned, therefore the Airport is working with them to finalize agreements allowing the Airport to proceed with executing this work. The work will likely start in early June.
- West Service Road / Turning Circle Parking Rehabilitation: This is in the design stages. The work will likely take place between September and November and will require removing the asphalt and repaving the road.
- Airport Security Fence and Gates Replacement: This project has been ongoing for approximately a month and is progressing well. Unfortunately, the contractor hit the gas line, impacting the gas supply to the Island. However, service was restored shortly after. The project is intended to be completed by end of August – beginning of September.
- Airfield Pavements Condition Maintenance: The design is being finalized and the construction is anticipated in August - September. The project includes rehab of pavements south of GRE.
- Airport Electrical Infrastructure Improvements: This requires replacing of electrical substation infrastructure. Construction will likely not begin until winter and will last approximately three (3) to four (4) weeks.
- Ferry Ramps Structural Repairs and Hydraulic Upgrades: Previously there was damage to the ferry ramp that required an emergency repair which is now complete. The tender will go out next week to secure a contractor for the permanent rehabilitation works. This will require approximately a two (2) to three (3) day ferry service closure. This project will consist of two (2) stages. The first stage will be to repair the ramp, as the second stage will be to repair and replace the hydraulic elements
- Gate 106 Replacement: This project is nearly complete as the gate is installed. Conduits still need to be put in place for the communications infrastructure that controls the gate.
- Island East Dockwall Rehabilitation: The design is ongoing for this project. The construction is anticipated to commence this fall and extend into 2025.
- Sea Plane Ramp and Docks Upgrades: The airport is acquiring new docks for hydroplanes that are safer and sturdier than the current ones
- Security Equipment: This entails regularly replacing cameras to ensure they are modern and in good working condition.
- Sanitary Lift Stations Refurbishment: Two more lift stations remain to be refurbished under this project.
- Ferry Slips Ice Pump System: This project will take place in November and entails installing ice pumps for

the winter season.

- Mainland PTF Renovations to Accommodate Staff—study and design only: Operational staff were relocated from Corleck building to the mainland PTF. The Airport is looking into renovating the building's interior to ensure it can accommodate the newly relocated staff.
- Fire Suppression Study at Airport: This is to ensure that fire suppression is proper and in accordance with the latest requirements.
- USCBP Preclearance: This construction project includes two contracts - the baggage system and general contracting. Both are being finalized with approximately 90% of the design complete. The schedule will be finalized once the design is complete. However, the anticipated timeline is to begin work in July 2024 and complete by October 2025. Work will take place during the nighttime hours within the terminal building and deliveries will take place during the day.

Mr. Drakul proceeded to address the upcoming projects, which are as follows:

- Airport Physical Security Infrastructure (Threat Assessment Study only): This is a threat assessment study to ensure that any potential vulnerability points are addressed.
- New Flagpole: The new location will be in the center of the turning circle.
- Watermain Backflow Preventer: This project looks to rehabilitate the aging infrastructure.
- Remaining Dockwalls Condition Assessment: This assessment will assess the condition of the remaining dock walls that have not been assessed as of yet (Northwest and Southeast corners of the airport).
- Relocate and Repurpose RUBB Building from Port to the Airport: This project relocates the RUBB fabric building from the port to the south side of the airport's airfield to accommodate airport maintenance equipment indoor storage requirements.
- Smart Meters for Hydro & Water: Replacement of analog meters with smart meters, enabling remote reading.

Mr. Drakul concluded his presentation by reiterating that efforts will continue to be made to mitigate construction impacts such as noise, lighting, and traffic impacts on the community. He also highlighted the importance of sustainability and environmental considerations when undergoing these infrastructural updates and changes. Lastly, Mr. Drakul noted that the Airport does not anticipate significant material delivery activity based on these projects, and therefore use of barging for deliveries is not anticipated in 2024. An opportunity for questions was then presented.

Mr. Farebrother (TICA) raised two questions. The first was regarding the purpose of the ice pumps and if they are used to keep ice away from the ferries. Mr. MacWilliam confirmed that this is indeed what they are for, as they have jets that push water out toward the gap to stop the ice from coming into the slip. The jets are generally successful, but because of the back-and-forth movement of the ferry, ice does find its way into the gap. The second question the TICA representative posed was in regards to who is responsible for the dockwall repair considering it extends beyond the Airport's bounds. Mr. Drakul responded that 17% of the dockwall in the Inner Harbour is owned by PortsToronto and that they will be completing the assessment of all remaining Dockwalls to be assessed by the end of next year.

M#54-A4—Bojan Drakul will inquire about updates on the dock wall repair works and will report the response to the CLC in the next meeting.

The TICA representative commented on the gas leak's impacts on the community and inquired about how the contractor was unaware of the main gas line's location. Mr. Drakul responded that the situation was a human

error, considering that the gas line was properly marked by Enbridge on the field. Mr. Drakul expressed his understanding of the frustration and inconvenience associated with the unfortunate situation. He stated that the project contract includes all the requirements related to utility protection, including daylighting where deemed necessary and that this was a case of excavator operator not following the proper procedures and paying attention to marked utilities.

Ms. Prowse (BQNA) expressed excitement about the new hydraulic lifts on the ferry ramps. She then inquired whether this initiative would reduce the loud sound emitted in the mornings when vehicles begin boarding the ferry. Mr. MacWilliam responded that they are looking to return all the rubber and perhaps even more than it previously had.

Mr. Beck (YQNA) then inquired about why a hydrovac was not implemented to mark the gas main before construction commencement. Mr. Drakul confirmed post meeting that allowance for hydrovac is indeed included in the contract documents and was used extensively in this project.

6. Environmental, Social, and Governmental (ESG) Framework Update

Juhi Matta (PortsToronto) provided updates on the Environmental Social and Governmental Framework. Important points from her presentation were:

- **Greenhouse Gas Emissions:** A significant amount of progress has been made on the Airport's net zero plan since the last CLC meeting. The Airport has been working to quantify its emission categories to help with airport carbon accreditation, which they are currently in the process of applying for. This will help visualize the Airport's performance, data reporting, and policy compared to other airports. The Airport will also have an auditor verify the Airport's carbon emissions on-site for the first time. This information will be published in the Airport's sustainability report this summer.
 - The Airport has significantly reduced emissions since using Bullfrog power, which powers up the airport. Since switching to renewable energy in 2010, over 20,000 tons of carbon dioxide equivalent emissions have been avoided. This is equivalent to having 4,511 cars off the road for 1 year or adding 9,825 hectares of forest growing for a year.
- **Net Zero Roadmap:** The Airport has begun to account for Scope 3 (indirect) emissions. This includes emissions caused by employees commuting to the airport, business-related travel by employees, construction capital program activities, and actual aircraft activity. The Airport is working to quantify this data to understand how it can help its partners. They have been collaborating with their partners to collect information that will help feed into some climate models. This includes different policy scenarios, technology development scenarios, marketing demand, and macroeconomic scenarios to see what the Airport can do to reduce emissions for each of them. This will impact different aspects of the Airport's operations, procurement, and capital development. Information will be available to share by the end of this year or early next year.

7. CLC Member Updates

Mr. Mosher invited CLC members representing organizations on the committee to provide any updates. The updates are summarized as follows:

- Bev Thorpe (BQNA) thanked Bryan Bowen for conducting a wonderful tour and presentation on May 4th of development around the Bathurst Quay Neighbourhood.
- Joan Prowse (BQNA) announced that the BQNA's five (5) subcommittee members who work in partnership with the Airport and Toronto Planning and Public Health received a community leadership award from the

federal government in April.

8. BQNA Air Quality Research Study Update

Ms. Homewood provided an update on the BQNA Air Quality Research Study. She noted that there had been two meetings – one on April 24th and one on April 25th - with the BQNA at the University of Toronto with Toronto Public Health and the Airport. Data will be shared after the reports are finalized. There are some recommendations for the Airport, as well as identified areas for monitoring that will be further looked at.

9. Business Arising

Mr. Mosher concluded by initiating a discussion regarding future CLC dates. The next two meetings were scheduled for September 18th and November 20th; however, there appear to be issues with both of these dates. Mark Maloney (University of Toronto – Municipal Affairs) noted that on November 20th, there will be the Mayor's Evening for the Arts event, which is a major event to recognize art in Toronto. Mr. Askew thanked Mark for flagging this date and recognized the importance of the event in recognizing the arts. Mr. Mosher will follow up with the group regarding potential dates for the two upcoming CLC meetings.

M#54-A5 – Mr. Mosher will circulate potential dates for the two upcoming CLC meetings with the membership.

Mr. Askew took the floor to speak to some large upcoming projects. One of these is regarding the Runway End Safety Areas (RESAs). The Airport has a requirement to comply with the federal standards that apply to all Canadian commercial runways with more than 325,000 passengers a year. PortsToronto has conducted work to assess the options that would lead the Airport to achieve RESA compliance in 2027. Given the unique environment at the airport, it is expected that compliance to RESA's standards will require amendments to the tripartite agreement. The consultation process will begin on July 15th – the details of this process will be publicized on June 20th.

Joan Prowse (BQNA) raised concern about the consultation date being during the summertime, as community members are away on holiday. Mr. Askew acknowledged Ms. Prowse's concerns and responded that the process is lengthy, and the compliance timeline is driving it to some degree. Therefore, they need to be robust with the engagement to ensure that the process is long enough for everyone in the community's voice to be heard. The BQNA representative inquired about the length of the engagement process and if it can be extended. Mr. Askew responded that these details are still being finalized but will be communicated through LURA as soon as the timeline is decided. He also noted that the engagement timeline will be large and extended into the fall. The first engagement event will be more of an open house to introduce the project with more opportunities to provide feedback and input in later engagement events.

Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 54

May 22, 2024

6:30 p.m. – 8:30 p.m.

Virtual

Zoom

AGENDA

- 6:30 Welcome (Geoffrey Mosher)
- 6:35 Review of Meeting Minutes and Action Items (Geoffrey Mosher)
- 6:40 Airport Updates (Warren Askew)
- 6:50 Airport Operations Updates
- Groundside Operations (Chris Pearce)
 - Traffic & Passenger Study Methodology (Angela Homewood)
 - Airportside Operations (Michael MacWilliam)
 - Community Outreach Update (Ryan White & Jessica Pellerin)
 - Airport Noise Management Sub-Committee Update (Hal Beck & Angela Homewood)
- 7:20 Capital Program Updates (Bojan Drakul)
- 7:40 Environment, Social, and Governance (ESG) Update (Juhi Matta)
- 7:50 CLC Member Updates (CLC Members)
- 8:10 BQN Air Quality Research Study Update (Joan Prowse & Angela Homewood)
- 8:25 Business Arising
- 8:30 Adjourn

Materials Sent in Advance

- CLC Action Items

Appendix B – Airport Updates Presentation

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Community Liaison Committee 54 Updates

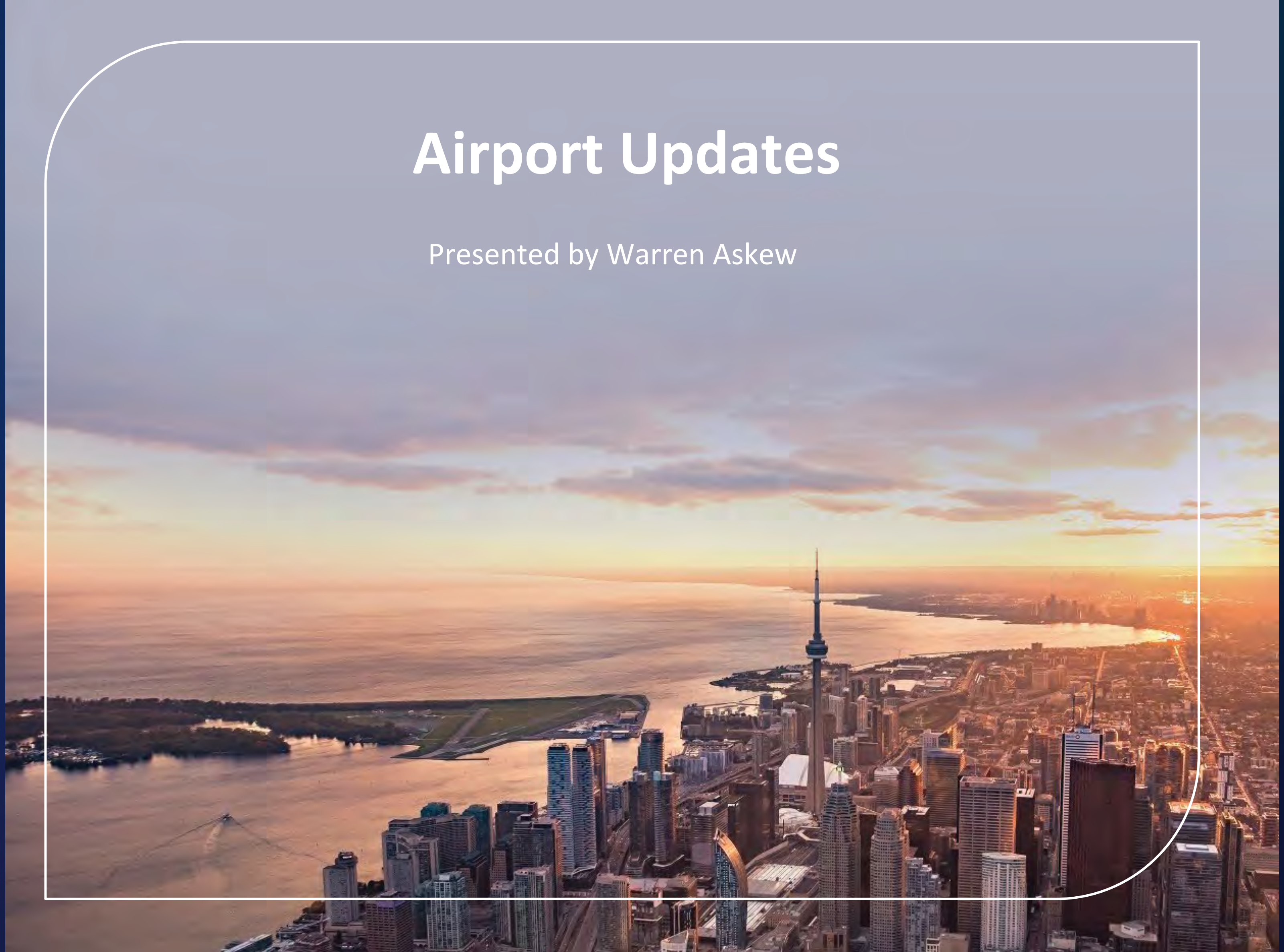
Billy Bishop Toronto City Airport

May 22nd, 2024

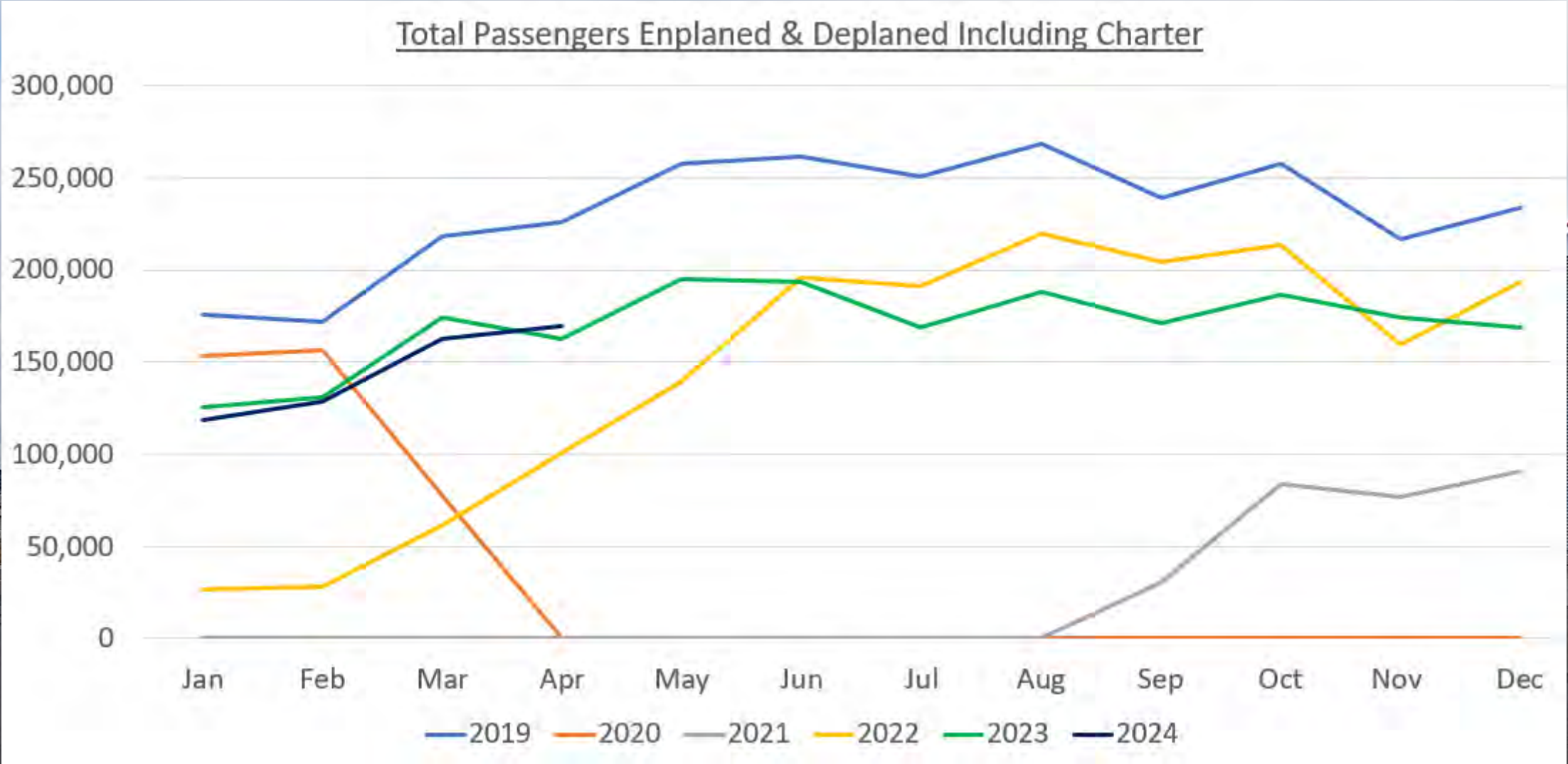


Airport Updates

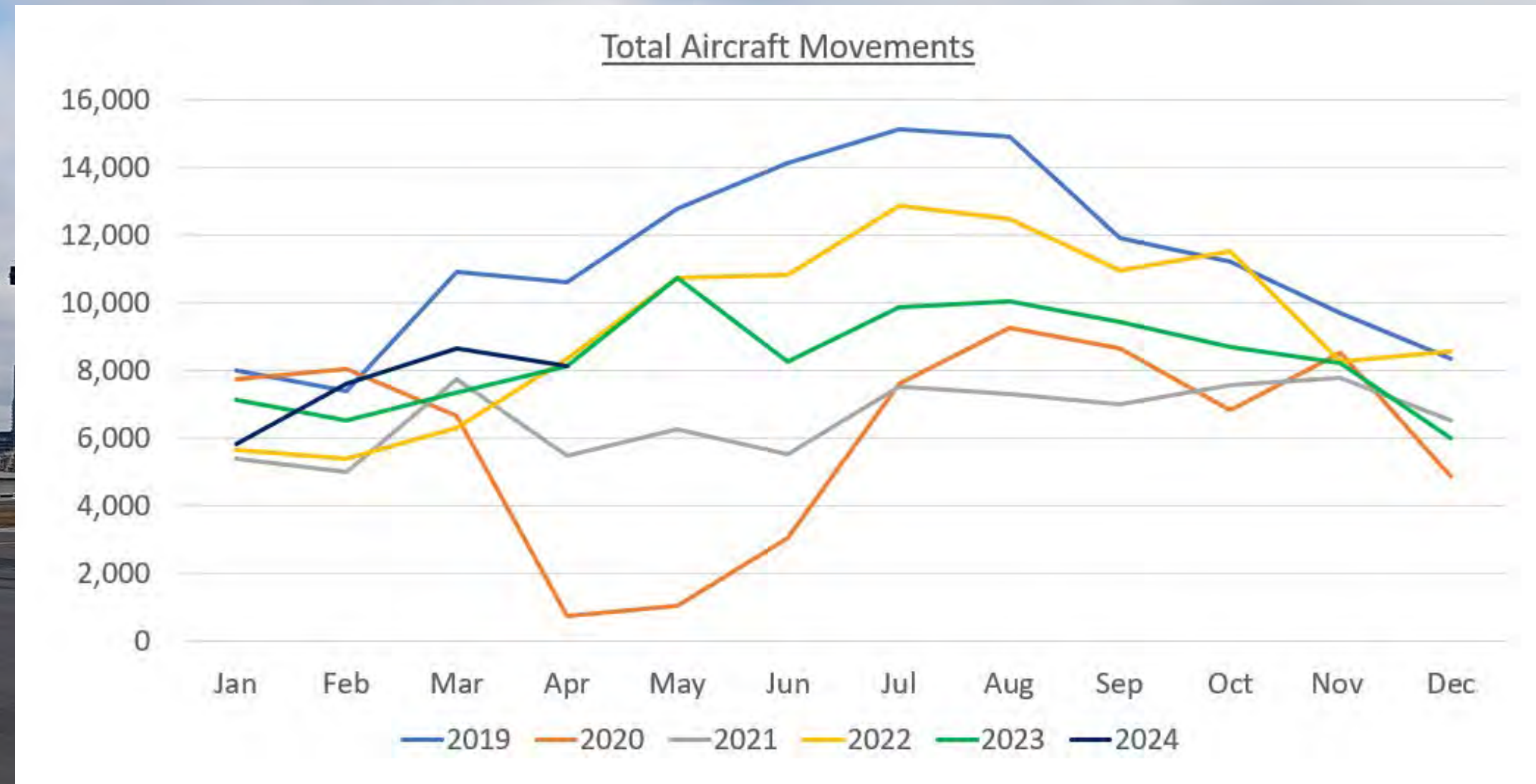
Presented by Warren Askew



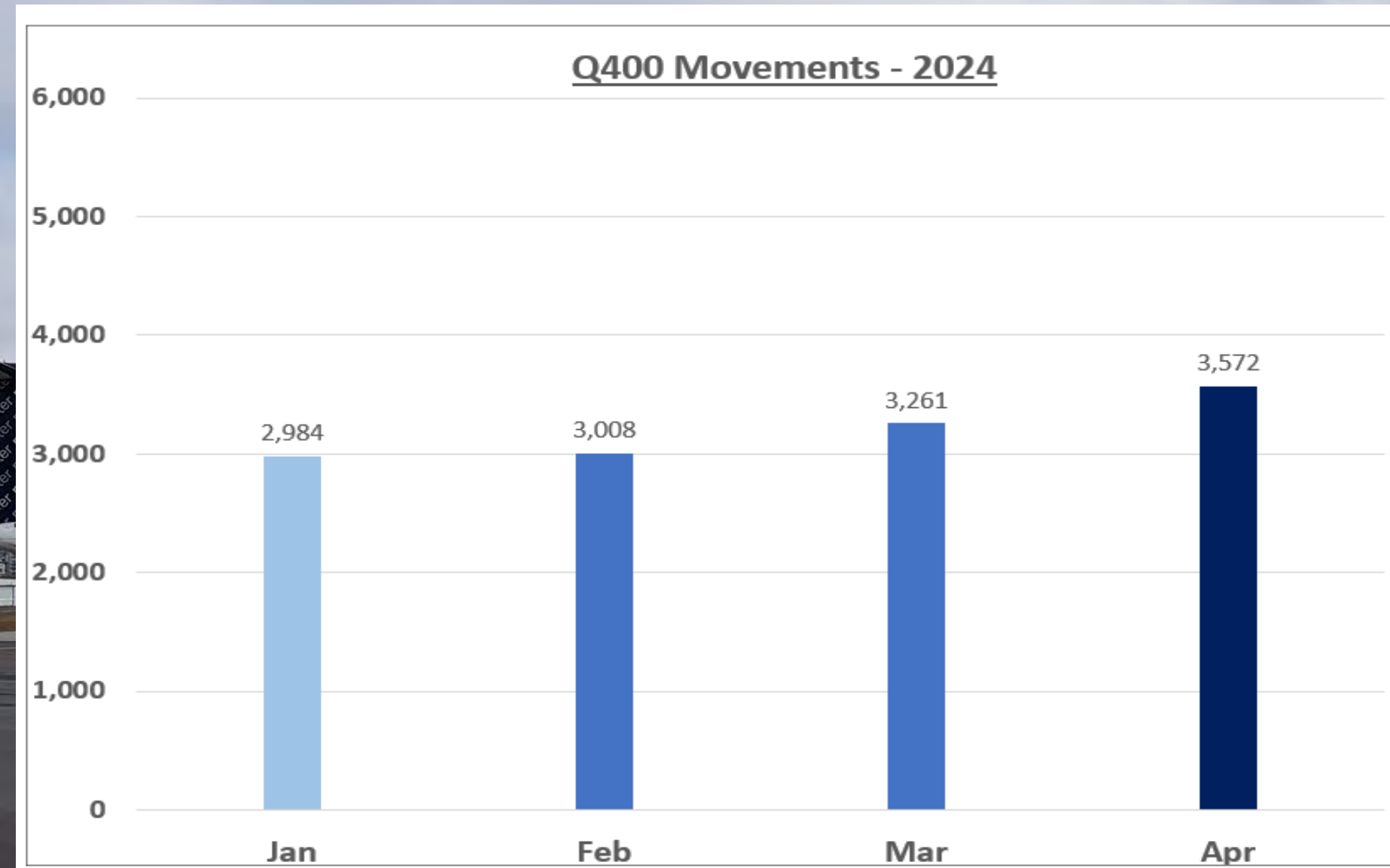
Passenger Traffic



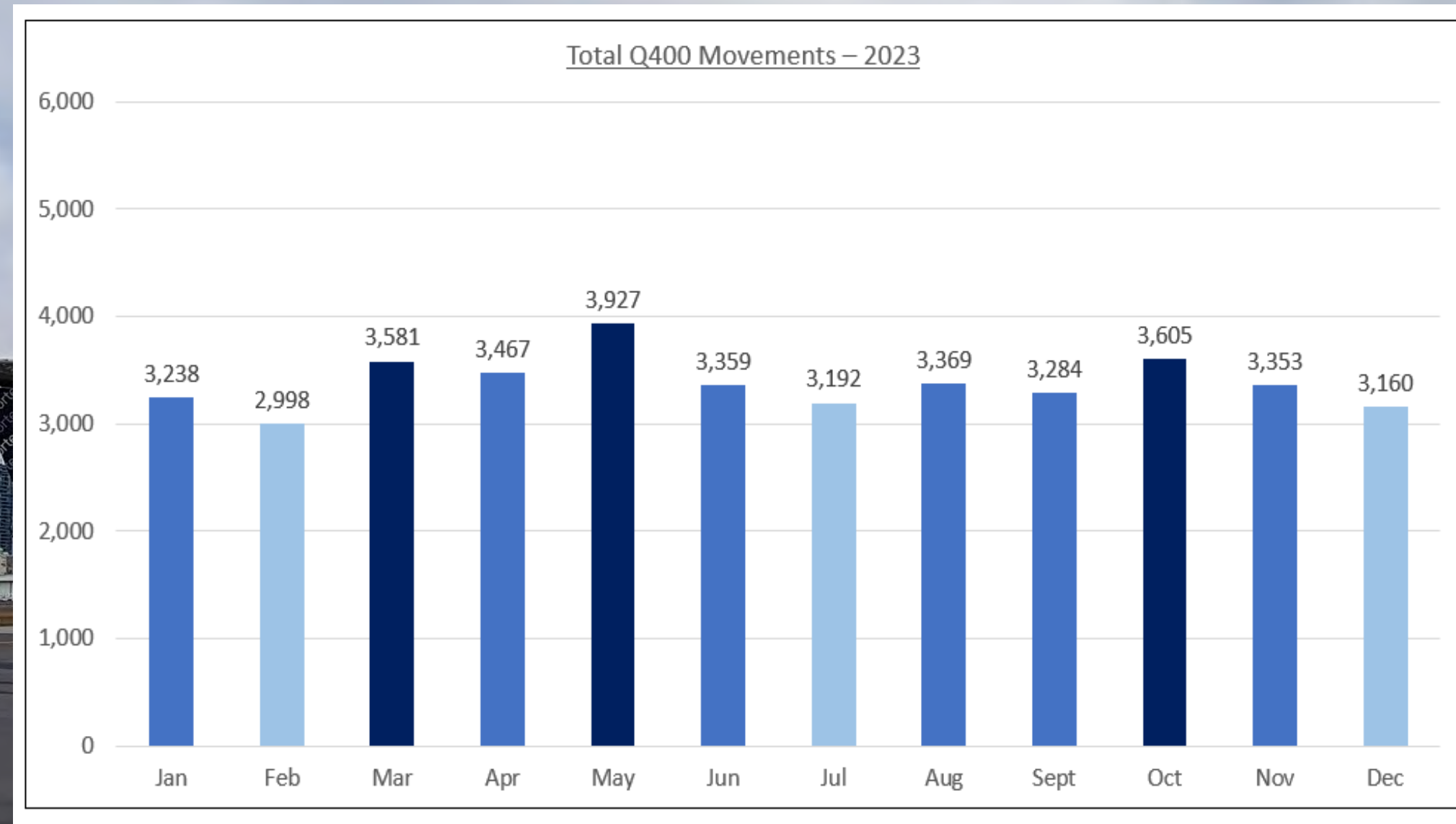
Billy Bishop Toronto City Airport Aircraft Movements



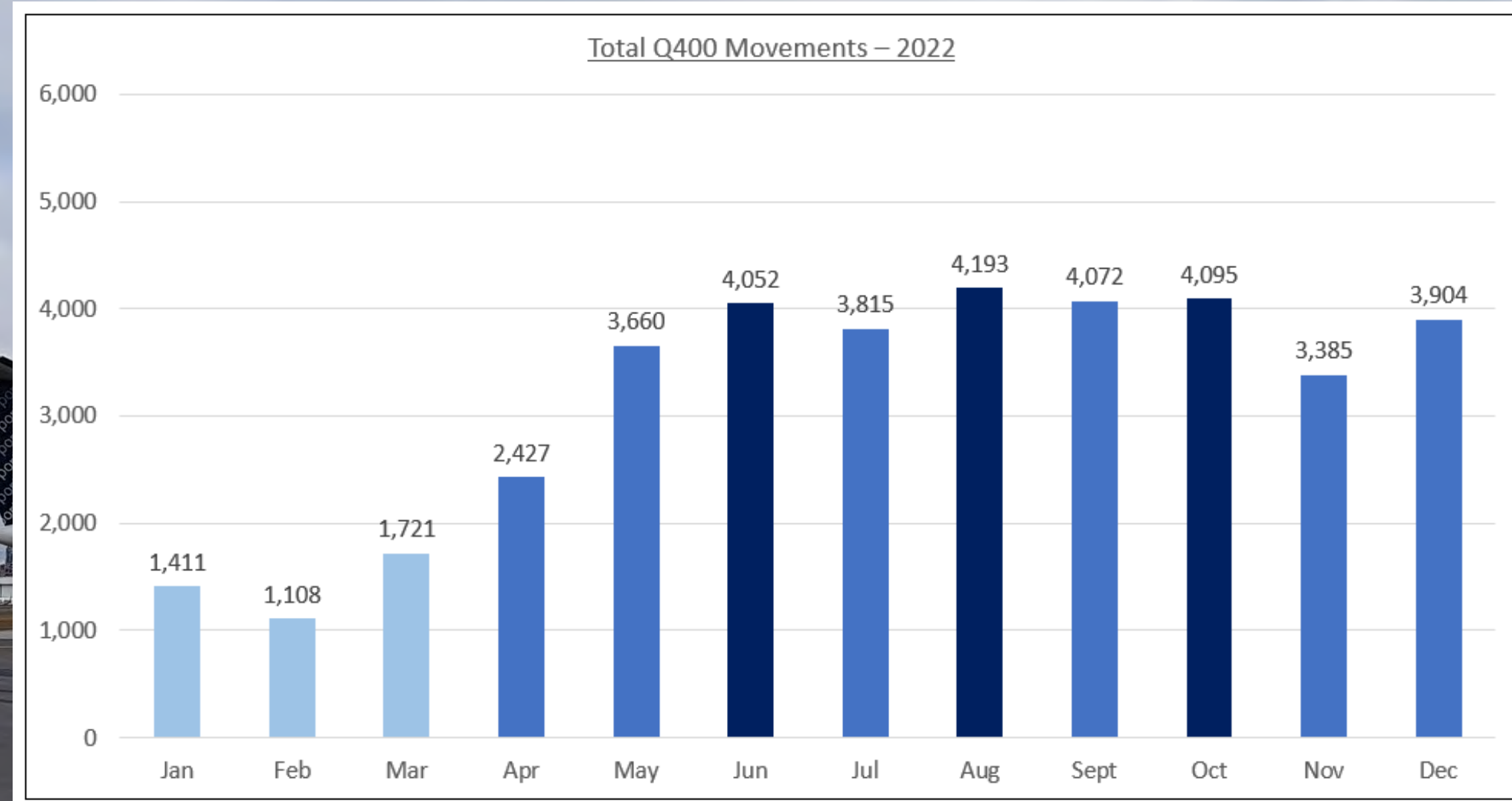
2024 DH8-400 Movements



2023 DH8-400 Movements



2022 DH8-400 Movements



Comparison Data

COMPARISON DATA	April 2024 vs 2023	YTD 2024 vs 2023
Total Passengers	104%	98%
Total Aircraft Movements	99%	104%

Thank You



85
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Groundside Operations Updates

Presented by Chris Pearce



Groundside Operations



- Traffic Management – Congestion
Deploying resources to Fingerlanes (Eireann Quay)
Working with:
 - City of Toronto By-law & TPS
 - Vehicle for HireHelping with congestion
- New ground transportation sign in MP
- Taxi Code of Conduct Deployment

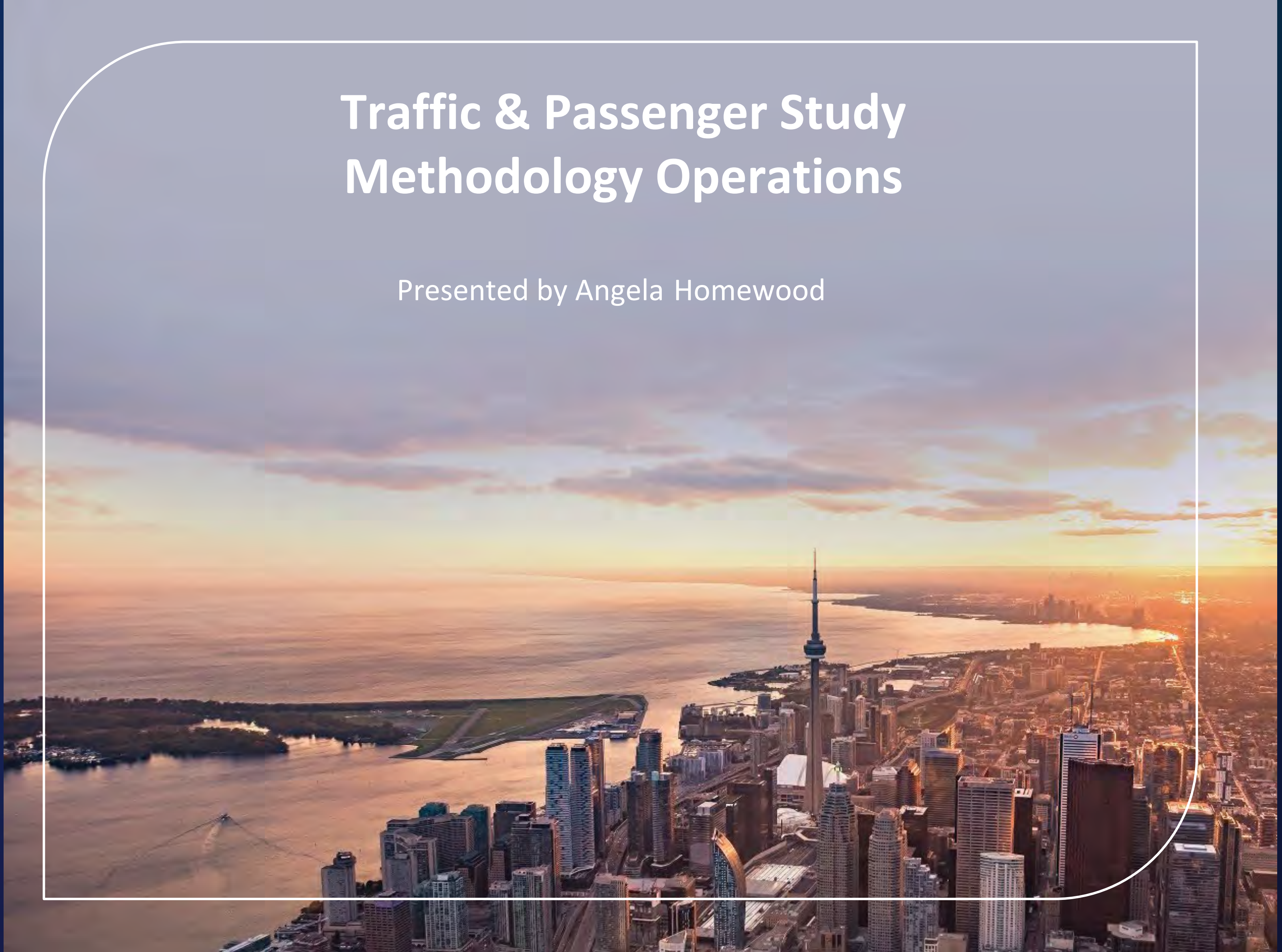


Questions



Traffic & Passenger Study Methodology Operations

Presented by Angela Homewood



Purpose – Scope of Work

- The survey program work has been consistent since 2012, in that it allows for a comparison of traffic and passenger data in the vicinity of the Airport. For example, how conditions may have changed for airport users with the introduction of the passenger tunnel.
- The survey includes three separate components:
 - Traffic counts at key intersections near the Airport (6 locations: Eireann Quay, south of Queens Quay, and at the mainland airport terminal);
 - Passenger counts leading to modal split and auto occupancy calculations; and
 - Vehicle queue length measurements.
- The survey includes parking data (obtained from STOLport – local parking operator) and shuttle bus data (obtained from Nieuport – shuttle bus operator).

Methodology – Scope of Traffic Surveys

- Part A: Airport Area Surveys (take place over a 3 day period)
 - Eireann Quay Queue Reach Survey
 - Taxi Corral Queue Reach Survey
 - Ferry Lane Queue Reach Survey
 - Vehicle Occupancy Survey (presented in 5 minute intervals)
 - Taxi DeadHeading Survey (presented in 5 minute intervals)
 - Pedestrian Movements (presented in 5 minute intervals)
 - Parking Occupancy and Duration (over a 3-day period)
- Part B: Intersection Turning Movement Count Surveys
 - Turning movement counts occur at 6 intersections:
 - Lake Shore Boulevard at Stadium Road
 - Lake Shore Boulevard at Bathurst Street
 - Lake Shore Boulevard at Dan Leckie Way
 - Queens Quay at Stadium Road
 - Queens Quay at Bathurst Street
 - Queens Quay at Dan Leckie Way
- Vehicle classification will include cars, taxis, trucks (including buses), streetcars, pedestrians and cyclists.

The Survey Program Data

- The survey program yielded the following data:
 - Intersection traffic volumes during the AM and PM peak hours;
 - Two-way traffic flows along Eireann Quay;
 - The level of compliance with signed turn prohibitions in the vicinity of the airport;
 - Variation in the length of northbound queues along Eireann Quay at the Queens Quay intersection;
 - Variation in the length of the queue of traffic waiting to board the ferry;
 - Ridership on the shuttle traveling between Union Station and the airport;
 - Variation in the number of taxis queued in the taxi corral;
 - The number of deadheading taxis (meaning no passengers in the vehicle);
 - Vehicle occupancy levels in taxis and private vehicles picking up and dropping off passengers; and
 - Calculated modal splits indicating the proportion of passengers using different transportation modes to travel to and from the airport.

Survey Findings and Reports

Similar survey program work was undertaken 2012, 2015 and 2018 by Dillon Consulting and can be found on PortsToronto's website at

<https://www.portstoronto.com/portstoronto/accountability/reports-and-publications.aspx>

Thank You



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Airside Operations

Presented by Michael McWilliam



Billy Bishop Toronto City Airport (YTZ)

- Wildlife Control – Cormorant Colony
- New “Greener” Equipment
- Island Crossings





Thank You



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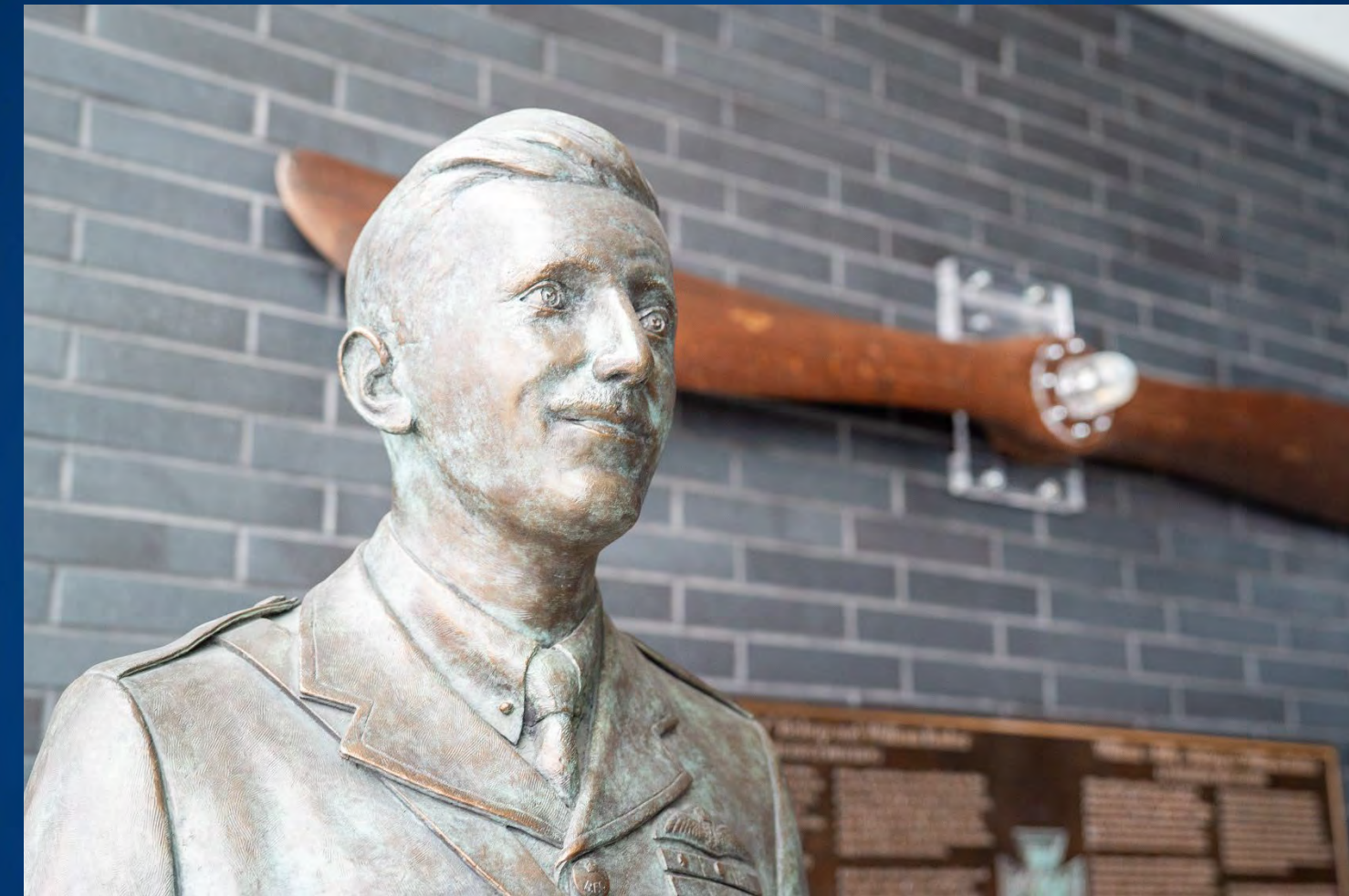
Community Outreach Operations

Presented by Ryan White & Jessica Pellerin



RCAF Centennial Exhibit

Exhibit features an original First World War-era Curtiss Canuck biplane propeller. The “Canuck”, manufactured by Canadian Aeroplanes Ltd. of Toronto, was widely used in training by Canadian pilots during the First World War.



Women in Aviation Wall of Fame

The first honouree was Amelia Earhart, with her plaque launched on International Women's Day. With the help of a panel comprised of experts from the industry and beyond, seven other honourees have been chosen and will be introduced over the balance of the year.



Electric Shuttle Bus

The first of our Electric Shuttle buses are expected to hit the road later this summer, with the rest coming online over the balance of the year. A demo bus made a quick stop at YTZ in April. We're looking forward to welcoming everyone on the buses soon.



Doors Open – Saturday, May 25

Doors Open at 10:00 a.m. Last entry at 4:00 p.m.

Airport staff and partners will be onsite to answer questions and provide visitors with a unique behind-the-scenes glimpse of the airport, including:

- Airport Fire Hall
- Aircraft Viewing Platform
- Historic Exhibits
- Art Installations
- Ornge Hangar
- Live Broadcast from Indie88
- Therapy Dogs
- Porter Airlines Hangar
- Musical performances as part of Music on the Fly
- And much more!



Thank You



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Airport Noise Management Sub-Committee Updates

Presented by Hal Beck & Angela Homewood



Capital Program Updates

Presented by Bojan Drakul



Ongoing Projects

1. Taxi Corral Perimeter Fence
2. Ferry Entrance Gate
3. Mainland Ferry Slip Corners Rehab
4. West Service Road / Turning Circle Parking Rehabilitation
5. Airport Security Fence and Gates Replacement
6. Airfield Pavements Condition Maintenance
7. Airport Electrical Infrastructure Improvements
8. Ferry Ramps Structural Repairs and Hydraulic Upgrades
9. Gate 106 Replacement
10. Island East Dockwall Rehabilitation
11. Sea Plane Ramp and Docks Upgrades
12. Security Equipment
13. Sanitary Lift Stations Refurbishment
14. Ferry Slips Ice Pump System
15. Mainland PTF Renovations to Accommodate Staff - study and design only
16. Fire Suppression Study at Airport
17. Noise Mitigation Infrastructure Study
18. USCBP Preclearance

2024 PROJECTS



1. Taxi Corral Perimeter Fence

2. Ferry Entrance Gate

3. Mainland Ferry Slip Corners Rehab

4. West Service Road / Turning Circle Parking Rehabilitation

5. Remaining Dockwalls Condition Assessment

6. Airport Security Fence and Gates Replacement

7. Airfield Pavements Condition Maintenance

8. Airport Electrical Infrastructure Improvements

9. Ferry Ramps Structural Repairs and Hydraulic Upgrades

10. Gate 106 Replacement

11. Island East Dockwall Rehabilitation

12. Sea Plane Ramp and Docks Upgrades

13. Relocate and Repurpose RUBB Building from Port to Airport

14. Mainland PTF Renovations to Accommodate Staff - study and design only

15. USCBP

Upcoming Projects

1. Airport Physical Security Infrastructure (Threat Assessment Study only)
2. New Flag Pole
3. Watermain Backflow Preventer (study and design)
4. Remaining Dockwalls Condition Assessment
5. Relocate and Repurpose RUBB Building from Port to Airport
6. Smart Meters for Hydro and Water



- PortsToronto will provide program updates as well as as-needed project updates through various development and implementation stages
- Mitigation of impacts due to construction noise / lighting / traffic will continue to be prioritized with contractors for each project
- Sustainability and Climate Change in forefront of PortsToronto's projects
- Use of barging not anticipated for 2024 projects

Questions/Comments



We give thanks to the Creator for allowing this gathering. We ask that he guide us.
If never 2017 Omas P. Stacy Lafora

ESG Updates

Presented by Juhi Matta





Greenhouse Gas Emissions

- Airport Carbon Accreditation - Level 1 application underway
- 2023 GHG emissions to be verified by an independent third-party for the first time
- Well-to-tank emissions accounted for
- Final, verified results to be published in the summer

PortsToronto has been choosing green energy with Bullfrog Power since 2010

we've avoided

20,231 tonnes of CO₂e

That's equivalent to:



4,511 cars taken off the road for 1 year



766,747
lightbulbs
switched to
LEDs

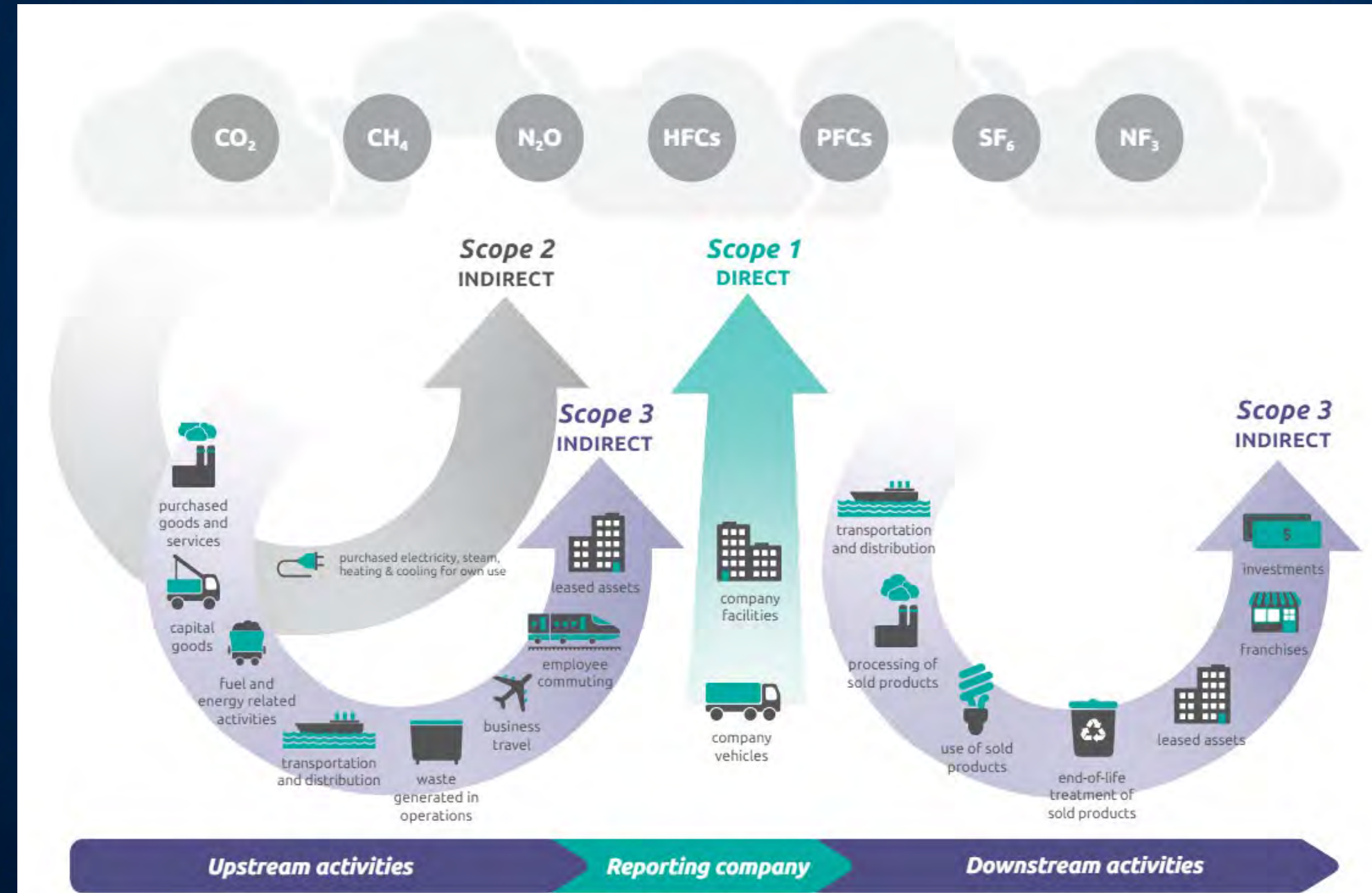


9,825 hectares
of forest growing for a year

Source: epa.gov
As of December 31, 2023

Net Zero Roadmap

- Accounting for Scope 3 (indirect) emissions from **employee commuting, business travel, use of sold goods & services, capital projects and waste generated**
- Data to be used to model different climate, technology, policy and market scenarios
- Scenario analysis to guide resource requirements for net zero



Thank You



BQN Air Quality Study Updates

Presented by Joan Prowse & Angela Homewood



Thank You

