Toronto Port Authority | Administration Portuaire de Toronto

TORONTO PORT AUTHORITY

AND

BILLY BISHOP TORONTO CITY AIRPORT

COMMUNITY LIAISON COMMITTEE
MEETING #15

MEETING MINUTES

Thursday September 25, 2014
Harbourfront Community Centre
Toronto, Ontario

Minutes prepared by:

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

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Summary of Action Items from Meeting #14

Action Item #	Action Item Task	Who is Responsible for Action Item
M#15-A1	Include Adam Vaughan comments in CLC #14 meeting minutes and post to TPA website	Lura/TPA (Completed)
M#15-A2	Distribute RFP for Environmental Assessment and Runway Design to CLC.	Lura/TPA (Completed)
M#15-A3	Invite a noise and vibration representative to CLC meeting #16.	TPA (Completed)
M#15-A4	Provide CLC with example of an assessment planning framework.	pA/Lura/TPA (Completed)

Appendices

Appendix A1-1: Pedestrian Tunnel Construction Committee Update
Appendix A1-2: AECOM Assessment Planning Framework Example
Appendix A1-2: Draft Swerhun Facilitation Stakeholder List

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Glenn Gustafson	Con. Pam McConnell's Office	Sent regrets
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Brad Cicero	Porter Airlines	Present
Heino Molls	Bathurst Quay Neighbourhood Association (BQNA)	Present
Carol Jolly	Waterfront Business Improvement Area (WBIA)	Present
Robert Kearns	Ireland Park	Absent
Con. Pam McConnell	City of Toronto, Ward 28	Sent regrets
Warren Lampitt	Air Canada	Absent
David Whitaker	Tourism Toronto	Absent
Christian Ilumin	Sky Regional Airlines	Absent
Ange Valentini	Con. Adam Vaughan's Office	Absent
Mario Silva	Toronto District School Board	Present
GUEST SPEAKERS AND SUBJECT EXPERTS		
Ryan Gow	Forum Equity Partners	Present
David Stonehouse	City of Toronto	Present
Lynda Macdonald	City of Toronto	Present
Nicole Swerhun	Swerhun Facilitation	Present
Alex Health	Swerhun Facilitation	Present
Paul Murray	AECOM	Present
Leah Weller	AECOM	Present
Bryan Bowen	Planning Alliance	Present
TPA REPRESENTATIVES		
Gene Cabral – Chair	Toronto Port Authority	Present
Ken Lundy	Toronto Port Authority	Present
Deborah Wilson	Toronto Port Authority	Present
Angela Homewood	Toronto Port Authority	Present
MEMBERS OF THE PUBLIC		
Gautam Mankani	Public	Present
Jim Panou	Public	Present
Ron Jenkins	Public	Present
Andrew Hilton	Waterfront Toronto	Present
Norm Di Pasquale	NoJetsTO	Present
Anshul Kapoor	Ward 20 Candidate and NoJetsTO Founder	Present
FACILITATION AND SECRETARIAT		
Jim Faught	Lura Consulting	Present
Nishanthan Balasubramaniam	Lura Consulting	Present

1. WELCOME AND INTRODUCTIONS

Mr. Jim Faught, Lura Consulting, welcomed members of the Billy Bishop Airport Community Liaison Committee (BBTCA - CLC) to the fifteenth committee meeting. Mr. Faught facilitated a round of introductions.

2. REVIEW OF PREVIOUS MEETING MINUTES

Mr. Gene Cabral, Toronto Port Authority (TPA), reviewed the minutes from CLC meeting #14. Mr. Cabral noted that draft meeting minutes from meeting #14 were distributed via email to committee members for review and no revisions were suggested. The minutes have been finalized and posted on the TPA website. Mr. Cabral also explained that all efforts will be made to ensure meeting agendas and materials are provided to committee members electronically ahead of each meeting.

- *The BQNA representative requested that the comments from a member of the public, Adam Vaughan, be included in meeting minutes #14*. Mr. Faught inquired if members of the CLC had any objections and none were raised. Meeting minutes #14 will be updated with Adam Vaughan's comments.

Actions:
M#15-A1. Include Adam Vaughan's comments in CLC #14 meeting minutes and post to TPA website.

- *The BQNA representative informed the committee that the RFP for the Environmental Assessment (EA) was not distributed to members.* Mr. Faught informed the representative the RFP was emailed to members with meeting minutes #14 and will be resent to members. *The YQNA representative inquired if the runway design RFP could be distributed to the CLC.* Mr. Lundy will provide a copy of the RFP to the CLC.

Actions:
M#15-A2. Distribute RFP for Environmental Assessment and Runway Design to CLC.

- *The BQNA representative inquired if Councillor McConnell had been invited to be a part of the RFP evaluation committee.* Mr. Cabral responded that the Councillor was invited to be on the evaluation committee, however the Councillor declined and believed City of Toronto staff were better suited to represent the city during the evaluation process.

3. TUNNEL CONSTRUCTION COMMITTEE MEETING – PEDESTRIAN TUNNEL CONSTRUCTION UPDATE

Mr. Ryan Gow, Forum Equity Partners, provided a presentation on progress with the pedestrian tunnel being constructed from the mainland to BBTCA. Key points from the presentation include:

- Over the past two months, construction continued on the mechanical and electrical services, and sections of the moving walkways were installed. Tunnel architectural finishes and mainland shaft backfill have commenced over the past month. Crews are continuing to install insulation and waterproofing the tunnel.
- Construction activities planned for the next two months include waterproofing slabs and core walls in the tunnel, and installation and preparation of strut plates and form walls for all elevators. Construction crews will continue the installation of mechanical and electrical services, walkways and the fire protection rough in. The project is expected to be complete in early 2015.

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

- *The YQNA representative requested that Tunnel Construction Committee (TCC) meeting minutes #15 and #16 be removed from the website as the meetings were not held. TCC meeting #15 and #16 were combined with the BBTCA CLC meeting #13 and #14. The representative also requested that TCC meeting minutes #12 and #13 be updated to reflect the comments submitted by the representative.* Mr. Gow will update the TCC meeting minutes #12 and #13 to reflect the YQNA representative's comments.
- *The YQNA representative noted that the requested noise and vibration study from CLC meeting #13 and #14 have not been provided by the TPA.* Mr. Gow informed the committee that a noise and vibration representative will be invited to CLC meeting #16 to address concerns. *The YQNA representative requested that the noise and vibration expert be familiar with Ministry of Environment noise and vibration criteria (NPC 300).*

Actions:

M#14-A3 Invite a noise and vibration representative to CLC meeting #16.

- *The BQNA representative informed the committee that the BQNA is opposed to the tunnel construction. The TPA was requested to not develop a fix link between the island and the mainland; however, the TPA obtained approval for a tunnel link from the Government of Canada.*

4. WEBTRAK – GO LIVE

Mr. Gene Cabral, Toronto Port Authority, provided a brief presentation on WebTrak. Access to BBTCA WebTrak is available through the TPA homepage or the BBTCA page. http://webtrak5.bksv.com/ytz1

Key points from the update include:

- Earlier this year, the TPA and Brüel & Kjaer EMS Inc. had agreed on a contract to implement the WebTrak's application for BBTCA. The application launched on September 11, 2014 on the TPA website. Media outlets were invited and the TPA provided an overview of the application. The noise management office is receiving complaints directly from WebTrak. The TPA publishes an annual noise report which will be developed from WebTrak and other data. The 2013 annual report is on the TPA website.

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

- *The WBIA representative inquired how the TPA is promoting the WebTrak service.* Ms. Wilson responded that there was a press release and media day to announce the launch of the application which resulted in a significant article in the Toronto Star among other publications. The application is featured on the homepage of the TPA website.
- *The YQNA asked for clarification on why military, police and medevac aircraft are not reflected on WebTrak and if these complaints will be published on the TPA website.* Mr. Cabral responded that NavCanada blocks the flight data from military, police and medevac aircraft for security purposes and the complaints are logged but the noise management office does not have access to this information.

5. ENVIRONMENTAL ASSESSMENT

Mr. Gene Cabral, Toronto Port Authority, Nicole Swerhun, Swerhun Facilitation, Bryan Bowen, Planning Alliance, and Paul Murray, AECOM, provided an update on the Environmental Assessment to evaluate potential impacts of the Porter Airlines Proposal to introduce next-generation jet aircraft to Billy Bishop Toronto City Airport. Key points from the update include:

- The EA is being conducted to help the TPA and various stakeholders, review the Porter Proposal, and it will investigate the impacts and mitigation measures of the potential runway extension and jet aircraft activity at BBTCA. The EA team will be led by AECOM and includes Swerhun Facilitation and Planning Alliance.
- The EA is being conducted by the TPA to review the Porter Airlines Proposal and to respond to the request for information from the City of Toronto made in April 2014. The EA is one of many actions requested from Toronto City Council, including implementation of passenger way finding and route planning, shuttle service, and traffic monitoring of Eireann Quay, planning exercises on the BBTCA Master Plan and runway extension design.
- Porter Airlines shared the runway extension proposal with the TPA and the City of Toronto in 2013. The TPA indicated that they will not make a decision on the Porter Airlines Proposal until after Toronto City council considers and makes a decision the proposal. The TPA envisions the EA being completed in two phases; phase 1 will include drafting an EA scope through public consultation; phase 2, TPA and the EA consultants will assess the impacts associated with the natural, social and economic environment.
- Swerhun Facilitation's role in the EA is to design a collaborative public consultation approach and to provide process stewardship. Swerhun is not part of the technical analysis aspects of the EA. The EA will provide preferred options and will not be providing recommendations. Swerhun has created a list of stakeholders by reviewing the City of Toronto's Porter Airlines Proposal website and speaking to key stakeholders. Swerhun has held several 1-on-1 conversations with stakeholders about the EA scope and thoughts about the Porter Airlines Proposal. Swerhun will provide a neutral voice from all the feedback from the engagement sessions. An agency advisory committee will be established for the EA and members will include the City of Toronto, TPA, Transport Canada, Waterfront Toronto, TDSB, Toronto Port Lands Company, Toronto Transit Commission, Ontario Government, Build Toronto, and Toronto Regional Conservation Authority. The TPA and AECOM/Swerhun has not decided if there will a stakeholder advisory committee for the EA.

- AECOM's role in the EA is to provide technical consultation and to independently verify information. AECOM will be taking a provincial approach by creating a terms of reference or scope for the EA. The terms of reference will help the public understand the outcomes of the project and how the information will be gathered. AECOM technical specialists can attend CLC meetings upon request.
- Planning Alliance will review the relationship between Toronto and BBTCA to aid the City of Toronto planning staff. Planning Alliance will evaluate all options from the EA with existing and emerging planning policies and the overall Ontario Planning framework. They will provide a qualitative role to understanding the impacts of the EA related to the City of Toronto. It will provide the city with an understanding of the thinking and planning for each option of the EA in relation to the community.

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

- *The YQNA representatives stated that his neighbourhood association is concerned with the professionalism and accountability of the sub consultants on AECOM's team.* Mr. Murray responded that Planning Alliance, Swerhun and RWDI are the primary sub-consultants for the EA. A large number of AECOM's team members are from the GTA and the United States and are able to attend CLC meetings at request.
- *The YQNA representative asked for clarification on the relationship between Swerhun and AECOM. There is a concern in the community that there has been a lack of public engagement and feedback mechanism in past EA's.* Mr. Murray and Ms. Swerhun informed the CLC members that the team is designing an approach for collaborative public consultation during the EA. Swerhun will hold a series of small public sessions with technical experts which will focus on issues such as noise, vibration and traffic. The community will be able to provide input to the design and suggest edits the engagement process framework.
- *The YQNA representative asked for clarification of Swerhun's deliverables.* Ms. Swerhun responded that the deliverables are meeting summaries and to obtain feedback from the public.
- *The YQNA representative asked for clarification on Planning Alliance's qualitative deliverable.* Mr. Bowen informed the committee that the Planning Alliance will create a design assessment framework. Each option from the EA will be accompanied with impacts on the Ontario Planning Framework and policies. *The YQNA representative requested an example of an assessment framework.* Mr. Bowen responded that the framework is currently being developed and will be an important part of the consultation process. There will be opportunity for the community to provide feedback once it is drafted. Mr. Bowen will provide the CLC with an example of assessment framework from previous projects.

Action:

M#14-A4 AECOM/Planning Alliance to provide CLC with example of an assessment planning framework.

- *In response to BQNA questions concerning correspondence between City and TPA in Spring 2014, the YQNA representative expressed disappointment in the order the TPA studies (EA, Runway Design and Master Plan) are being completed. The representative believes that the EA and*

runway design should be guided by the completed BBTCA Master Plan. Mr. Cabral responded that there will be overlap in the studies and the work will complement each other. The TPA will ensure that there will be collaboration between all the project teams.

- *YQNA representative has received a number of technical items and concerns on EA project effects, and wanted to confirm if these should be raised now.* Ms. Swerhun noted that there will be future forums and potential focus groups to discuss technical matters.
- Mr. David Stonehouse, City of Toronto, provided an update on a series of letters between the TPA and City of Toronto. The City of Toronto through a staff report recommended capping the growth of the BBTCA. John Livey from the City of Toronto wrote public letters to the TPA regarding caps and a growth management framework. The TPA can undertake this EA and update the BBTCA Master Plan without the acceptance of caps or city council approval.
- *The BQNA representative stated that the TPA should consider implementing caps or growth management before undertaking any studies, as requested by the City of Toronto.* Mr. Cabral responded that a decision on caps will be determined after the completion of the EA, BBTCA Master Plan and runway design studies. The information from the studies will help inform the TPA to assist in the decision making process.
- *The BQNA representative stated that the Bathurst community organization is one of the most important stakeholders and it is difficult for the community to trust in the work from TPA.* Mr. Murray and Ms. Swerhun informed that committee that their role is to be neutral and the public will be involved throughout the entire process.

6. BATHURST QUAY PRECINCT PLAN

David Stonehouse, City of Toronto and Lynda Macdonald, City of Toronto provided a presentation on the Bathurst Quay Precinct Plan. Key points from the presentation include:

- The Bathurst Quay Precinct Plan will address current issues as well as future issues including traffic and transportation in the area. The plan will reflect three scenarios of the BBTCA; the current situation; growth under the existing tripartite agreement; and growth through jet aircraft approval.
- Urban Strategies and Plan Architecture have been retained to undertake the study. The precinct plan will focus on the Bathurst Quay neighbourhood to better understand and to further develop the community. The City of Toronto's objective is to understand the relationship between the BBTCA and the community.
- The consulting team is currently in the process of collecting background information and reviewing planning documents. The prescient plan will be completed in 4 phases:
    - Phase 1: Project initiation and background review
    - Phase 2: Alternative concept plan development, testing and interim reporting
    - Phase 3: Recommendations of preferred public realm and transportation plan
    - Phase 4: Final recommendations and reporting
- There are a few development sites in the community including the Omni Media site. Build Toronto is developing a master plan for the Canada Malting Site. The consultant team will be working closely with Build Toronto. The precinct plan will consider how future developments on these sites will affect traffic and community.

- There will be a comprehensive community consultation process for the Bathurst Quay Precinct Plan after the municipal elections.
- An early indication of consulting team deliverables will be an implementation strategy, advisory committee, transportation improvement plan and a public realm plan.

Below is a summary of the comments and questions raised by committee members regarding the Bathurst Quay Precinct Plan:

- *The BQNA representative stated that the Canada Malting Site silos are a valuable structure with a personal attachment to the community*. *The representative requested that the city preserve these structures.* Mr. Stonehouse informed the CLC that the silos are protected under the Heritage Act and the position of the planning staff is to preserve them. The City of Toronto is planning to reattach the marine leg of the silo.
- *The BQNA representative inquired if the city has performed demographics research on the community. There is a mix of different ethnicities, ages, cultures and the Bathurst community is very unique. There are subsided housing units, housing for the disabled and high-end condos. The representative urged the consulting team to visit the community. The representative also requested an update on the Rogers Communications and Loblaw's development sites.* Ms. Macdonald informed the representative that Rogers Communications has not approached the city with any development plans. There is an active application from Loblaw's; the proposal is for a condo development and office space.
- *The BQNA representative stated that one of the scenarios the Bathurst Quay Precinct Plan is examining will be the growth of the BBTCA with the existing Q400. The representative believes the Q400 are too large for the runway.* Mr. Cabral added that a Transport Canada representative attended CLC meeting #12 and confirmed the Q400 can operate safely on the runway.
- *The TDSB representative stated that he will inform the parents about the Bathurst Quay Precinct Plan and believes this is a wonderful initiative by the city. He noted that a pedestrian scope is missing from the plan. Parents are trusting in the TDSB to provide leadership to improve the safety and health of the school children.*
- *The YQNA representative stated that the* silos have a significant visual presence on the harbourfront. Failing the removal of the silos, a strong arts component with respect to the external view of the silos from all view angles should be included in the study.
- *The YQNA representative inquired if the National Yacht Club and the Alexandria Yacht Club are a part of the study limit.* Ms. Macdonald stated that the yacht clubs will be a part of the study.
- *The Porter Airlines representative asked for clarification on how recently completed and future developments will be assessed apart from the airport*. Ms. Macdonald replied that the consulting team will be reviewing the possibility of future developments. Mr. Cabral added that the BBTCA Master Plan will also guide the city in understanding future developments.

7. TPA UPDATE ON RUNWAY DESIGN AND MASTER PLAN AND THE PROCESS TO BE FOLLOWED

Mr. Ken Lundy, Toronto Port Authority, provided a brief update on Runway Design and the BBTCA Master Plan. Key points from the update include:

- The TPA has awarded MMM, Stantac and WSP Canada Inc. the tender for the Runway Design. The TPA will assign tasks to the firms based on their resources and project teams. Critical tasks will be peer reviewed by one of the three tendered consulting firms. One of the deliverables is to create a plan for construction based on built out alternatives which will be reviewed by Transport Canada and BBTCA airport operations. The EA team will be critiquing the reports and recommendations from the runway design project.
- There will be two master plans for the BBTCA; the 2012 plan is out in draft version on the City of Toronto website; the 2012 plan will be finalized by WSP in November. The second plan is a visionary plan, to consider the operation of commercial jets at the BBTCA. The plan will be interconnected with the precinct planning study.
- *The YQNA representative noted that the past 3 EA reports completed by the TPA since 2010 were based on incorrect myopic definitions of 'cumulative effects', which focussed on some direct effects and construction effects, while leaving out most indirect effects and induced effects of the project. These TPA interpretations of 'cumulative effects' do not meet industry standard and are substantially below those in his copy of the CEAA Practitioner's Guide issued in the 1990s.*

Below is a summary of the comments and questions raised by committee members regarding the TPA update on runway design and master plan and the process to be followed:

- Mr. Cabral added that on request, the CLC can have consultants attend from the EA, BBTCA Master Plan and Runway Design studies to address questions.
- *The YQNA representative requested examples of other airports which have completed an EA with a complex marine environment such as BBTCA to assess if the TPA EA scope is fair. The YQNA representative noted that RFP page 3 of 10 suggested that typical marine airports in Canada will be used as a basis for study, reading out the last paragraph in full. YQNA requested 3 example marine airports in Canada which the TPA believes are similar to the Island Airport.* Mr. Lundy responded that Boston's Logan International Airport is a similar airport with a runway at the water's edge and has similar impacts to birds and the marine environment. Boston's Logan International Airport EA: http://www.massport.com/media/2939/2011_LoganRSA_EAEIR.pdf
- *The YQNA representative noted that page 2 of the EA RFP states; "Under the Canadian Environmental Assessment Act (2012) (the "Act"), a proposal to extend the length of the existing runway by approximately 400 metres to accommodate jet aircraft is not a 'designated project'." This* implies that the TPA contemplates an 'incremental' assessment and not a 'cumulative' assessment. *The representative expressed concern that the RFP wording suggests the runway should be extended before the completion of the EA. The lengthening of runway is not a 'designated project', which would imply that an EA on the current runway and airport operation has already been done.* Mr. Lundy responded that the EA is a planning document and the TPA wants to understand the impacts. Mr. Cabral confirmed the baseline and existing cumulative effects will be studied and an EA has not been done yet and the existing effects will be reviewed.
- *The YQNA representative requested that the cumulative effects assessment review pre-existing and future affects with baseline conditions. The representative believes that the EA RFP is suggesting an incremental assessment of the cumulative effects*. Mr. Lundy stated that the EA is based on a federal EA requirements and the consulting team is working with the TPA to frame the *cumulative effects*. The consulting team will determine a baseline for the *cumulative effects* assessment. Ms. Swerhun not that the noise matters could be addressed in a focus group.

- *The YQNA representative observed the 4 initiatives and studies underway appear to be completed in an iterative manner and asked how these 4 initiatives will be coordinated within the TPA and between the City and TPA.* Mr. Cabral noted this is still being reviewed internally.
- *The YQNA representative observed on EA RFP page 7 that the project was envisioned by the TPA to be completed in 9-12 months or by Jan –April 2015, and that this does not appear realistic or reasonable.* Mr. Cabral noted the scope of study is still being confirmed.

8. OTHER BUSINESS

Mr. Jim Faught, Lura Consulting, asked CLC members if they had any new business.

- *The YQNA representative requested that the WebTrak press release, annual noise management review and TPA engagement on the Porter Airlines Proposal from CLC #13 be included in the next agenda. The representative* requested an organization chart to be updated to include Noise Office staff names. Mr. Cabral added that the noise data from CLC #13 was from the annual noise report. Mr. Cabral asked the representative to pass along questions through Lura to the committee.
- *The WBIA inquired about the noise subcommittee*. Mr. Faught informed the committee that the noise subcommittee terms and reference has been approved, however at this time it is on hold until the EA is complete. The EA will be highlighting and addressing noise concerns.
- *The WBIA representative inquired about the new CLC business members.* Mr. Faught informed the committee that Lura and the TPA are following up with the new members and revising the CLC Terms of Reference. The TPA board must approve revisions to the CLC Terms of Reference and new CLC members. The TPA will provide an update at the next CLC meeting.
- *The BQNA representative stated that a Transport Canada representative should attend every CLC meeting. The TPA responded that Transport Canada is listed in the CLC Terms of Reference as a resource to be called upon based on CLC meeting agenda topics.*
- *The YQNA representative requested a presentation from the airside and landside service managers for future CLC meetings.*
- *The YQNA representative noted that the noise management office does not appear on the TPA organizational chart.* Mr. Cabral added that the noise management officer's names are stated on the TPA website.
- *The BQNA representative requested a Toronto Parks and Recreation representative to be invited to attend a future CLC meeting regarding the parks on the waterfront and on the Toronto Islands.*
- The YQNA representative requested that Mr. Faught provide the wording in the terms of reference for making a deputation to the CLC.
    - Members of the public have up to a total of 20 minutes oral deputation time at any CLC meeting. Individual deputations at the meeting may not exceed 5 minutes in length. All persons wishing to make an oral delegation to the CLC must submit a request in writing two weeks (14 calendar days) prior to the committee meeting.

9. PUBLIC QUESTIONS

Members of the public who were in attendance were provided the opportunity to ask questions, despite not having submitted a delegation request. It was felt that their attendance and questions about the EA were important for the TPA and AECOM team to hear.

- *A member from the public suggested that the TPA rethink the order of the studies and complete the master plan first, runway design second and lastly the EA*. Mr. Cabral stated that the studies will be interconnected and iterative planning process.
- *A member of the public suggested that the WebTrak application be removed from the noise management office page of the website because it does not relate to noise*. Mr. Cabral informed that member that WebTrak monitors the noise created by aircraft as well as curfew violations.
- *A member of the public inquired if the public will be involved in the BBTCA Master Plan*. Mr. Cabral noted the public will be able to comment on the master plan through the EA. The master plan will take into consideration of the Bathurst Quay Precinct Plans and other community plans.
- *A member of the public claimed that the marketing initiatives from the TPA are bias towards BBTCA expansion*. Ms. Wilson stated that the marketing initiatives were intended to raise awareness of the facts about the BBTCA and its operations and therefore included messages around the curfew and noise restrictions which applied to the airport. The TPA has not placed any advertising since March 2014 and has no current plans to re-commence the campaign in the near future.
- *A member of the public inquired if Transport Canada has expressed any concerns about the BBTCA.* Mr. Cabral noted that the airport is a highly regulated environment and must abide by all regulatory policies.

10. WRAP UP

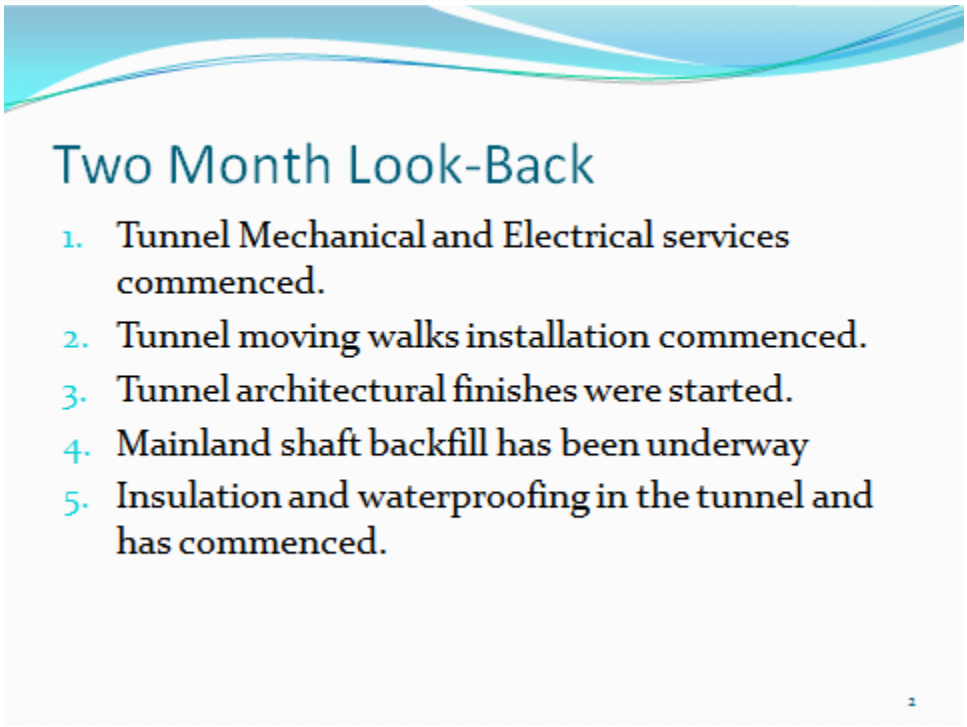
Mr. Faught thanked CLC members for attending the meeting, and reminded members that the next meeting will be held on November 25, 2014, 18:30 to 20:30.

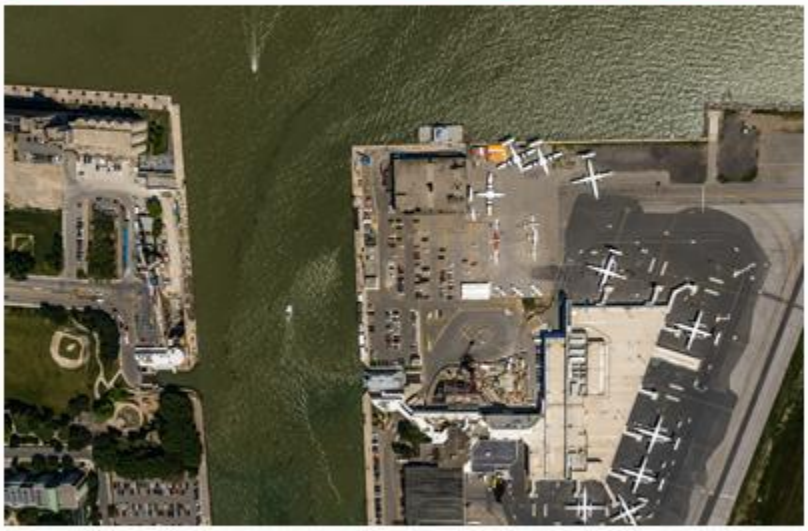
ADJOURN

Appendix A1-1

Pedestrian Tunnel Construction Committee Update


The Billy Bishop Toronto City Airport Tunnel Project
CLC Meeting
Tunnel Construction Update
Tuesday September 30, 2014
1


Two Month Look-Back
1. Tunnel Mechanical and Electrical services commenced.
2. Tunnel moving walks installation commenced.
3. Tunnel architectural finishes were started.
4. Mainland shaft backfill has been underway
5. Insulation and waterproofing in the tunnel and has commenced.
2



Mainland and Island Site

3



Island Site

4



Tunnel

5

Two Month Look-Ahead

1. Waterproofing slabs and core walls in the tunnel will continue.
2. Installation and preparation of strut plates and form walls for all elevators.
3. Continue mechanical, electrical and fire protection rough ins/installations.
4. Continue moving walkway installation.
5. Continue finishing in the tunnel (i.e. ceiling grid, walls, etc.)

6

Appendix A1-2

AECOM Assessment Planning Framework Example

OPG New Nuclear at Darlington Environmental Assessment

Tomasz Wlodarczyk, Senior Consultant
AECOM

Community Well-Being and the New Nuclear at Darlington Project



ONTARIO POWER GENERATION

Contents

- Socio-Economic Effects Assessment
  - Community Well-Being and Asset Framework
  - Methods
  - Focus on Economic Modeling and Public Attitude Research
    - Changes in Public Attitudes resulting from the New Nuclear at Darlington Project
    - Implications of the New Nuclear at Darlington Project on Community Well-Being



Key Project Features

Site Preparation and Construction Phase (2010 – 2025)

- Up to 300 persons Project Team (2010 – 2025)
- Up to 100 Site Preparation workforce (2010 – 2013)
- Up to 3,500 Construction workers (2012 -2024)
- 35% of the Site Preparation and Construction workforce drawn from RSA based on Statistics Canada skilled labour distribution
  - ✓ Approximately 7% from Clarington
- Payroll and Capital Expenditure Assumptions – *To be Provided at a Later Date*

Operations and Maintenance Phase (2016 – 2084)

- Up to 1,400 workers per two reactor units (2016 – 2084)
- Up to 2,000 workers for Mid-life Refurbishment (2050 – 2055)
- Up to 100 workers for periodic construction for additional waste storage facilities
- 65 % of the Operations and Maintenance workforce drawn from RSA based on DN Site place of residence data
  - ✓ Approximately 32% from Clarington
- Payroll and Capital Expenditure Assumptions – *To be Provided at a Later Date*

Alternative Means - Condenser Cooling

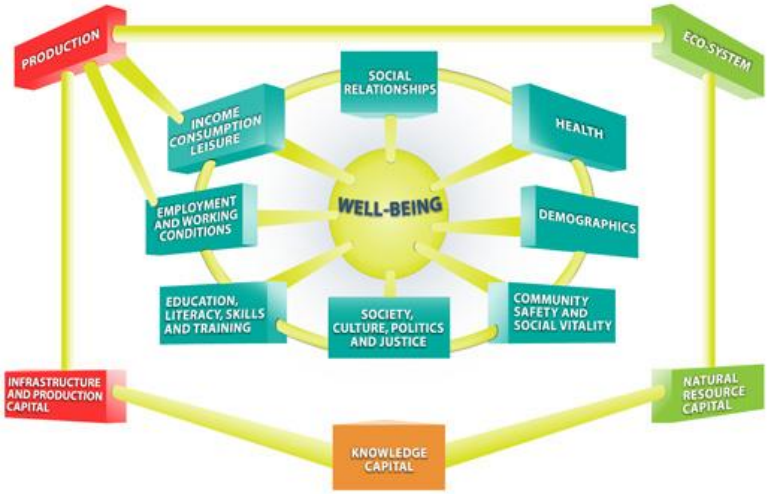
- **Natural Draft Atmospheric Cooling**
  - Transfer heat from the steam to the atmosphere through large concrete chimneys
  - Can be up to 170 metres in height and 100 metres in diameter
  - In colder weather plumes of condensation can be seen

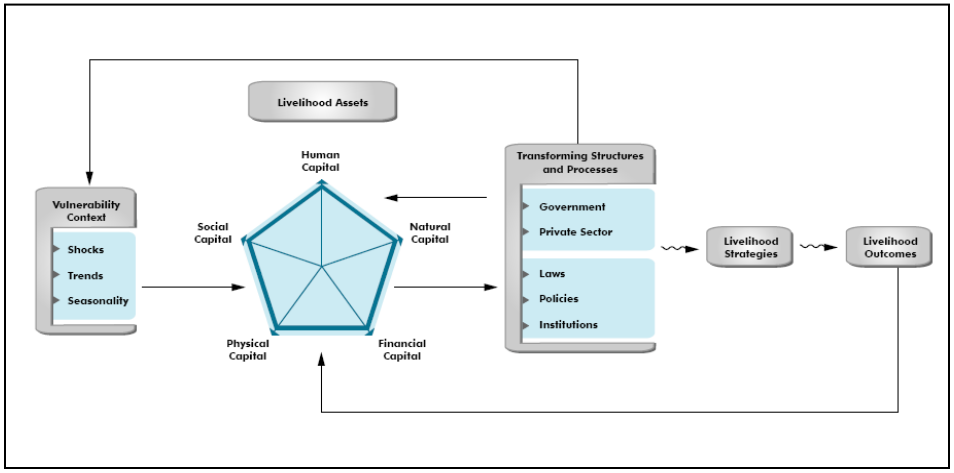


- **Mechanical Draft Atmospheric Cooling**
  - Have top mounted fans to force (draw) air up through the tower
  - Smaller in size than atmospheric cooling towers
  - Typically 20 metres in height and cover an area up to 50 acres

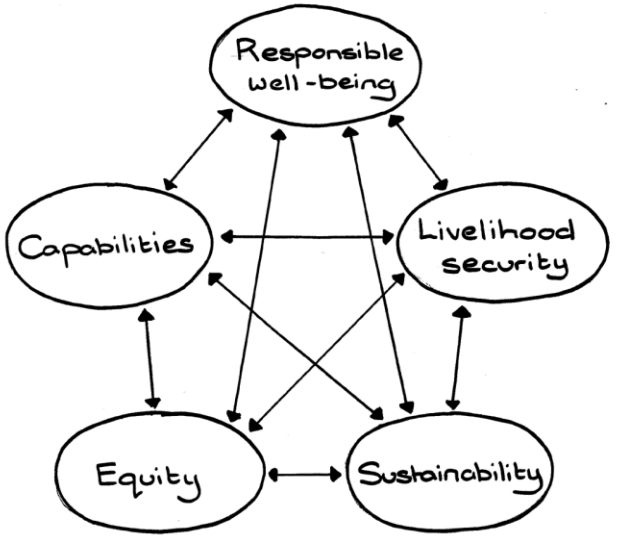


Community Well-Being Defined





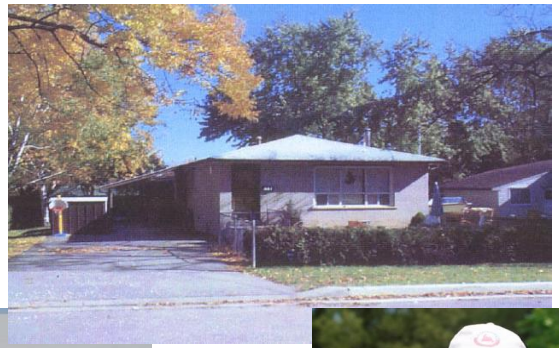




Community Well-Being Defined

- "A state of *financial/economic, physical, human, social and natural assets* possessed or desired by a community which enable its residents, organizations and institutions to support each other in performing all the functions of life and in developing their maximum potential" (AECOM, 2009).



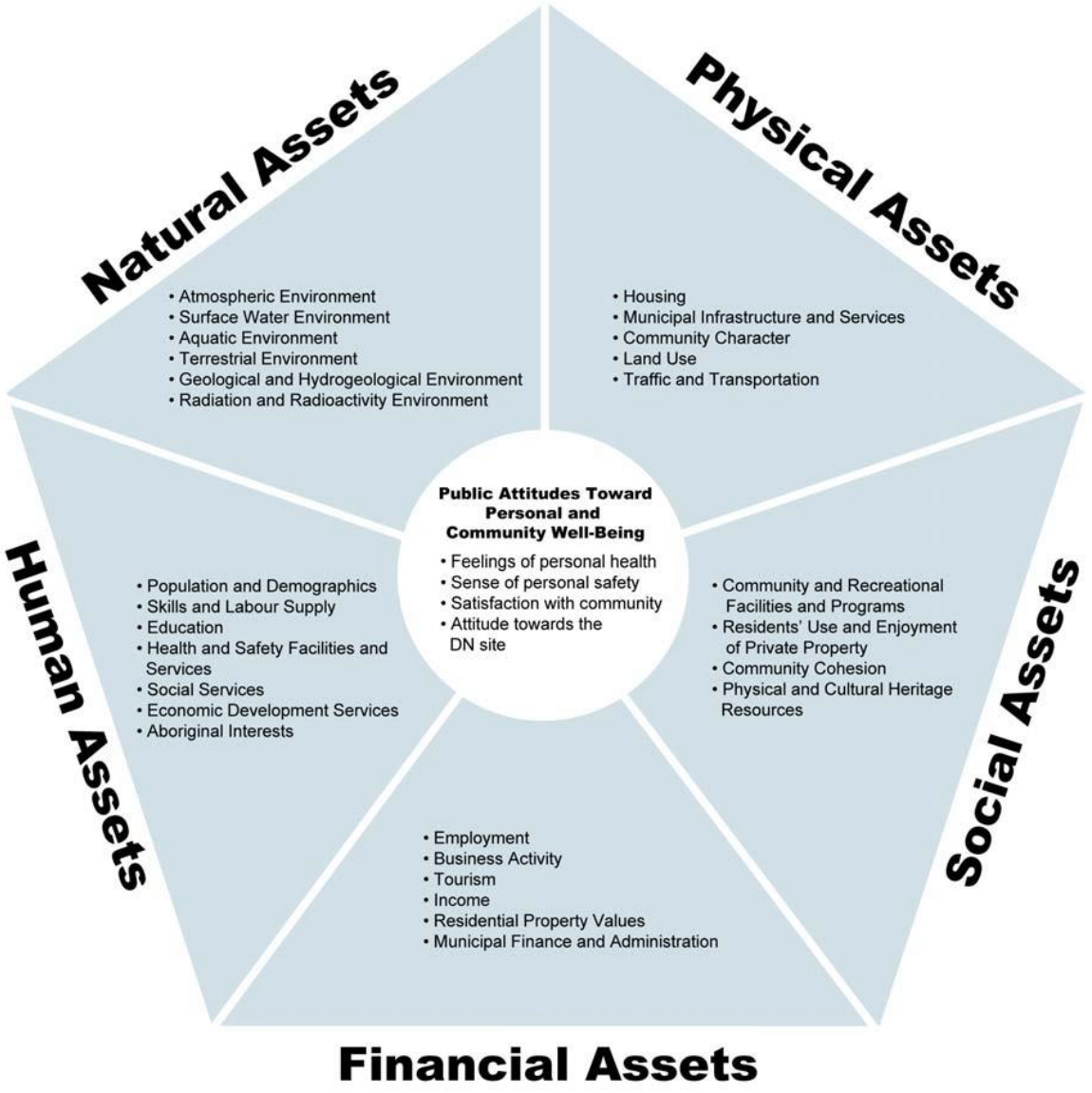




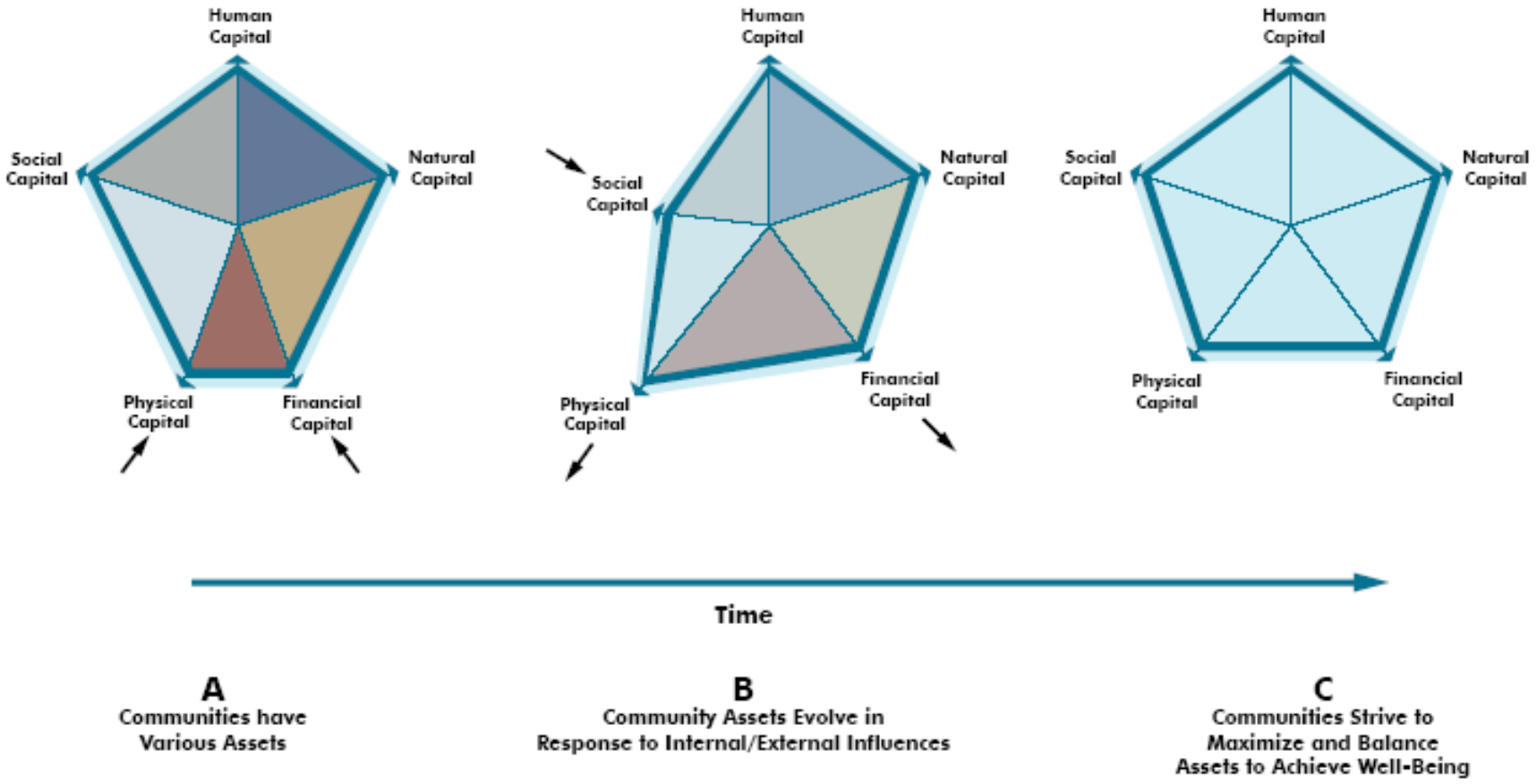




Community Asset Framework



The Goal is to Build Community Assets to Enhance Ability to Adapt to Change



Socio-economic Assessment Methods

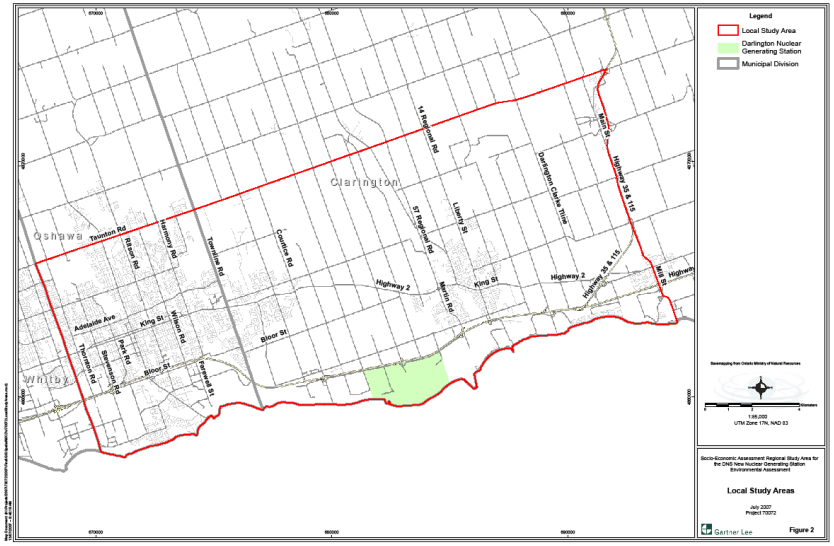
- Various secondary source / statistical data
- Stakeholder Interviews (~200 respondents)
- Recreational user surveys (~ 200 respondents)
- Various Surveys (~ 200 respondents)
- Public Attitude Research (~ 2400 respondents)
- Economic Model Used to Quantify Implications on Community Well-Being parameters, including:
  - Population associated with NND Project
  - Employment (direct, indirect and induced)
  - Business Activity (GDP and ICI Floor Space)
  - Household Income
  - Housing
  - Household Property Taxes
  - Fire and Police Services
  - Hospital Beds
  - School Enrolment

Study Areas

Local Study Area

Approximately 10 km from Darlington Nuclear site and includes:

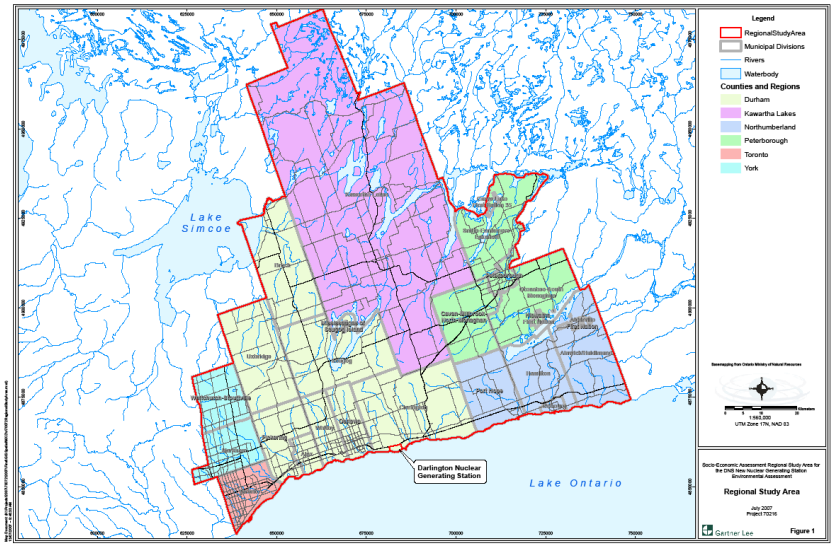
- major urbanized communities in Clarington (Courtice, Bowmanville, Newcastle, Orono) and
- majority of urbanized City of Oshawa



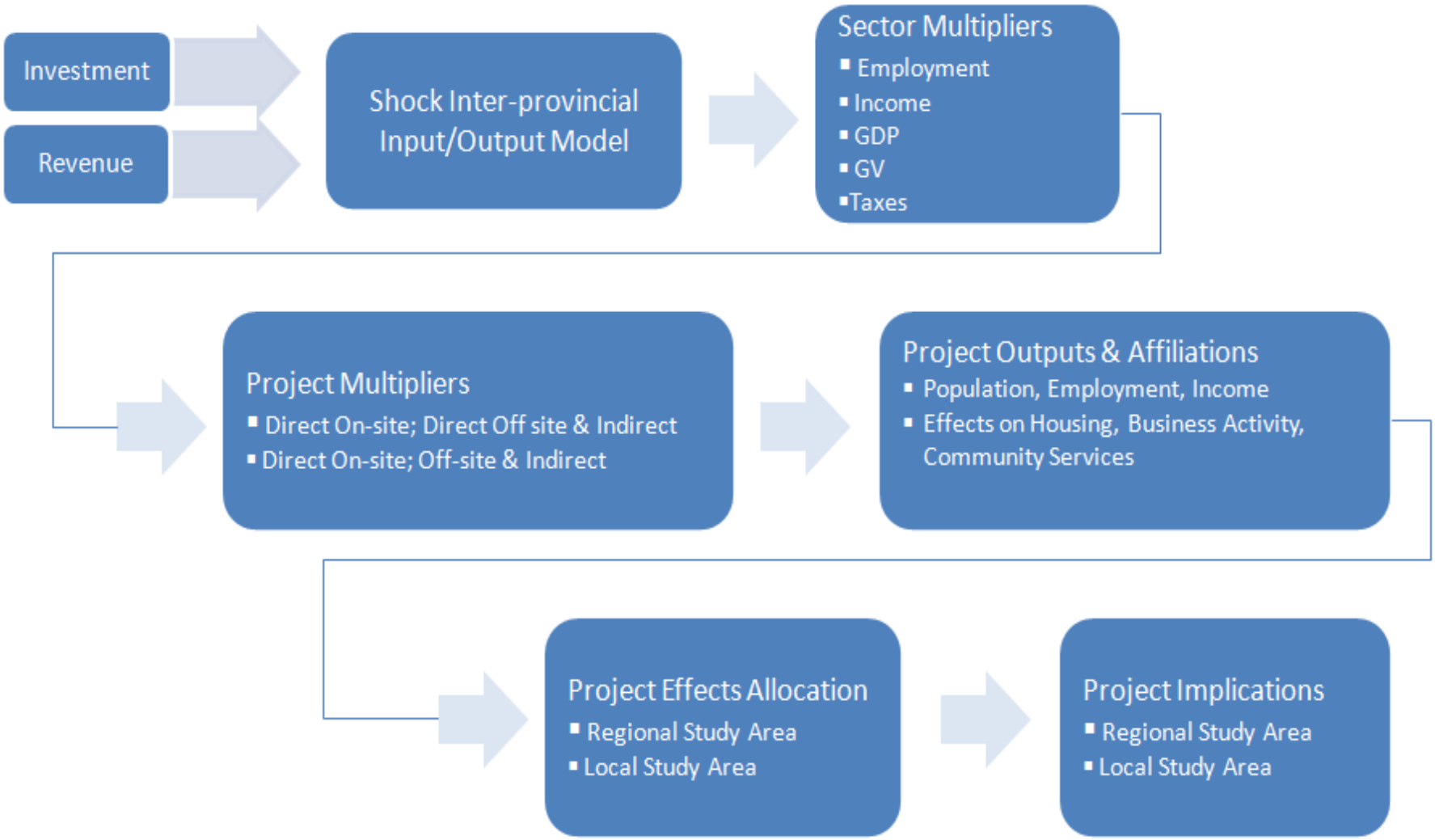
Regional Study Area

Approximate 50 km radius from the Darlington Nuclear site and includes:

- all of Durham Region
- portions of York Region, east Toronto, Kawartha Lakes, Peterborough County and Northumberland County



Economic Modeling



Key Implications for Clarington

Factor	Implications for Clarington		
	Near Term (i.e. Existing DNGS)	Site Preparation and Construction	Operations and Maintenance
Employment *(average # direct and indirect jobs)*	2,600	1,200	2,400
Employment *(average # of induced jobs)*	1,850	800	1,700
Associated Population *(average # persons over term)*	10,200	4,000	7,300
Associated Housing *(average # units over term)*	3,398	1,311	2,420
Total Household Income *(annual average $ over term)*	$ 184 M	$ 80 M	$ 167 M
Business Activity *(average ICI Floor Space, sq. ft.)*	1.4 M	628 K	1.3 M

Key Implications for Clarington

Factor	Implications for Clarington		
	Near Term (i.e. Existing DNGS)	**Site Preparation and Construction**	**Operations and Maintenance**
OPG Property Taxes *(annual $ per year – to be confirmed)*	$ 4 M	$2.7 M *(two reactors)*	$ 5.4 M *(four reactors)*
Associated Household Property Taxes *(annual $ per year)*	$10.4	$ 4 M	$ 7.4 M
Associated Fire Services Staff *(average # persons per term)*	20	10	15
Associated Hospital Beds *(average # beds per term)*	15	10	10
School Enrolment *(average # students per term)*	2,000	750	1,400
Community and Recreational Facilities	No measureable changes in demand at individual facilities attributable to the NND Project		

Community Well-Being

- Public attitudes are considered indicators of individual and community well-being:
  - **People's feelings of personal health**
  - **People's sense of personal safety**
  - **People's overall satisfaction with community**
  - **People's attitudes towards the Darlington Nuclear site**

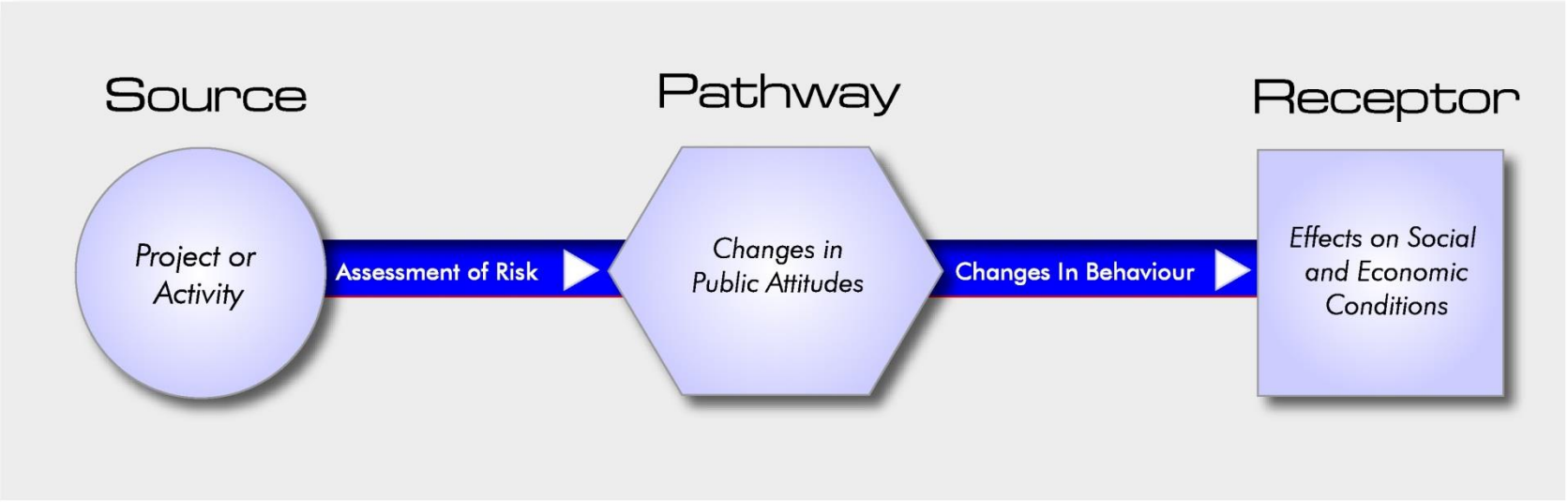




A Key Aspect of Our Approach

- Our assessment acknowledged the legitimacy of public attitudes
- Changes in public attitudes can cause real and observable socio-economic effects !





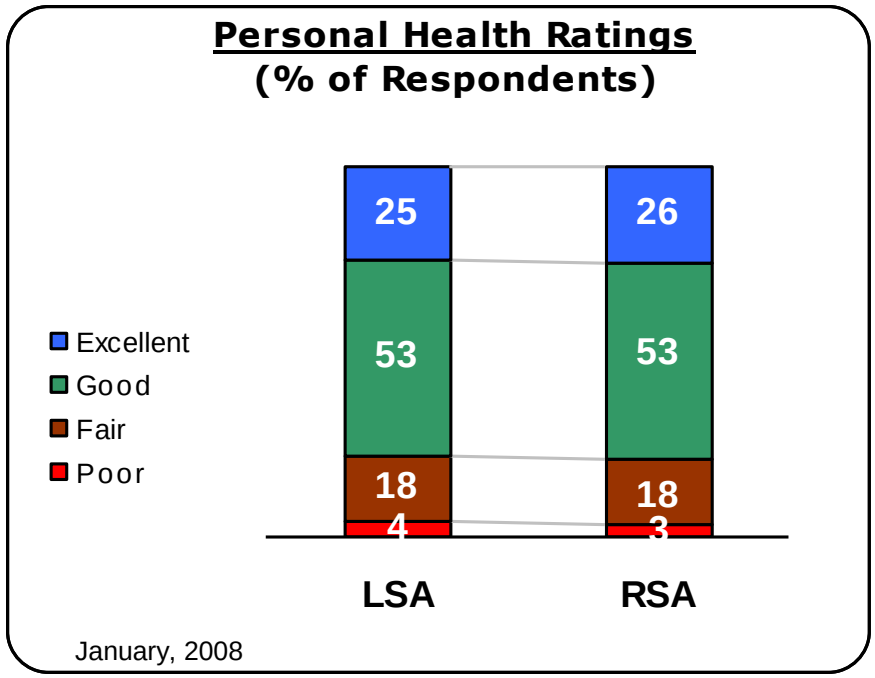
Public Attitude Research - Objectives

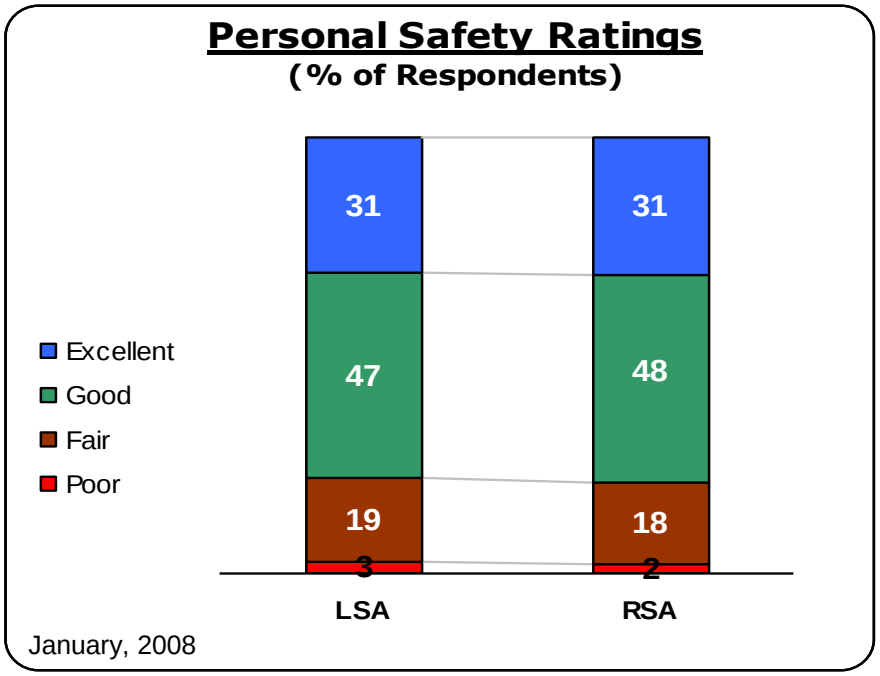
- To measure:
  - people's feeling of personal health, sense of personal safety, and levels of satisfaction with living in their community;
  - people's awareness of the Darlington Nuclear site and the New Nuclear at Darlington Project; and
  - people's confidence in OPG's operations at the Darlington Nuclear site
- To better understand:
  - key influences on people's health, safety and satisfaction; and
  - characteristics of their communities that contribute to community well-being.
- To help identify:
  - changes in attitudes towards their personal health, sense of personal safety and community satisfaction;
  - changes in people's activities and behaviours that may be attributable to the New Nuclear at Darlington Project; and
  - changes in overall community well-being that may be attributable to the New Nuclear at Darlington Project.

Public Attitude Research – Technical Specifications

- Telephone Surveys:
  - Baseline Survey - January 8 -20, 2008
  - Effects Assessment Survey - October 15 -24, 2008
  - Approximately 1,200 households per survey (~ 600 in LSA and 600 in RSA)
  - Sample sizes achieved overall confidence target of +/- 5% (19 times out of 20)

Feelings of Personal Health and Sense of Safety

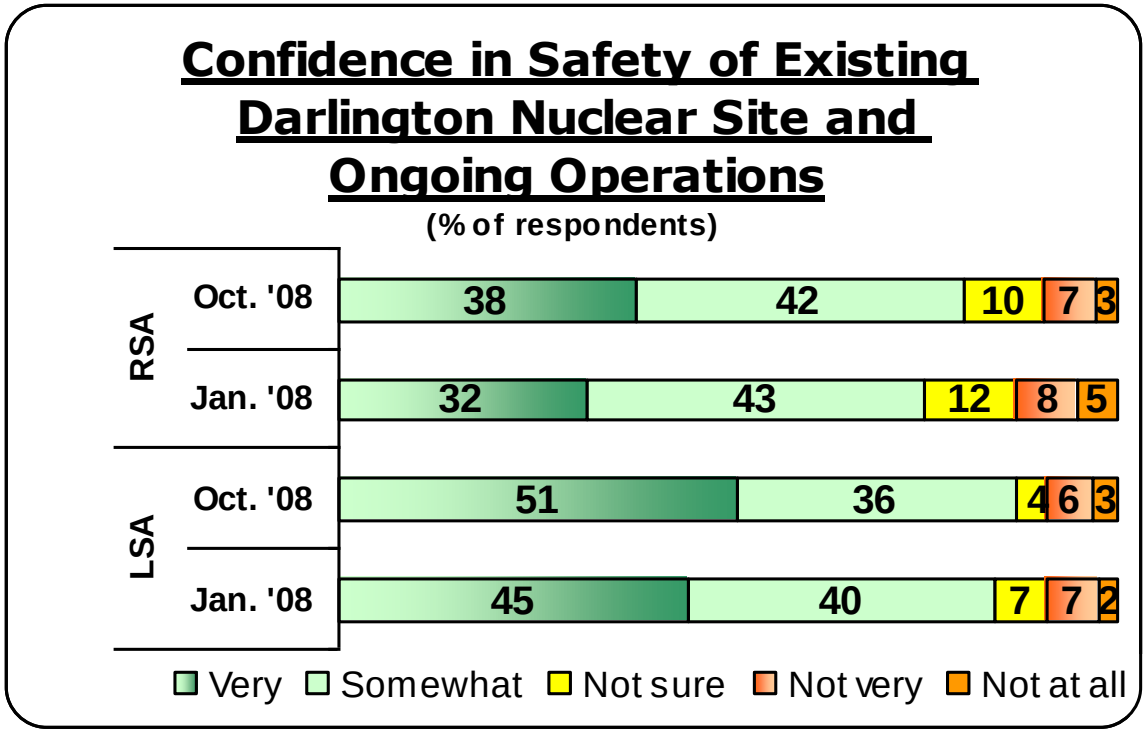




LSA and RSA respondents offer high ratings of their feelings of personal health and sense of personal safety

No statistically significant changes between surveys

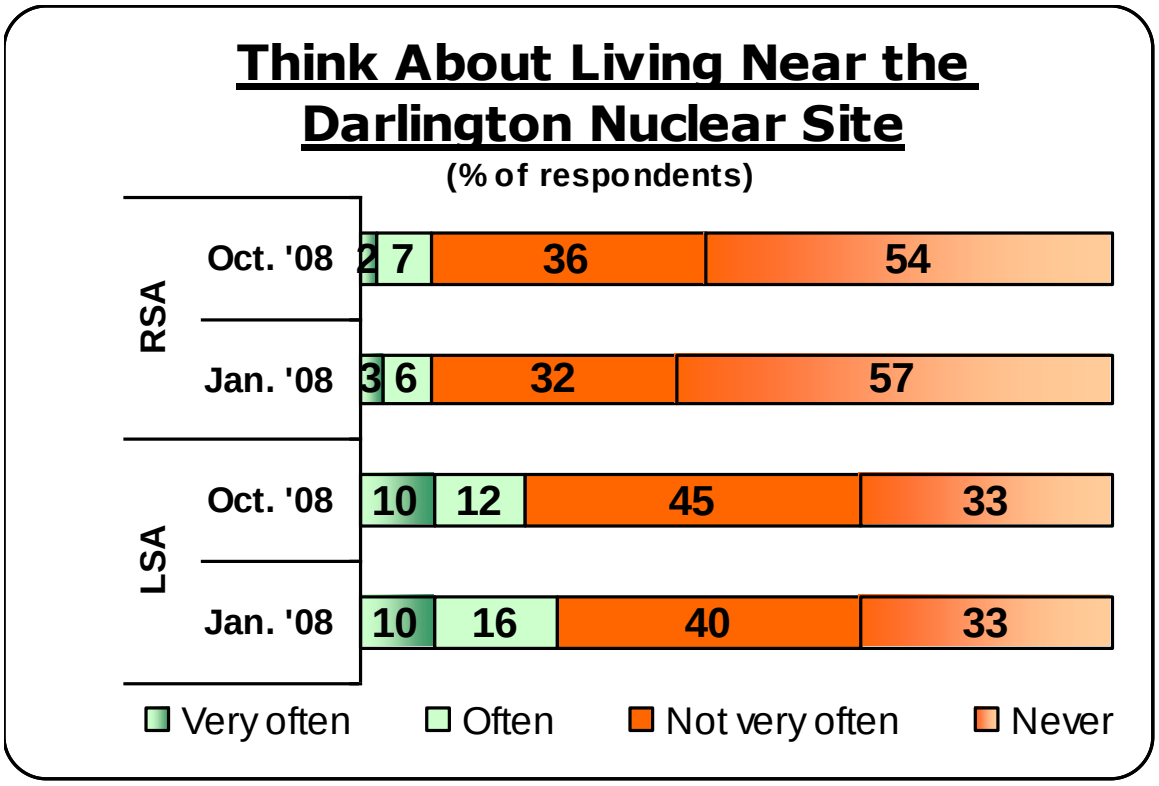
Confidence in Safety of Existing Operations



Overall confidence in Darlington Nuclear site has increased between the surveys. This Increase is statistically significant

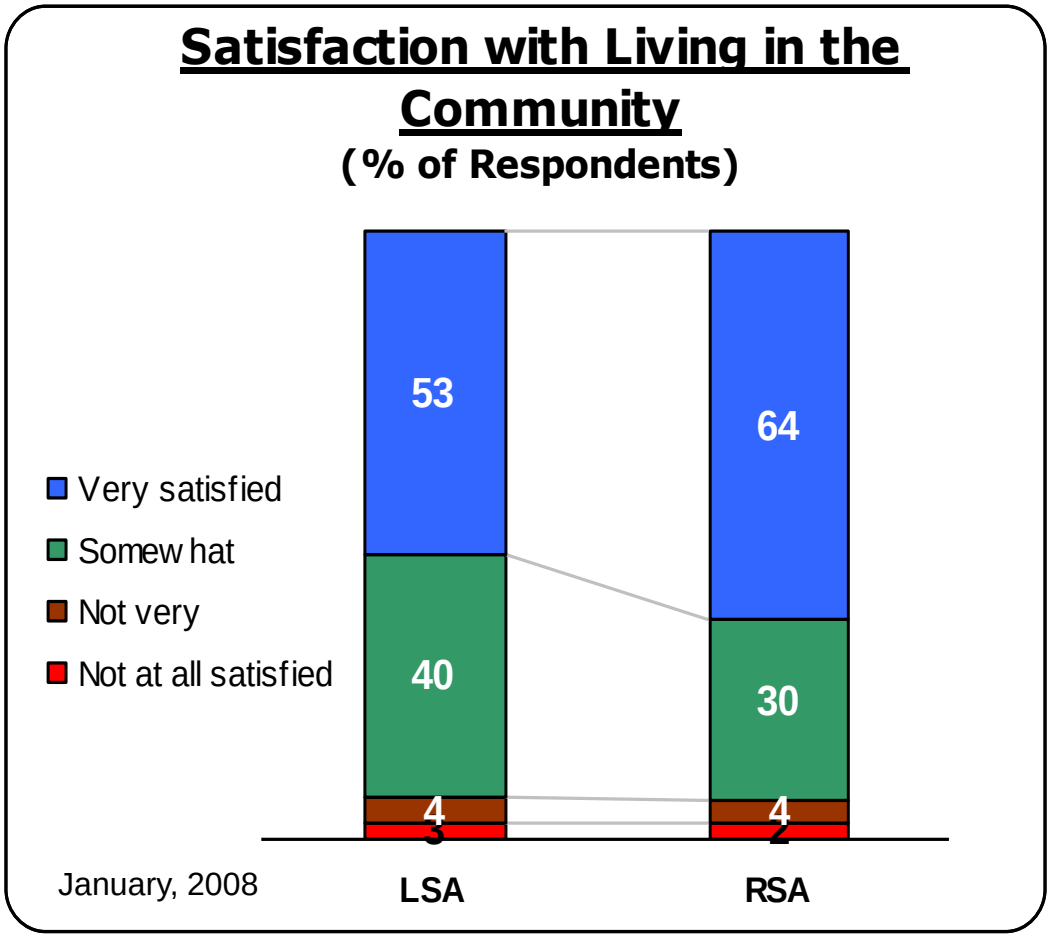
The higher the level of confidence in the safety of the existing Darlington Nuclear site, the higher the respondent's ratings for personal health and personal safety and satisfaction with living in their community.

Think About Living Near DN Site



Few LSA and RSA respondents think about living near the Darlington Nuclear site “often” or “very often”

Community Satisfaction



- Those who are more satisfied are people who are:
  - Older
  - Have higher Income
  - Provided High ratings of Personal Health
  - Provided High ratings of Personal Safety
  - Are more confident in Darlington Nuclear site

Most Valued Community Assets

- Physical Assets (25%), (e.g., green space / parks / waterfront; community / recreational facilities; downtown / revitalization, roads and transit, affordable housing)
- Human Assets (23%), (e.g., community / recreational programs; police services, access to schools / education; availability of health care / emergency services; and social services)
- Social Assets (20%), (e.g., sense of community, friendly neighbours, cultural diversity)
- Natural Assets (12%), (e.g., environmental quality, cleanliness / appearance of the town)
- Financial Assets (7%), (e.g., employment opportunities, business growth)

Greatest Threats To Community Well-Being

- Development and Infrastructure (29%), (e.g., development / expansion / over-population; energy from waste facility, traffic / road congestion)
- Community Services (25%), (e.g., policing / crime, lack of health care / doctors, quality of education and schools)
- Economy / Finances (21%), (e.g., unemployment / state of auto industry, increased taxes, increased cost of living
- Environmental Issues (10%), (e.g., air quality, general pollution)
- Social and Community Issues (7%), (e.g., youth behaviour, seniors issues, politics and government)
- Nuclear Power Issues (2%, n=11)
  - Darlington Nuclear site is not a “top-of-mind” issue

Changes to Public Attitudes – New Nuclear at Darlington Project

Widespread changes in public attitudes are not anticipated as a result of the New Nuclear at Darlington Project

Project Phase	No Change (%)	Not Sure (%)	Decrease		Increase	
			A Great Deal (%)	Somewhat (%)	Somewhat (%)	A Great Deal (%)
Feelings of Personal Health						
Site Preparation and Construction	76	9	3	9	2	2
Operation and Maintenance	74	5	4	9	6	2
Sense of Personal Safety						
Site Preparation and Construction	80	5	3	6	4	2
Operation and Maintenance	76	4	4	8	6	3
Satisfaction with Community						
Site Preparation and Construction	74	7	3	10	4	2
Operation and Maintenance	76	4	4	8	6	3

Changes to Community Well-Being

Many people anticipate a net positive change in overall community well-being as a result of the New Nuclear at Darlington Project

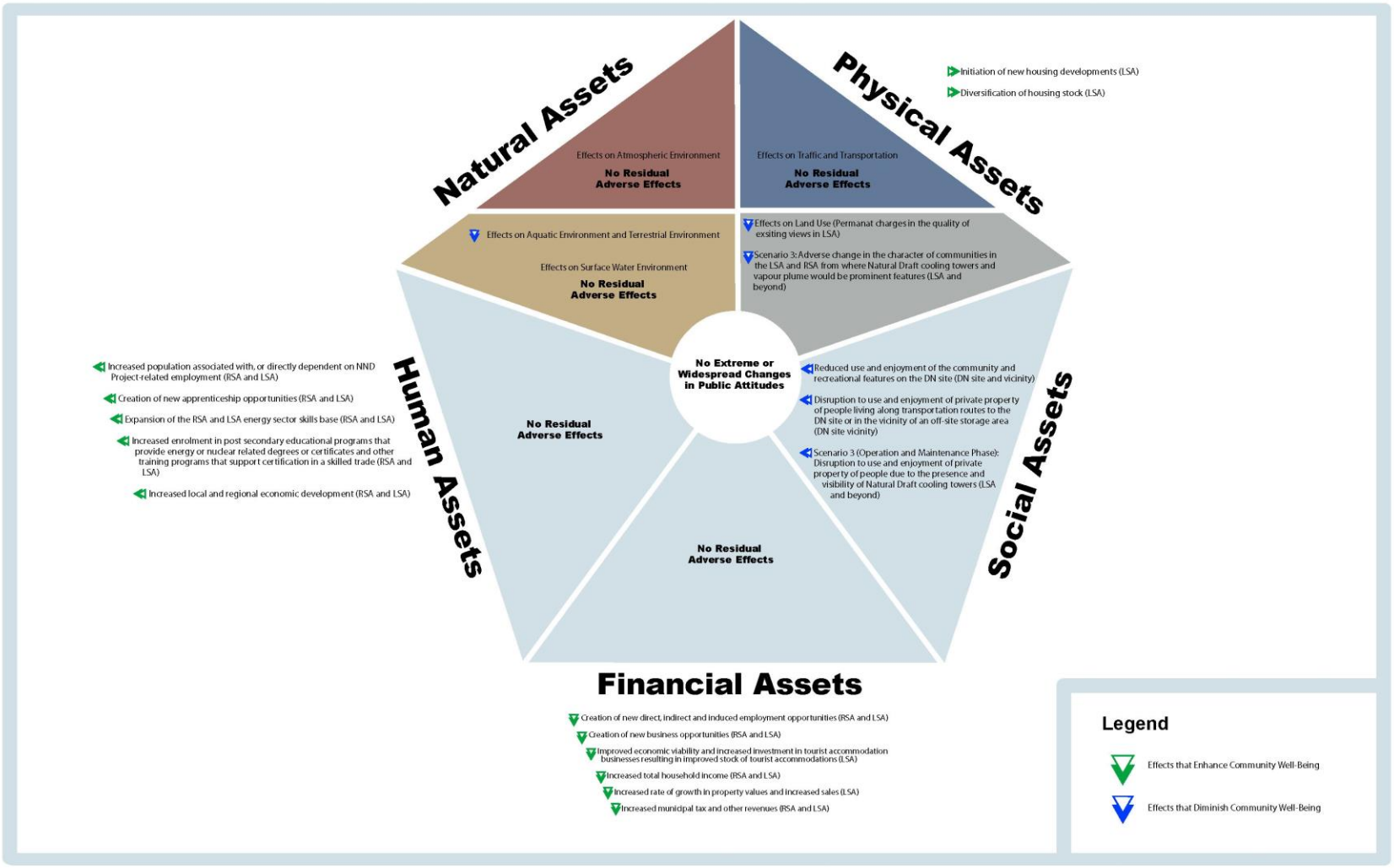
Project Phase	No Change (%)	Not Sure (%)	Positive Change (%)	Negative Change (%)	Both Positive and Negative Change (%)
Site Preparation and Construction Phase	**34**	**6**	**36**	**13**	**11**
Operation and Maintenance Phase	**37**	**7**	**38**	**11**	**8**

Key Implications for Community Well-Being

- Majority of LSA and RSA respondents offer high ratings of personal health, personal safety and community satisfaction
- Darlington Nuclear site is not a top-of-mind issue – high level of confidence expressed in its safety and ongoing operations
- Few LSA and RSA respondents likely to change behaviours and attitudes as a result of the New Nuclear at Darlington Project
- Few respondents think about living near the Darlington Nuclear site
- Cooling towers at the Darlington Nuclear site are considered an “eyesore” and a negative influence on community character by many LSA respondents
- Recreational facilities, programs and access to open space/waterfront are important community features linked to people’s feelings health and satisfaction with community

Key Implications for Community Well-Being

Figure 3.5-1 Implications for Community Well-Being



Contact Us

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New Nuclear at Darlington: CWB Application

March, 2010

Scope – *setting the stage*

The Energy Chain

1. **Fuel Production**
   - Mining
   - Processing
2. **Energy Production**
   - Generation
   - Transmission and Distribution
3. **Energy Consumption**
   - Residential
   - Commercial / Industrial
4. **Waste Management**
   - Low and intermediate waste
   - Used Fuel

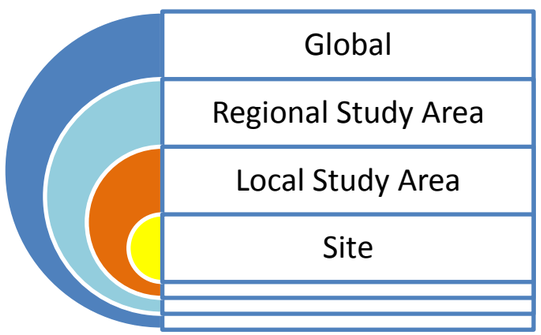
The Project

- **New Nuclear at Darlington**
  - Site Preparation and Construction
  - Operations and Maintenance
  - Decommissioning

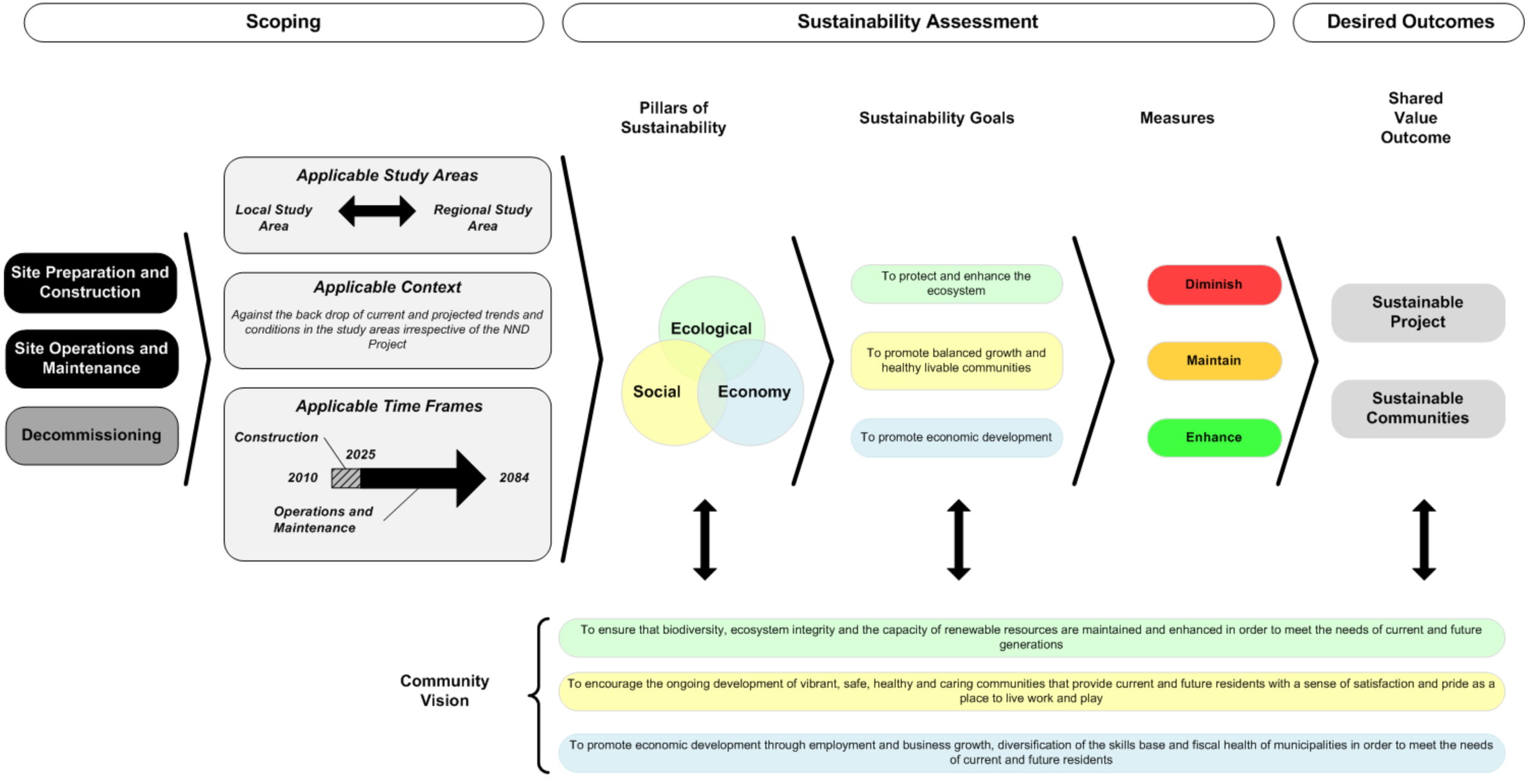
The Time Frame

- Site Preparation and Construction — 2010-2025
- Operation and Maintenance — 2016-2084

The Geographies



A Framework for Sustainability Analysis



Scope and Context

Purpose, Needs, and Alternatives to the Project

- Government of Ontario has declared the need for new power generation in Ontario to meet increasing energy demand and to replace/refurbish existing power generation
- Nuclear will continue to be part of the energy supply mix into 2025, and that will be limited to no more than 14,000 MW of energy
- The Ontario Ministry of Energy and Infrastructure states that this new energy mix will include two new nuclear generators
- While the NND Project proposes up to four new nuclear generators, less than four may be built
- This is just one of several new nuclear projects being put forth to the government

Energy Chain

- In considering the sustainability of the NND Project, the various stages of the energy chain need to be mentioned
- These range from Fuel Production, Energy Production, Energy Consumption to Waste Management
- This sustainability assessment deals exclusively with the Energy Production stage as scoped by the EIS guidelines and examines Site Preparation, Construction, Operation and Maintenance of the NND Project
- Therefore, other aspects of the energy chain are beyond the scope of this Project and ought to be tabled elsewhere
- There are other processes in place to examine the sustainability of other components of the NND Project, including Decommissioning and Abandonment and other components of the energy chain
- These processes include future EA and licensing processes for defined projects
- Projects related to other stages in the energy chain such as fuel production and nuclear waste management will require independent EA's
- For example, the NWMO has been mandated to site and mange Canada's used nuclear fuel through Adaptive Phased Management

Time Frames for Analysis

- This Project has been scoped by the EIS guidelines to look at the Site Preparation (2010-2025), Operations and Maintenance (2016-2084) stages

Geographical Perspectives

- There are four important geographical perspectives that ought to be considered the sustainability assessment
- These are the DN site, the LSA, the RSA, and the global geographical perspectives
- This sustainability analysis will pay particular attention to DN and the local municipalities of Clarington (host community) and Oshawa, as well as the Region of Durham while keeping the provincial and national scales in mind
- This is consistent to one of the most common guiding principles of sustainable development, which is to "think globally, act locally"

Economic Context for the NND Project

- Municipalities in Durham Region have experienced extensive population and economic growth and are expected to continue to mature, expand and diversify
- The two nuclear sites in Durham Region have been integral components of the region over the and have contributed to their growth through the provision of employment
- Beyond Durham, there are nuclear fuel processing facilities in Port Hope, and a major nuclear equipment and nuclear fuel manufacturing facility in Peterborough
- Durham is rapidly becoming a "Centre of Excellence" in nuclear generation and energy building on all facets of the energy chain
- This is recognized and supported by the Region and its constituent municipalities
- The workforce in general is getting older and demand for labour and staff will continue to grow
- Some trades may experience shortages in the foreseeable future
- Within Clarington, the DN site represents a substantial portion of the industrial tax base and is critical to the keeping the residential to industrial tax ratio in balance, limiting the tax burden on residential property owners
- Currently economic circumstances in the LSA and RSA are experiencing a downturn as they are across the province, nationally and globally

Social Context for the NND Project

- The host municipality and other areas of Durham Region are expected to continue to urbanize, with existing built-up areas becoming denser and more intensified
- Residents feel that they are healthy, safe and satisfied living in their communities, and have expressed a high level of confidence in ongoing operations at the DN site
- OPG and the DN site are major contributors to the communities through local charitable and community groups and organizations both financially through corporate and worker donations and through in-kind support and involvement.
- Many OPG employees live and work in Durham Region and its neighbouring municipalities
- The DN site provides a regionally important contribution to community recreation and cohesion through its contribution to the waterfront trail, a unique fitness loop, and sports

Natural Environmental Context for the NND Project

- The area surrounding the DN site is characterized by the great complexity of its landforms, which includes the Oak Ridges Moraine and drumlinized plains in the north; and bluffs, bars and beaches in the south along the shore of Lake Ontario
- The moraine is a major source of groundwater recharge and a large number of creeks and rivers are derived from groundwater discharge from the moraine
- There is a diverse range of vegetation communities and wildlife species
- The DN site is located along the shoreline of Lake Ontario which supplies drinking water to several municipalities in Durham Region and other shoreline communities in Ontario
- The Lake Ontario near shore area is a dynamic environment that provides important feeding, spawning and rearing habitat for many warm water and cold water fish species
- The area produces important fish species for sports fishing.

Scope and Context (continued)

Natural Environmental Context for the NND Project (continued)

- Air quality in the Region of Durham is similar to the general air quality in southern Ontario within the Quebec–Windsor corridor and the GTA
- The noise environment in the vicinity of the DN site is typical of an urban setting being dominated by traffic on Highway 401 as well as local roads
- Vegetation communities with particularly high floristic quality are the marshes and beach communities that also support rare species
- The site is also home to several large Bank Swallow colonies and provides habitat for a variety of mammals (e.g., deer, coyote, fox, cottontail, and skunk), amphibians and herptofauna species (e.g., turtles, snakes, frogs)
- Radiation doses resulting from the operation of the DN site are also well below the annual average Canadian background radiation dose of 1.84 mSv
- OPG has maintained safe operations since the DNGS and continues to meet regulatory requirements in all safety areas

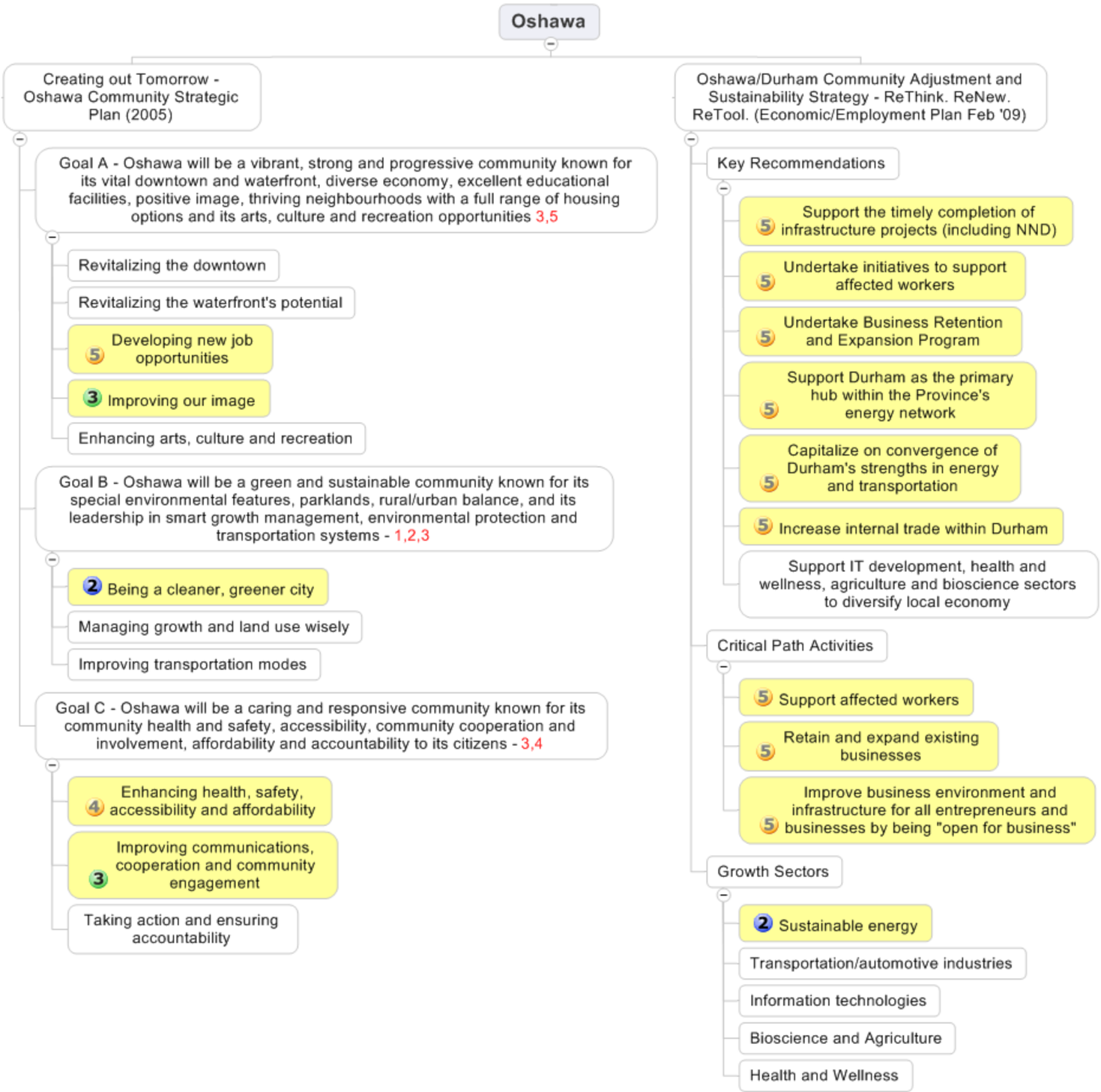
Planning for Sustainable Development

- Sustainability is a matter of importance for the local and regional study area municipalities and is reflected in the following documents, which are used as a basis for this sustainability assessment. These documents include:
  - The Municipality of Clarington Official Plan
  - The Region of Durham's Community Plan and Regional Official Plan
  - The Oshawa Community Strategic Plan

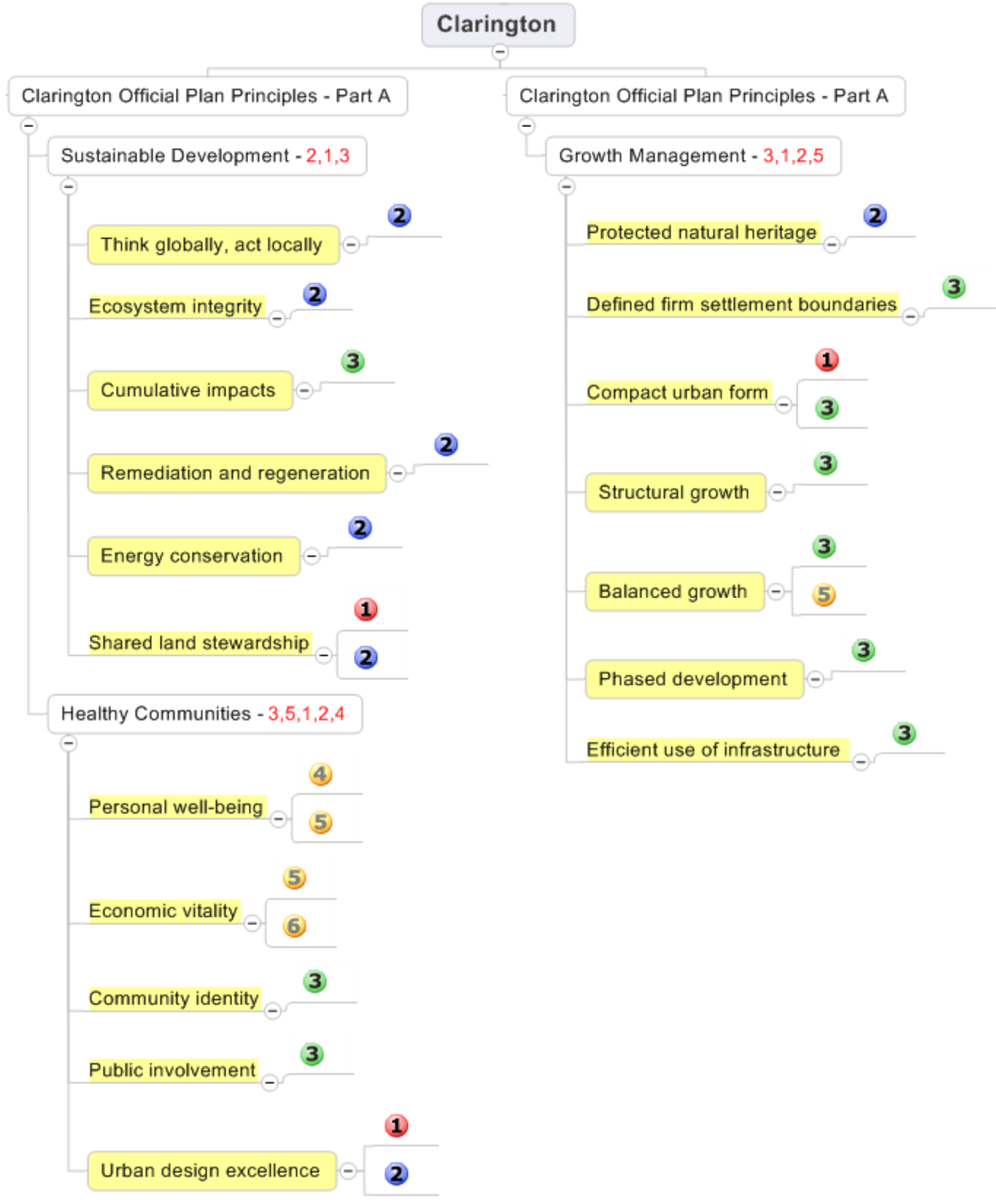
Regional Themes and Principles

- Durham
  - Growing Durham Strategic Plan Objectives
    - 1 To strengthen and integrate the transportation system
      - People can move with ease by affordable transit between communities in Durham and beyond
      - Less congestion on roads
      - People have transportation choices
      - 400 series highways completed
      - System of regional trails in place connecting open spaces and natural features
      - Interconnected regional waterfronts
      - Durham Region is serviced by enhanced transportation services in all modes
    - 2 To protect and enhance the environment
      - Citizens can drink the water from the Region's streams
      - Fewer smog days
      - No new greenfield landfill sites
      - More partnerships for waste diversion and reduction
      - Innovative technologies for energy from waste are in use
      - People understand and support environmental stewardship
      - Greener urban areas
      - Reduced light pollution
      - Improved energy conservation
    - 3 To ensure balanced growth and livable communities
      - Wide array of sustainable services are available in compact urban areas
      - People can live and work in their own community
      - Communities are designed so that people can work short distances to local amenities
      - Communities have a "sense of place" supported by high quality, attractive public infrastructure
      - Understanding and pride in the community's history and development
      - The Region has a thriving artistic community
  - Growing Durham Strategic Plan Objectives - continued
    - 4 To support safe, healthy and caring communities
      - Timely access to services
      - Less crime and less violent crime
      - Nobody lives on the streets
      - Wide range of housing choices - people can stay in their communities throughout their lives
      - Convenient access to health care - including doctors in local communities
      - People leading long healthy lives
      - People with disabilities face no barriers in Durham
    - 5 To build the Region's economy
      - Region has a strong reputation for quality products
      - Educated, experienced workforce
      - Higher average incomes and low unemployment rate
      - Good balance in industrial-commercial vs. residential assessment
      - Adequate supply and choice of high quality industrial land
      - Attractive and competitive location for industry and business
      - Infrastructure capacity to support business needs
      - Durham "a tourist destination"
      - Increasing value-added agricultural production
      - Passive recreation opportunities in natural areas
  - Growing Durham Strategic Plan Objectives - continued
    - 6 To increase partnerships and government effectiveness
      - Sustainable funding base with Federal/Provincial support
      - Excellent customer service and relations/satisfaction
      - People understand what the Region does
      - People able to easily access services they seek
      - Cooperation among all levels
      - Durham is recognized as a quality employer
      - Employees feel valued and empowered
      - "Triple A" credit rating maintained
      - Secure reserves
      - Competitive tax rates

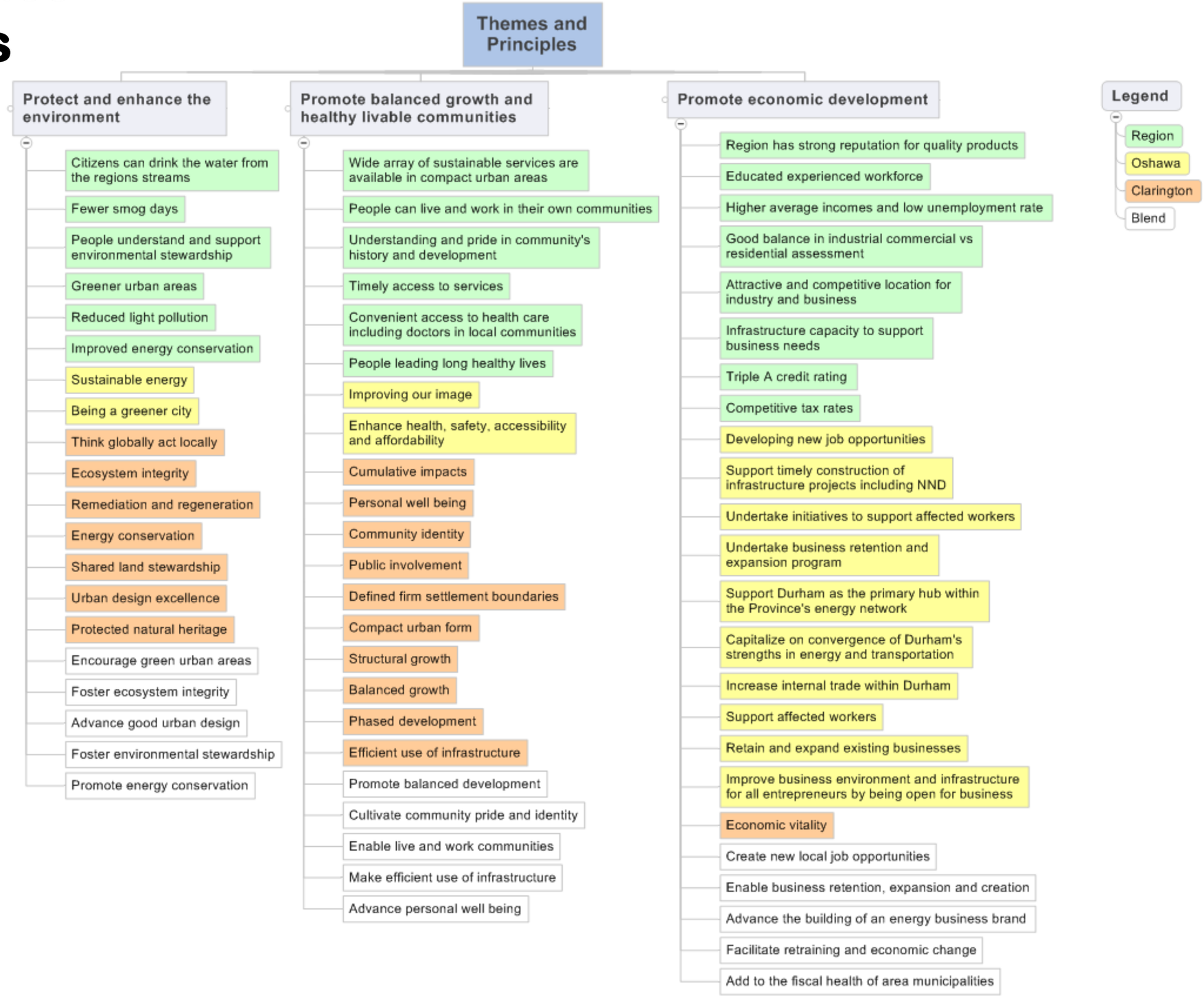
Oshawa Themes and Principles



Clarington Themes and Principles



Blended Themes and Principles



Sustainability Strategy Map

Sustainable Outcomes

Enabling

- A Sustainable Community
- A Sustainable Project

Community Vision

Produces

- To ensure that bio-diversity, ecosystem integrity and the capacity of renewable resources are maintained or enhanced in order to meet the needs of current and future generations.
- To promote economic development, through employment and business growth, diversification of the skills base and fiscal health of municipalities in order to meet the needs of current and future residents.
- To encourage the ongoing development vibrant, safe, healthy communities that provide current and future residents with a sense of satisfaction and pride and as a place to live work and play.

Management Goals and Objectives

Guided by

Protect and Enhance the Environment	Promote Balanced Growth and Healthy Livable Communities	Promote Economic Development
1. Encourage green urban areas 2. Foster bio-diversity and eco-system integrity 3. Promote environmental stewardship 4. Promote energy conservation 5. Protect the capacity of renewable resources	1. Promote balanced development 2. Make efficient use of infrastructure and ensure access to services 3. Enable live, work and play communities 4. Foster community pride and identity 5. Advance personal well being	1. Create new local job opportunities 2. Enable business retention expansion and creation 3. Promote the creation of a Durham energy hub 4. Enable the diversification of the skills base 5. Contribute to healthy municipal finance

Community Assets

- Natural Environment
- Social Environment
- Economic Environment

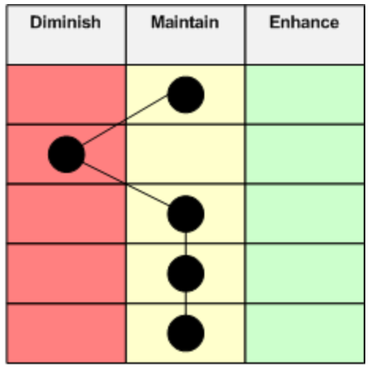
Acting on

DNGS Project

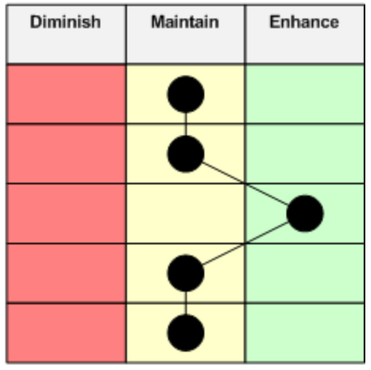
- Site Preparation & Construction
- Operations & Maintenance

Ecosystem

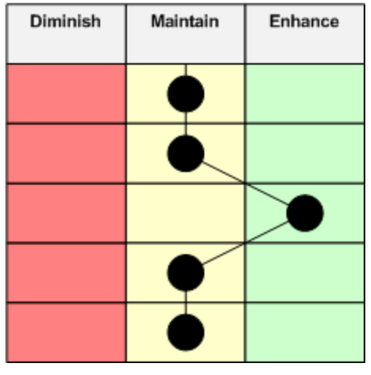
Construction	
To protect and enhance the ecosystem	Green spaces in urban areas
	Bio-diversity and ecosystem integrity
	Environmental stewardship
	Energy conservation
	Capacity of renewable resources

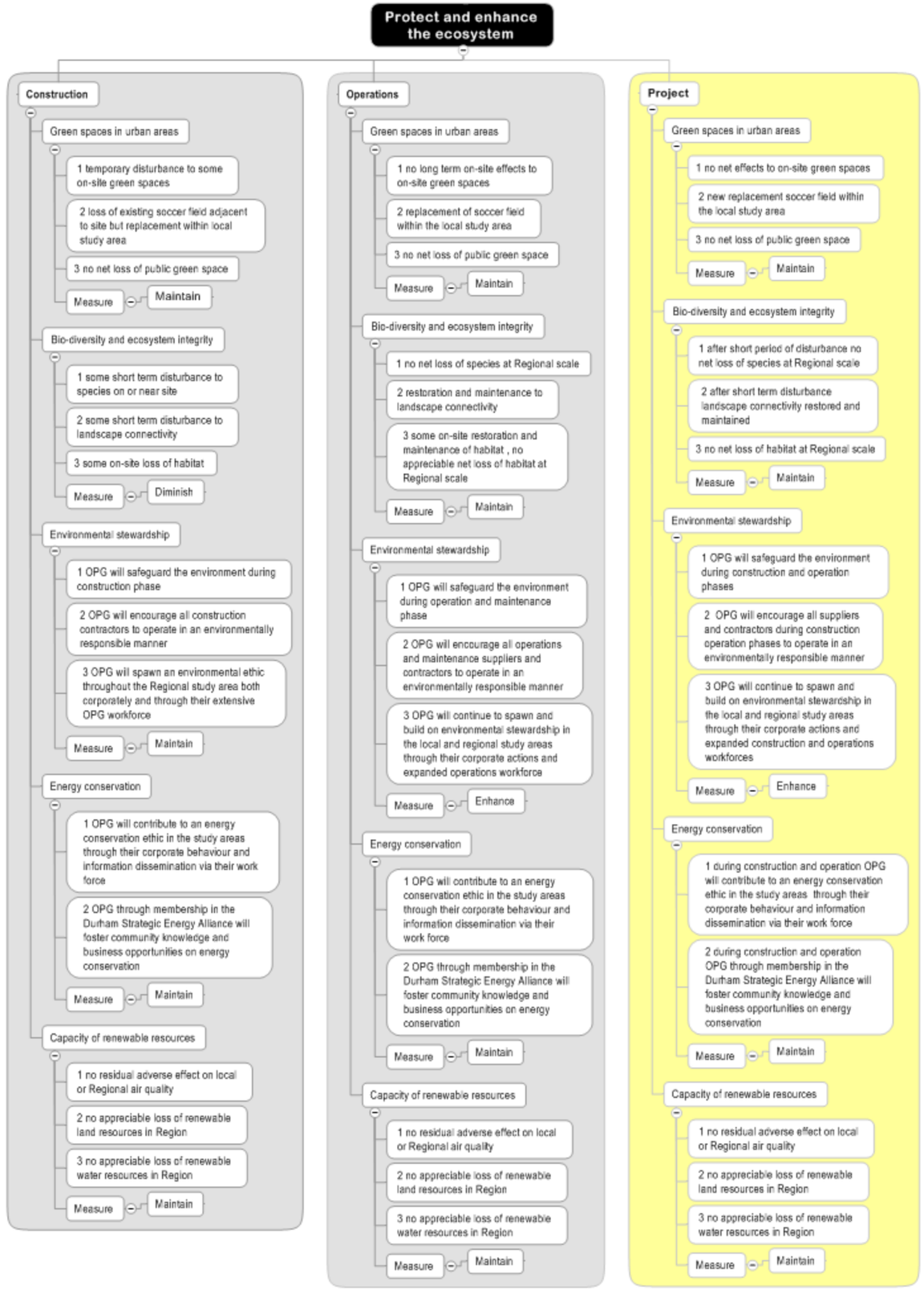


Operation & Maintenance	
To protect and enhance the ecosystem	Green spaces in urban areas
	Bio-diversity and ecosystem integrity
	Environmental stewardship
	Energy conservation
	Capacity of renewable resources



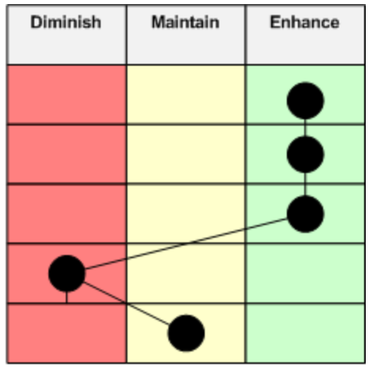
Project	
To protect and enhance the ecosystem	Green spaces in urban areas
	Bio-diversity and ecosystem integrity
	Environmental stewardship
	Energy conservation
	Capacity of renewable resources





Society

Construction	
To promote balanced growth and healthy livable communities	Balanced development
	Efficient use of infrastructure and access to services
	Live, work and play communities
	Community pride and identity
	Personal well being

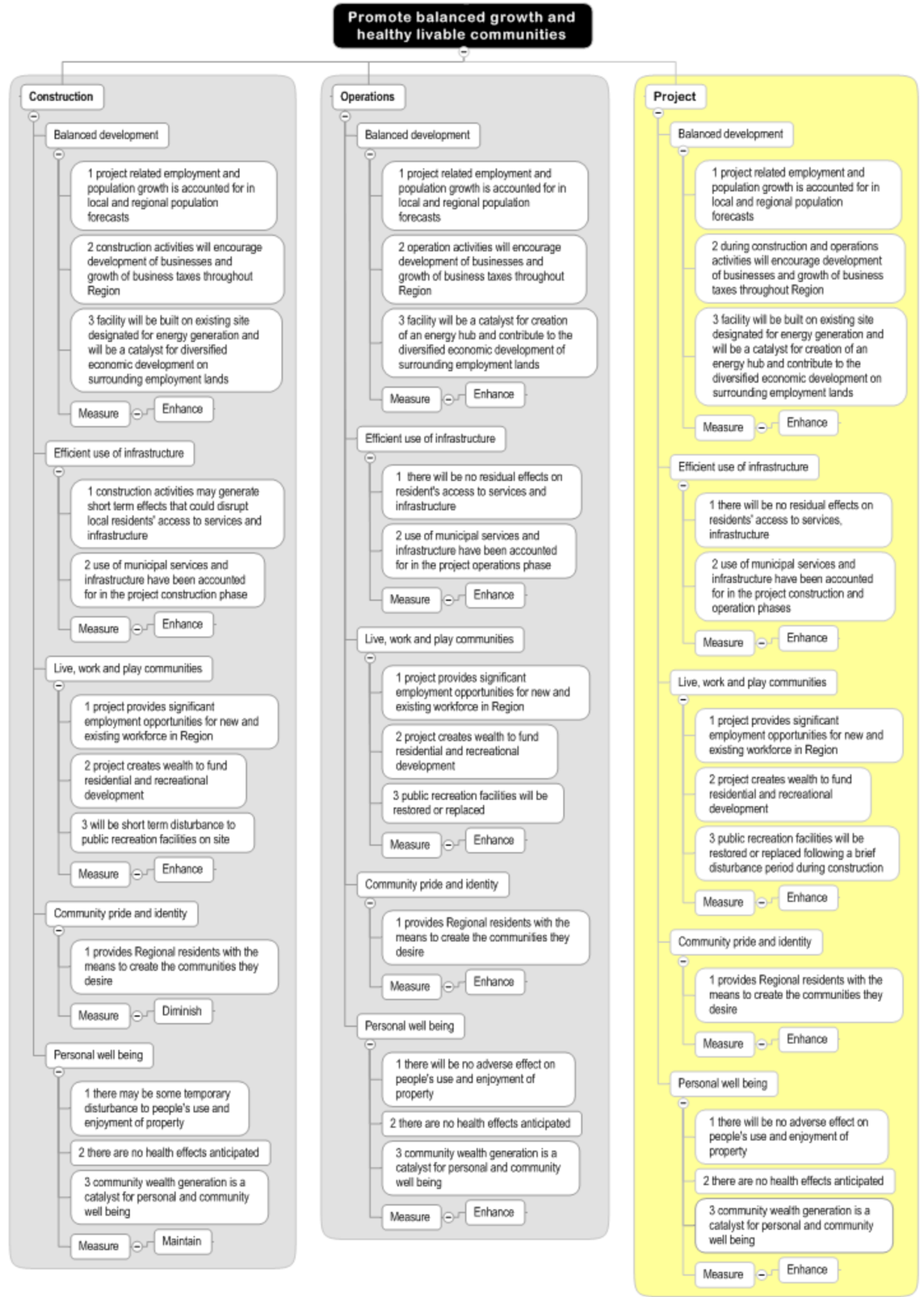


Operation & Maintenance	
To promote balanced growth and healthy livable communities	Balanced development
	Efficient use of infrastructure and access to services
	Live, work and play communities
	Community pride and identity
	Personal well being



Project	
To promote balanced growth and healthy livable communities	Balanced development
	Efficient use of infrastructure and access to services
	Live, work and play communities
	Community pride and identity
	Personal well being



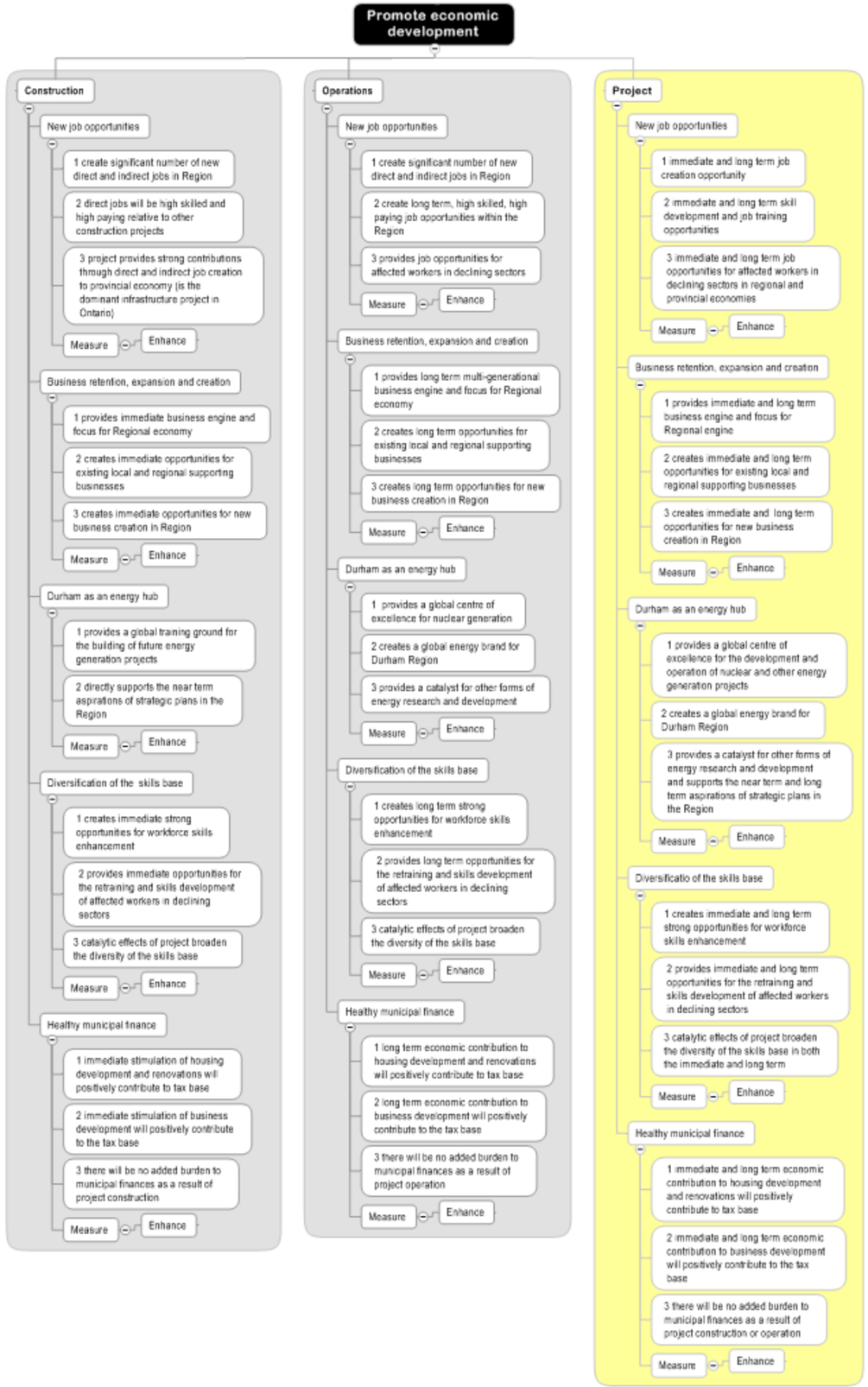


Economy

Construction		Diminish	Maintain	Enhance
Promote economic development	Job opportunities			●
	Business retention, expansion and creation			●
	Durham energy hub			●
	Diversified skills base			●
	Healthy municipal finance			●

Operation & Maintenance		Diminish	Maintain	Enhance
Promote economic development	Job opportunities			●
	Business retention, expansion and creation			●
	Durham energy hub			●
	Diversified skills base			●
	Healthy municipal finance			●

Project		Diminish	Maintain	Enhance
Promote economic development	Job opportunities			●
	Business retention, expansion and creation			●
	Durham energy hub			●
	Diversified skills base			●
	Healthy municipal finance			●



Appendix A1-3

Draft Swerhun Facilitation Stakeholder List

DRAFT BBTCA Runway EA Potential Stakeholders – 26 Sept 2014 – Alphabetical by sector & Organization

The following is a list of potential stakeholder organizations that has been drafted by Swerhun Facilitation, the independent facilitator that has been retained by the Toronto Port Authority as part of a broader team of consultants that will assist it with undertaking the EA.

This list includes organizations that participated in the City of Toronto's BBTCA Review, Toronto Public Health's Health Impact Assessment, the Toronto Port Authority's Community Liaison Committee, the Waterfront Toronto/City of Toronto Port Lands Acceleration Initiative Stakeholder Advisory Committee, and organizations suggested by other stakeholders during initial 'pre-consultation conversations' on the EA scope and engagement process (organizations in this category are denoted by green text).

Aboriginal	Anishnawbe Health Toronto
Aviation	Air Canada Boeing International Bombardier Canadian Owners and Pilots Association Greater Toronto Airports Authority Island Air Ornge Porter Airlines Sky Regional Airlines Stolport Corporation Toronto Island Pilots Association Trans Capital Air WestJet
BIA	Downtown Yonge BIA Liberty Village BIA Queen Street West BIA St. Lawrence Market Neighbourhood BIA Toronto Association of BIAs Toronto Entertainment District BIA Toronto Financial District Waterfront Business Improvement Area (WBIA)
Boating	Alexandra Yacht Club Empress of Canada Charter Miss Toronto Disabled Sailing Association of Ontario Gone Sailing Adventures Great Lakes Schooner Company Harbourfront Canoe & Kayak Centre Jubilee Queen Cruises Lines Mariposa Cruises National Yacht Club Outer Harbour Sailing Federation Queen City Yacht Club Queens Quay Sailing and Powerboating Royal Canadian Yatch Club The Island Princess Toronto Island Marina Toronto Island Yacht Club Toronto Passenger Vessel Association Wai Nui Outrigger Canoe Club Yankee Lady Yacht Charters
Business	Ballet Jorgen Canada Business Events Industry Coalition of Canada Canadian Advanced Technology Alliance (CATA)/Intelligent Community Initiative Corus Entertainment General Electric Canada Greater Toronto Hotel Association Knightsbridge Human Capital Solutions Maple Leaf Foods MDC Partners Metro Toronto Convention Centre MintLeaf Software Inc. National Federation of Canadian Italian Business and Professional Association Inc. Ontario Chamber of Commerce Ontario Restaurant Hotel & Motel Association (ORHMA) - Toronto Region

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	Radisson Admiral Hotel
	Redpath Sugar
	Retail Council of Canada
	Toronto Financial Services Alliance
	Toronto Industry Network
	Toronto Region Board of Trade
	Westin Harbour Castle
Community Group	Citizen Concerned About the Future of the Etobicoke Waterfront (CCFEW)
	Citizens for a Healthy Toronto Waterfront
	Code Blue Toronto
	Community Airport Impact Review (AIR)
	East Toronto Community Coalition
	Harbourfront Community Centre
	Kingsway Residents Against Poor Planning
	Land Over Landings
	Mimico Lakeshore Network (MLN)
	Neighbourhood Unitarian Universalist Congregation
	No Jets TO
	Waterfront Action
	West Don Lands Committee
Construction	Toronto Construction Association
Councillors	City of Toronto, Ward 6
	City of Toronto, Ward 13
	City of Toronto, Ward 14
	City of Toronto, Ward 19
	City of Toronto, Ward 20
	City of Toronto, Ward 27
	City of Toronto, Ward 28
	City of Toronto, Ward 30
	City of Toronto, Ward 32
	City of Toronto, Ward 35
	City of Toronto, Ward 36
	City of Toronto, Ward 43
	City of Toronto, Ward 44
Development/Real Estate	Build Toronto
	Building Industry & Land Development Association (BILD)
	Canada Green Building Council
	Hearn Generating Station
	Real Property Association of Canada
	Toronto Port Lands Company
	Toronto Real Estate Board
	Urban Land Institute of Toronto
Education	City School (Secondary)
	Martin Prosperity Institute/Institute for Competitiveness and Prosperity
	The Waterfront School (Elementary)
	Toronto District School Board (TDSB)
Environment	Air Pollution Coalition
	Animal Alliance of Canada
	Aquatic Habitat Toronto
	Bird Studies Canada
	Don Watershed Regeneration Council
	Ecojustice
	Evergreen
	Federation of Naturists (FCN)
	Friends of the Spit
	Ireland Park
	Lake Ontario Waterkeepers
	Ontario Nature
	Southern Environmental Association
	Toronto Environmental Alliance
	Toronto Field Naturalists
	Toronto Green Community
	Toronto Park People
Film	Film Ontario
	Pinewood Toronto Studios

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Government agency	Canada Border Services Agency Canadian Air Transport Security Authority Canadian National Exhibition (CNE) Board Ontario Place Toronto Region Conservation Authority Transport Canada Union Pearson Express (UP) A Division of Metrolinx Waterfront Toronto
Professional Associations	Ontario Professional Planners Institute (OPPI), Toronto District Professional Engineers Ontario Toronto Society of Architects (TSA)
Public Health	Canadian Association of Physicians for the Environment Central Toronto Community Health Centres LAMP Community Health Centre Parkdale Community Health Centre South Riverdale Community Health Centre Toronto Cancer Prevention (Alcohol Working Group & Environmental and Occupational Working Group)
Residents Association	ABC Residents Association (ABCRA) Arcadia Housing Co-operative Inc. Bathurst Quay Neighbourhood Association (BQNA) Beach Waterfront Community Association Confederation of Resident and Ratepayer Associations in Toronto (CORRA) Corktown Residents and Business Association Federation of North Toronto Residents' Associations (FoNTRA) Gooderham & Worts Neighbourhood Association Harbourfront Community Association Harbour Channel Housing Co-operative Harbour Side Co-Op Homes High Park Residents' Association Kings Landing @ 460, 470, 480 Queens Quay West Metropolitan Toronto Condominium Corporation No. 949, Number One York Quay Midland Park Community Association Sherwood Park Resident Association St. Lawrence Neighbourhood Association Swansea Area Ratepayers Association Toronto Island Community Association Weston Residents Association Windward Co-operative Homes Inc. York Quay Neighbourhood Association (YQNA)
Tourism	Tourism Toronto
Transportation	Canadian Automobile Association (CAA) - South Central Ontario Canadian Courier and Logistics Association Canadian Urban Transit Association Clean Train Coalition Hailo Taxi Ontario Trucking Association Toronto Centre for Active Transportation Toronto Cyclists Union Toronto Taxi Alliance Transport Action Ontario Uber Taxi
Union	Candian Union of Public Workers Carpenters and Allied Workers Local 27 International Union of Painters & Allied Trades, District Council 46 Labourers' International Union of North American Local 506 Toronto and York Region Labour Council Unifor
Urban Design/City Building	Canadian Urban Institute Greater Toronto Civic Action Alliance Greenberg Consultants Inc.
Youth	Toronto Youth Cabinet
Total sectors: 21	**Total organizations: 183**

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