TORONTO PORT AUTHORITY

AND

BILLY BISHOP AIRPORT

COMMUNITY LIAISON COMMITTEE
MEETING #7

MEETING MINUTES

Wednesday September 19, 2012
Harbourfront Community Centre
Toronto, Ontario

Minutes prepared by:

LURA
LISTEN · UNDERSTAND · RELATE · ADVANCE

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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OR

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Summary of Action Items from Meeting #7

Action Item #	Action Item Task	Who is Responsible for Action Item
M#7-A1.	Finalize the TPA CLC Meeting #6 Minutes as per committee member comments, and post to TPA website.	TPA and Lura
M#7-A2.	Add a link to the Tunnel Construction Committee meeting minutes on the TPA website.	TPA

Appendices

Appendix A1-1: Tunnel Construction Committee Update Presentation
Appendix A1-2: Billy Bishop Toronto City Airport and Eireann Quay Strategic Transportation Plan
Appendix A1-3: Construction Activity Update Presentation

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Glenn Gustafson	Con. Pam McConnell's Office	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Lynn Haderlein	Waterfront Business Improvement Area (WBIA)	Present
Con. Adam Vaughan	City of Toronto, Ward 20	Sent regrets
Con. Pam McConnell	City of Toronto, Ward 28	Sent regrets
Jen Chan	Con. Adam Vaughan's Office	Sent regrets
Brad Cicero	Porter Airlines	Absent
Tony Makepeace	Bathurst Quay Neighbourhood Association (BQNA)	Absent
Warren Lampitt	Air Canada	Absent
Michelle Noble	Waterfront Toronto	Absent
David Whitaker	Tourism Toronto	Absent
Richard Joy	Toronto Board of Trade	Absent
GUEST SPEAKERS AND SUBJECT EXPERTS		
Nigel Tahair	City of Toronto	Present
Chris Dunn	City of Toronto	Present
Gregory Kitscha	Forum Equity Partners	Present
TPA REPRESENTATIVES		
Gene Cabral	Toronto Port Authority	Present
Pat Fagnano	Toronto Port Authority	Present
Irene Quarcoo	Toronto Port Authority	Present
Phil Warren	Toronto Port Authority	Present
Helen Oel	Toronto Port Authority	Present
Ken Lundy	Toronto Port Authority	Present
Antonella Tarantino	Toronto Port Authority	Present
FACILITATION AND SECRETARIAT		
Jim Faught	Lura Consulting	Present
Patricia Halajski	Lura Consulting	Present
MEMBERS OF THE PUBLIC		
Barry Lipton	Toronto Island Community Association (TICA)	Present

1. WELCOME AND INTRODUCTIONS

Gene Cabral, Airport Director, Billy Bishop Toronto City Airport (BBTCA), welcomed members of the Billy Bishop Airport Community Liaison Committee (BBTCA - CLC) to the seventh committee meeting. Mr. Cabral then briefly discussed the tasks undertaken by BBTCA over the summer, specifically the posting of meeting minutes and materials to the website. Mr. Cabral noted that moving forward; the time frame for distributing draft meeting minutes would be 2 weeks, with approximately a 4 week timeframe to provide comments via email. Lura Consulting will then, revise minutes if required and the draft minutes will be finalized at the following meeting by committee members. Mr. Cabral also explained that meeting agendas and materials would be provided to committee members electronically ahead of each meeting.

Jim Faught, Committee Facilitator, Lura Consulting, then briefly reviewed the agenda for the meeting.

2. REVIEW OF PREVIOUS MEETING MINUTES

Mr. Cabral reviewed the previous meeting minutes, including:

- Final Meeting #1 to #5 Minutes; and
- Draft Meeting #6 Minutes.

Mr. Cabral explained that the above noted minutes were sent out to committee member via email on August 20 for review, with a September 14 deadline for comments. No comments were received and the minutes for Meeting #1 to #5 were finalized and distributed electronically to members on September 17. Meeting #6 minutes remained draft. The minutes were posted to the TPA website under the tabs “airport”, then “our environment”, then “committee minutes”.

- Two committee members requested that the meeting minutes be located under a new tab on the website, one that is easier and more intuitive to find. The committee members suggested the creation of a new tab such as “community” or “Community Liaison Committee”, by-passing the “our environment” tab if possible.
- The YQNA representative requested that the TPA website also contain a link to the Tunnel Construction Committee meeting minutes, which are currently hosted on the Forum Partners website.

Mr. Faught asked the committee members if there were any comments or amendments to the meeting minutes from April 25, 2012 (Meeting #6). Mr. Faught noted that Meeting #1 to #5 minutes were final. Below is a summary of comments received and suggested amendments:

- Recognizing that the Meeting #1 to #5 minutes are final, the YQNA representative wanted to go on record to note that the Meeting #2 minutes identified Michelle Nobel as being in attendance on behalf of Waterfront Toronto, when in fact a different representative from the organization attended the meeting on May 25, 2011.

- The YQNA representative also noted that on page 6 of the Meeting #5 minutes, TPA noted that the finger lot taxi area on the west side of Eireann Quay was constructed in September 2006, and TPA later confirmed the date provided in the minutes was correct.

The meeting #6 minutes were approved by the committee with no additional changes or edits.

Actions:

M#7-A1. Finalize the TPA CLC Meeting #6 Minutes as per committee member comments, and post to TPA website.

M#7-A2. Add a link to the Tunnel Construction Committee meeting minutes on the TPA website.

3. TUNNEL CONSTRUCTION COMMITTEE UPDATE

Greg Kitscha, Forum Equity Partners Inc., provided a presentation on the construction process for the pedestrian tunnel to the Billy Bishop Airport. Key points from Mr. Kitscha's presentation included the following:

- The Tunnel Construction Committee was established in April 2012, and meets every two months. Three meetings have been held to date.
- Tunnel Construction Committee membership includes: TPA, Forum Equity Partners, PCL, Harbourfront Community Centre, St. Stephen's Day Care, Waterfront School, City School, Parent Council, local Councillor's Office, TDSB, and local Neighbourhood Associations.
- As part of the construction to date, the temporary paving work to relocate the turning circle onto the Canada Malting Site has been completed, as have the utility relocations on the mainland and island. The shaft construction on the mainland is underway and near completion, and shaft construction on the island has begun.
- The next phase of construction will include completion of shaft construction (mainland and island); the construction of seven "drift tunnels" (October 2012 to January 2013); construction of the actual pedestrian tunnel shaft (January 2013 to July 2013); and tunnel fit-out and construction of buildings at both ends of the tunnel (July 2013 to May 2014).

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

- *The YQNA representative asked when the photos in the presentation were taken.* Mr. Kitscha explained that photos were taken over the past 3 months, and some of the more recent photos were taken within last 2 weeks, specifically those showing the bracing in the shaft.
- *The YQNA representative inquired about the hotline number for the project and alternative ways for members of the public to access information or pose questions about the tunnel construction.* Mr. Kitscha noted that the hotline is active, and that interested individuals can also get more information through the project website, and send inquires via email and online comment forms. The website is: http://www.bbtcatunnelproject.ca/index.php
- *The YQNA representative inquired about the construction work being done at the airport at night, and what this entailed.* Mr. Kitscha explained that the work was being done at night as not to interfere with airport operations. The work currently being done included relocation of underground utilities, which would cause interference for shaft construction and hence had to

be moved. Mr. Kitscha also noted that he would explain this further at the upcoming Tunnel Committee Meeting.

4. BBTCA AND EIREANN QUAY STRATEGIC TRANSPORTATION PLAN

Nigel Tahair and Chris Dunn, City of Toronto, provided a presentation about the Billy Bishop Toronto City Airport (BBTCA) and Eireann Quay Strategic Transportation Plan. Mr. Tahair noted that the presentation was also given at the public meeting on August 27, 2012, and today's presentation would provide additional updates on what has taken place since the public meeting. Key points from the presentation included the following:

- At their May 15, 2012 meeting, Community Council directed: "that the Deputy City Manager for Cluster B and the Acting General Manager, Transportation Services be requested to convene and support a working group including the participation of appropriate City staff, the Toronto Port Authority and the Toronto District School Board to review and make recommendations on the long-term traffic operations of Eireann Quay and surrounding streets".
- The intent of the resulting study is to determine what improvements need to take place to provide a better balance between the community and airport activity to address present and future conditions. Specifically to address:
    - safe and efficient operation of the City School complex;
    - traffic and community concerns over construction traffic, and longer term access arrangements and operation of the BBTCA; and
    - effective and efficient access to and from the BBTCA (including vehicle parking).
- Study participants include:
    - Steering Group (SG) chaired by the Deputy City Manager;
    - Technical Sub-Group; and
    - Community Liaison Group.
- The framework for the Strategic Transportation Plan will:
    - Identify and understand the transportation related concerns and issues;
    - Collect data and assess existing and future conditions;
    - Determine medium/long-term changes, and identify transportation needs; and
    - Develop a set of transportation improvements for the area.
- The study outcomes for the Strategic Transportation Plan will provide:
    - A list of recommendations to decision makers;
    - An estimate of cost , identify responsibilities and next steps for recommended improvements;
    - An estimated timeline for improvements to coincide with forecast activity levels; and
    - A preliminary assessment of the potential effectiveness of the recommended improvements.

Additional information about the Strategic Transportation Plan can be found at www.toronto.ca/planning/tp_strategic_plan.htm

Below is a summary of the comments and questions raised by committee members regarding the strategic transportation plan:

- *The YQNA representative inquired about the need to keep the silos in the area. Why should the silos not be taken down? It would be good to hear from the heritage group as to why they are so important and why they need to remain.* Mr. Tahair noted that the City Planning Division would look into the inquiry and attempt to connect with the heritage group to obtain a presentation specific to the silo issue.
- *The YQNA representative inquired about how the airline operators are involved in the strategic transportation planning process.* Mr. Tahair explained that there are avenues for various stakeholders to provide input into the process, and the City will invite the participation and input of airline operators regarding what they want to see in the future. Mr. Cabral noted that the TPA meets regularly (every 2 weeks) with the airline operators, and is providing them with updates about the strategic transportation plan process. Airline operators are also welcome to participate in the consultation process. Mr. Cabral noted that this initiative is not about meeting the needs of one particular group but to come up with a solution for all stakeholders and members of the public who work, live and play in the area.
    - *The YQNA representative noted that he would also be participating on the Strategic Transportation Plan Community Liaison Group.*

5. CONSTRUCTION ACTIVITY UPDATE PRESENTATION

Ken Lundy, Toronto Port Authority, provided a presentation about the local construction activities currently underway in the area, including the pedestrian tunnel to the airport, the taxi staging area, vehicle parking, and landscaping. Key points from Mr. Lundy's presentation included the following:

- The construction schedule for the pedestrian tunnel infrastructure project will occur over a period of approximately 25 months. Currently the project is undertaking shaft excavation. It is anticipated that shaft and tunnel construction will be complete by July 2013, with the full construction, including all buildings, escalators, and finishings, complete by May 2014.
- The taxi staging area will provide a temporary area for holding cabs off the street. It will be under development on the vacant Canada Malting lands following Site Plan Approval. Taxi staging area construction has completed underground services, such as water, storm sewers, and sanitary infrastructure. The next steps for the taxi staging area construction include entrance reconfiguration; storm sewer manholes and crossing Eireann Quay; paving work; washroom building construction; and taxi operation repositioning.
- As part of redevelopment in the area, two types of parking will be provided: short stay parking and day parking. Short stay parking provides specific spaces for use by the local schools and community at large, as well as potential spaces for vehicles waiting to pick up passenger. Day parking will be an access controlled lot, with parking fees. Currently the short stay parking area has been paved. Next steps for parking areas include surface drainage and catch basins for day parking; paving work; and parking operation commencement. The goal is to have both parking facilities operational by the beginning of November 2012.
- Landscaping will be undertaken on the Canada Malting Site, the local ballpark area, and the finger lot and boulevard on Eireann Quay. The elm trees in the area have been protected and will remain.

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

- *A committee member asked about the availability of visitor parking for community members.* Mr. Lundy explained that the 7 spots in the short stay parking area are free and open to school local residents and community centre users, and are available on a first-come-first-serve basis. Mr. Lundy noted that signage would be placed in the parking lot to specify the spots are for community use.
- *The YQNA representative asked what material will be used to create the walkway to the park on the east side of the property.* Mr. Lundy explained that the material would match the other pathways in the area, and would not be asphalt.
- *The YQNA representative inquired about whether any landscaping will take place on the south west corner of Queens Quay and Bathurst, noting that the grass in the area is worn down.* Mr. Lundy noted that TPA is looking into landscaping options for the area.
- *The YQNA representative asked whether the taxi washroom facilities have hand washing facilities.* Mr. Lundy noted that the taxi driver facilities will have plumbed running water for hand washing.

6. UPDATE ON LAKE FILL WITHIN MARINE EXCLUSION ZONE

Ken Lundy provided a brief update on the proposed Lake Fill that is to be implemented in the Marine Exclusion Zone. Key points made by Mr. Lundy during his update included the following:

- The Lake Fill project will encompass the inner harbour immediately east of the end of runway 0826. TPA has put out an Environmental Assessment (EA) on the project, and is in the process of considering the comments collected. The goal is to publish the resulting report during the first week of October.
- Part of the process has involved assessing mitigation methods and assessing the practically of the mitigation methods.
- Of the comments TPA received from the public and various agencies, there have been 3 major areas discussed: the material quality, navigation issues, and the geotechnical capability below the Lake Fill location due to an existing tunnel.
- With respect to the material being potentially used for fill, the concern has been about the materials' impact on the turbidity and cloudiness of water. The material is shale and it can be very fine and potentially cause cloudiness in the water column. The TPA feels there is an excellent opportunity to use material excavated from tunnel for Lake Fill. Samples of the materials have been taken, and tests have been performed to determine potential impacts. The next step is to determine mitigation measures. The durability of materials was documented with ASTM, and the materials were found to have a medium to high rating, which is below the median. Therefore a protective cap is required on top of the Lake Fill. The cap would consist of a harder rock – 0.7 of a meter thick – that would be on top of shale. The top of the cap will be about 1 metre below the water level.
- TPA will be utilizing documented guidelines from the Ministry of the Environment (MOE) and conservation authorities for silt curtains. The curtains are 95% effective in stopping turbidity, and would be used during Lake Fill process.

- The tunnel that exists within the proposed Lake Fill area was built in 1905, and is covered by 27 feet of rock. It is 8 feet wide and 8 feet high. The TPA is currently undertaking a study to determine what the impact of the weight of the Lake Fill materials will be on this tunnel.
- The marine exclusion zone does not change from where it is located today because of this project. Therefore navigation will not be affected in the area. The exclusion zone is the regulated perimeter off the end of the runway, which marine vessels cannot go into. On average there are about 40 calls annually of intrusions into the exclusion zone. These intrusions are handled by the marine police unit.
- The airport perimeter road will be improved with the over burden material from the island excavation. All materials will have a cap on top to cover it, and will be paved. The road provides maintenance opportunities and security checks. The rip rap material for the road is an estimated 3,700 cubic meters, and the rough cost is $250,000.

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

- *The YQNA representative asked who reports the intrusions into the marine exclusion zone.* Mr. Lundy replied that they are reported either by the airport control tower, TPA security, or marine patrol unit boats.
- *The YQNA representative inquired about the testing of materials. Asking whether the samples are logged as to geographic location and depth at which they were collected.* Mr. Lundy explained that yes, they are logged as to the location and depth. The materials are extracted from designated bore holes. Long cylinders are broken into sections and ASTM methods are used to test the materials.
- *The YQNA representative asked about the width of the perimeter road*. Mr. Lundy noted that it is about 6 meters wide, and can accommodate a fuel truck.
- *The YQNA representative inquired about the Lake Fill EA study process, inquiring about the next steps for community feedback*. Mr. Lundy explained that the EA report would be posted to website in October, and will be open to additional community feedback.
- *The YQNA representative asked what the date for the next public meeting is*. Mr. Lundy noted that there is no public meeting on the report itself. TPA will try to set up a public meeting to discuss the proposed Lake Fill implementation process.

7. DEPUTATION

Barry Lipton, Toronto Island Community Association (TICA), provided a brief deputation regarding the proposed Lake Fill project. Mr. Lipton acknowledged that most of his questions were answered during Mr. Lundy's presentation, noting that his questions and concerns were focused on the appropriateness of the durability test for the Lake Fill materials. Mr. Lipton was concerned that the fine shale material would be fractured during extraction, which would open up the material allowing water to enter it, thus the clay portion of the shale would dissolve in water and be permanently in suspension. Mr. Lipton was relieved that a cap would be placed over the shale material, thus preventing the wave action from reaching the shale. Mr. Lipton noted that the island residents were concerned that the only entrance to the lagoon system is from the bay side, and they don't want turbid conditions which would have

negative impacts on fish and their breeding grounds. In closing, Mr. Lipton thanked TPA for taking his questions seriously and coming up with a mitigation program that would look after his concerns.

8. BUSINESS ARISING

Mr. Faught asked CLC members if they had any business arising that they would like to discuss, hearing none, Mr. Faught proceeded to adjourn the meeting.

9. WRAP UP

Mr. Faught thanked all members of the public and TPA employees for attending the meeting. The next BBTCA - CLC Meeting is scheduled for November 21, 2012. A private "in camera" session was then held with CLC members only.

ADJOURN

Appendix A1-1
Tunnel Construction Committee Update Presentation

The Billy Bishop Toronto City Airport Tunnel Project

Construction Update

Wednesday September 26, 2012

Agenda

1. Tunnel Construction Committee Overview
2. Progress to Date
3. Construction Look-Forward
4. Questions

1. Tunnel Construction Committee

1. Established in April 2012.
2. Meets every two months (three meetings to date).
3. Membership includes:
   - TPA, Forum, PCL,
   - Harbourfront Community Centre,
   - St. Stephen's Day Care, Waterfront School, City School,
   - Parent Council, Local Councillor's Office, TDSB,
   - Neighbourhood Associations.
4. Typical Agenda:
   - Minute Review, 2-Month Look-Back, 2-month Look-Ahead, Q+A (Including updates from out Website / Hotline)

2. Progress to Date

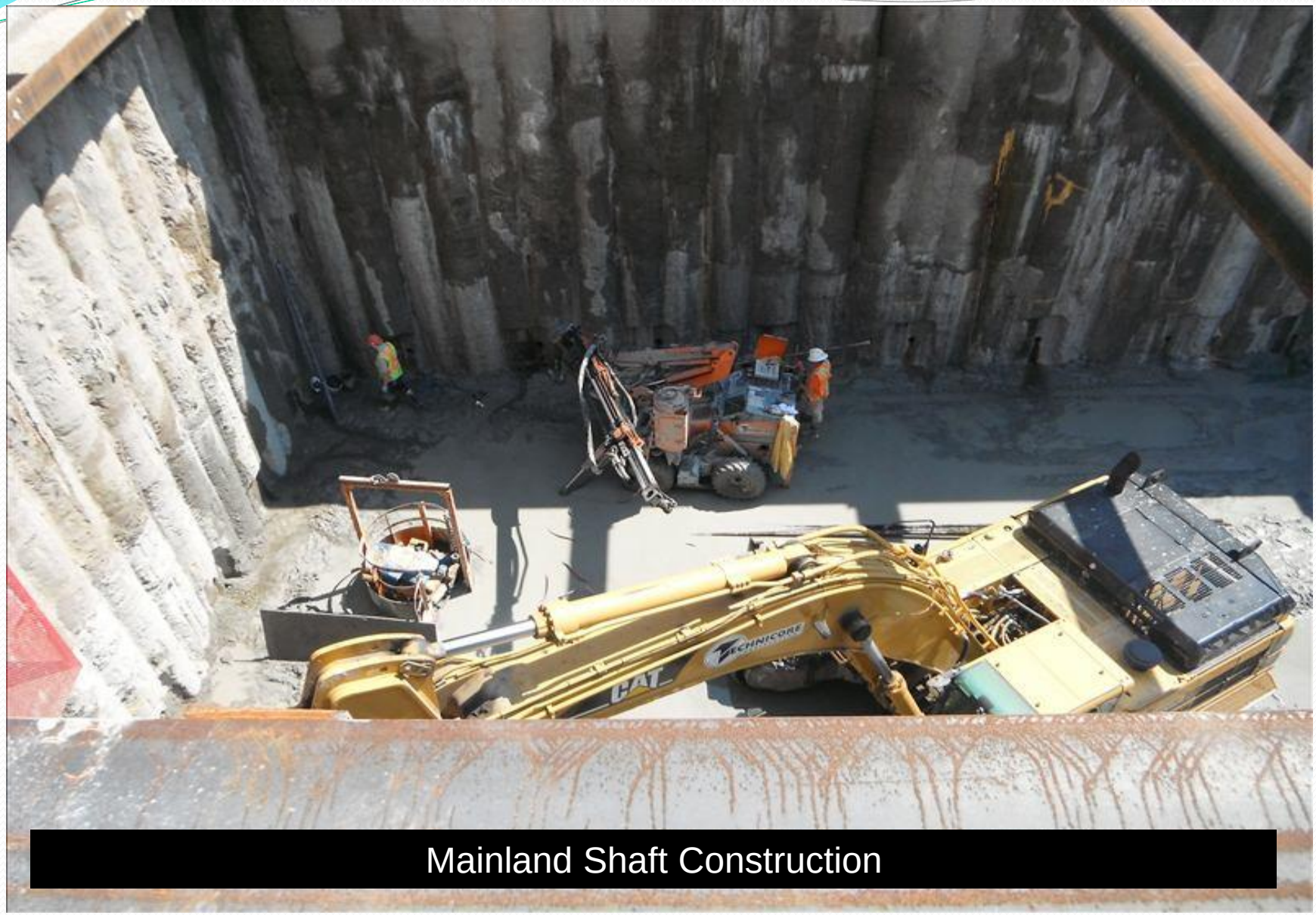
1. Completed the temporary paving work to relocate the turning circle onto the Canada Malting Site.
2. Completed the utility relocations on the mainland and island.
3. Nearly complete the shaft construction on the mainland.
4. Begun shaft construction on the island.



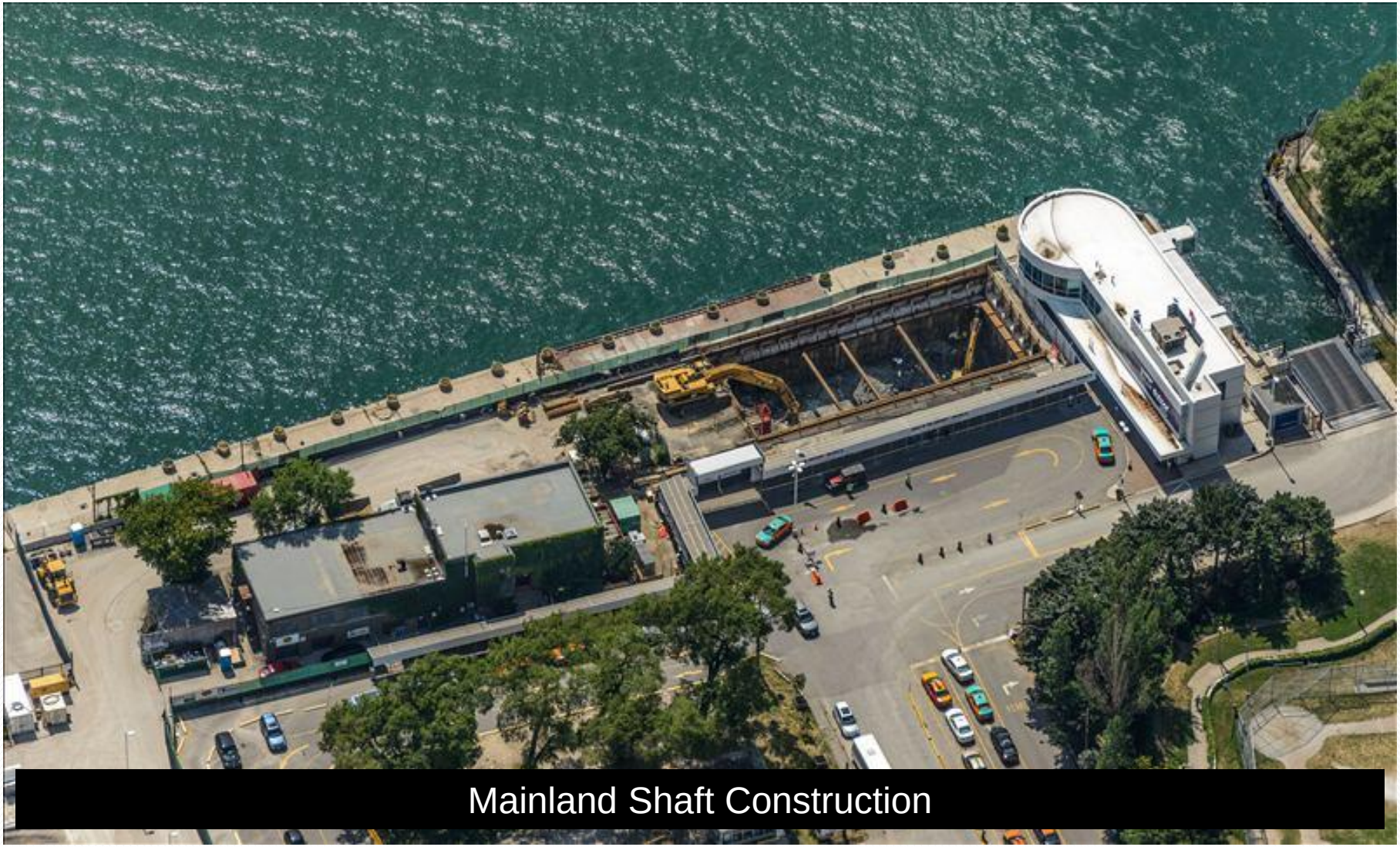
Canada Malting Site Temporary Paving Works



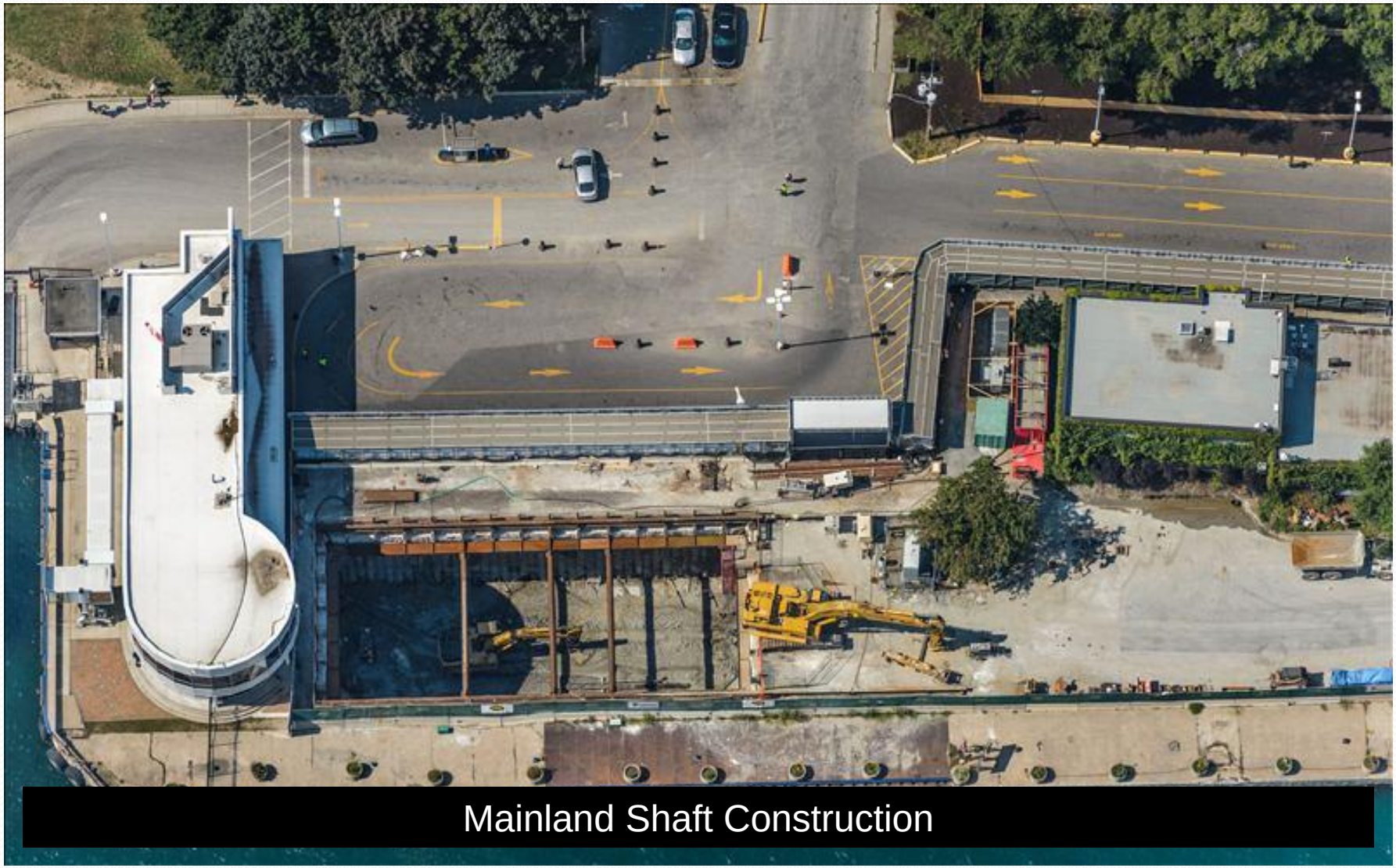
Mainland Shaft Construction



Mainland Shaft Construction



Mainland Shaft Construction



Mainland Shaft Construction



Island Equipment Set Up



Island Shaft Construction



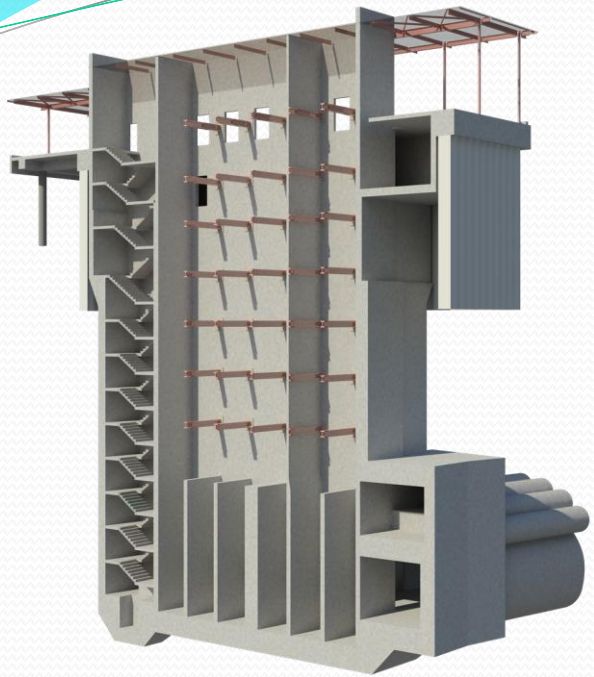
Island Shaft Construction

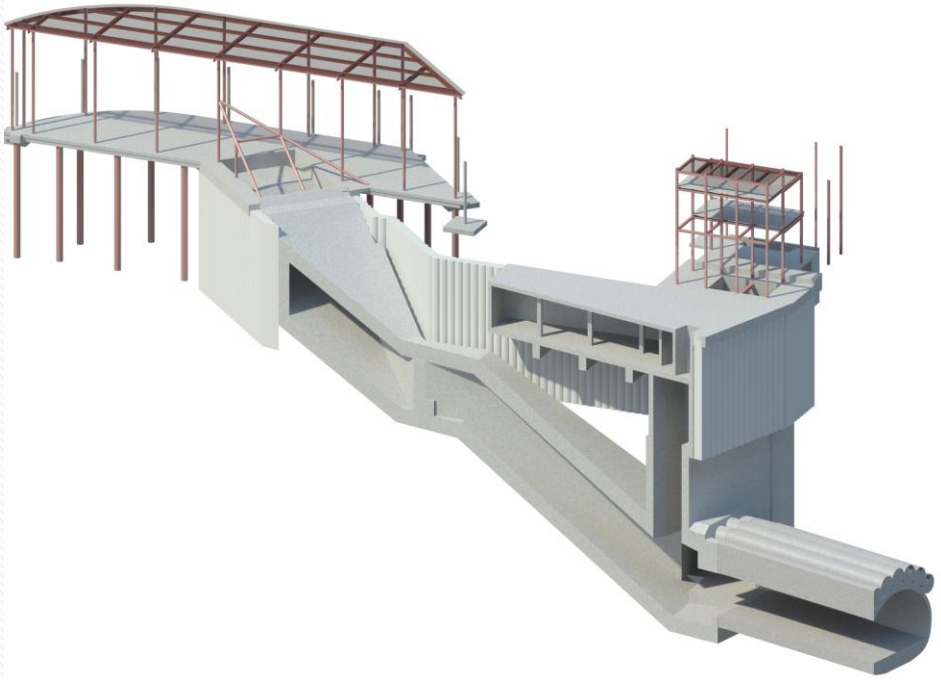


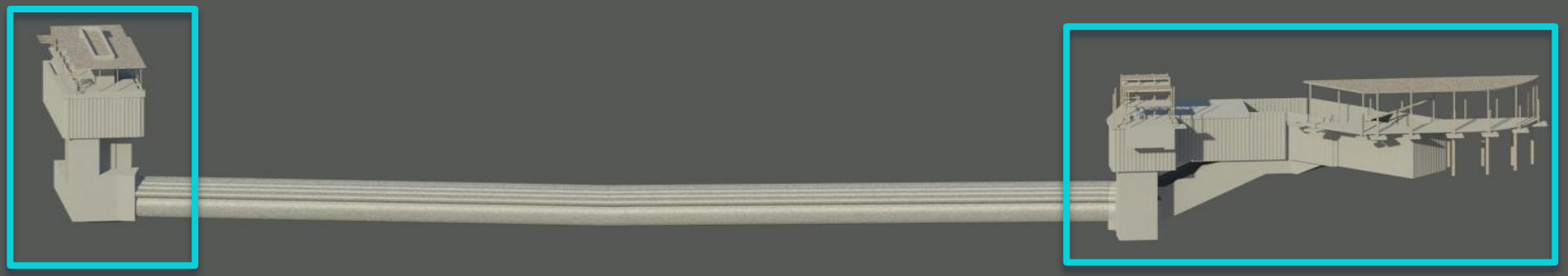
Island Shaft Construction

3. Construction Look-Forward

1. Complete shaft construction (mainland and island).
2. Construction of “drift tunnels”
   (October 2012 to January 2013)
3. Construction of the “pedestrian tunnel”
   (January 2012 to July 2013)
4. Tunnel Fit-out and Construction of Buildings
   (July 2013 to May 0214)







MAINLAND

ISLAND






GREEN AUTO SHOW



4. Questions?

Appendix A1-2
BBTCA and Eireann Quay Strategic Transportation Plan Presentation

Appendix A1-3
Construction Activity Update Presentation

Billy Bishop Toronto City Airport

Community Liaison Committee
September 19, 2012

Construction Activity Update

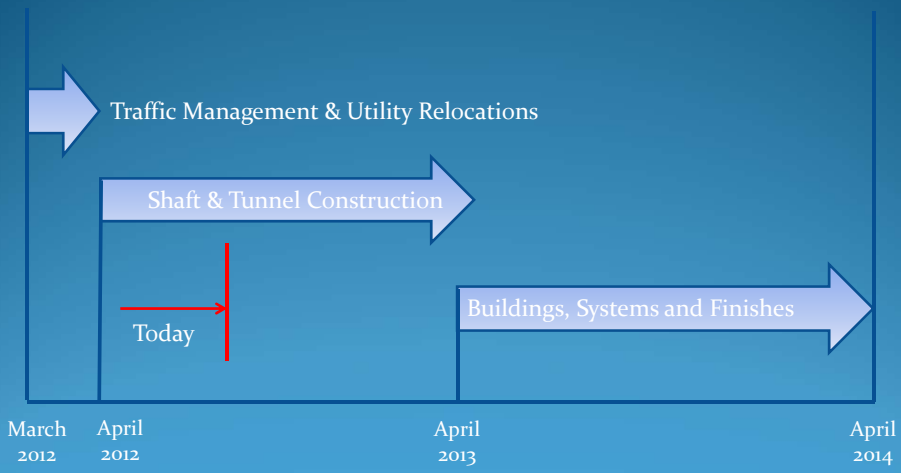
Current Construction Activities Underway

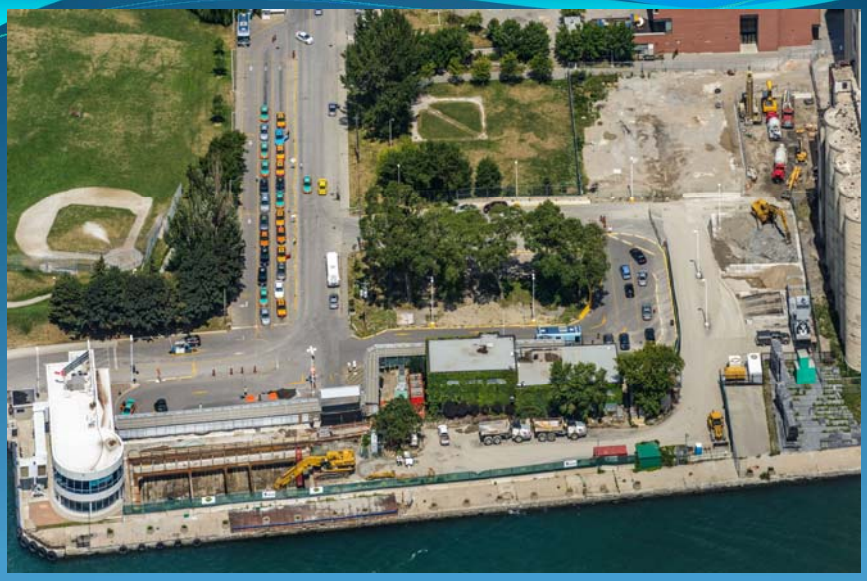
- Pedestrian Tunnel to Airport
- Taxi Staging Area
- Vehicle Parking
- Landscaping

Pedestrian Tunnel to Airport

- Major Infrastructure Project providing:
  - Pedestrian Access
  - Municipal Services
- Overall Construction Schedule
  - Overall approximately 25 months
  - Currently in Month 6

Overall Construction Schedule

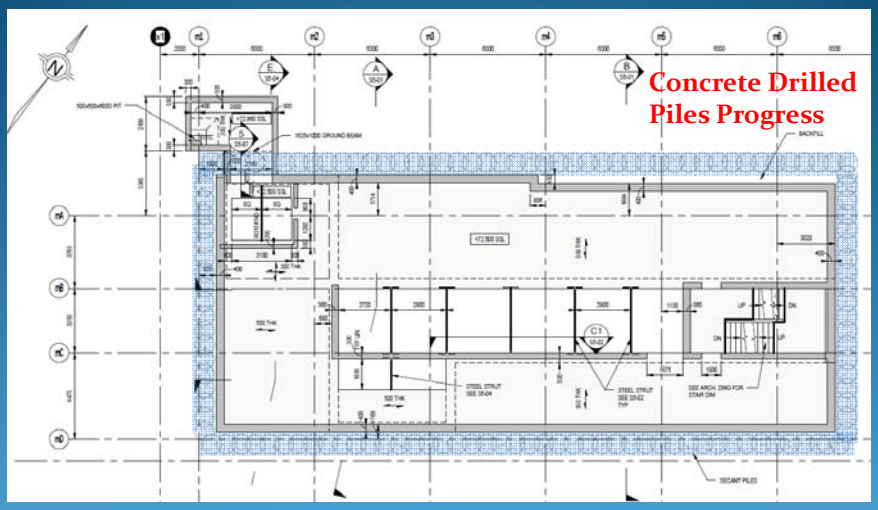


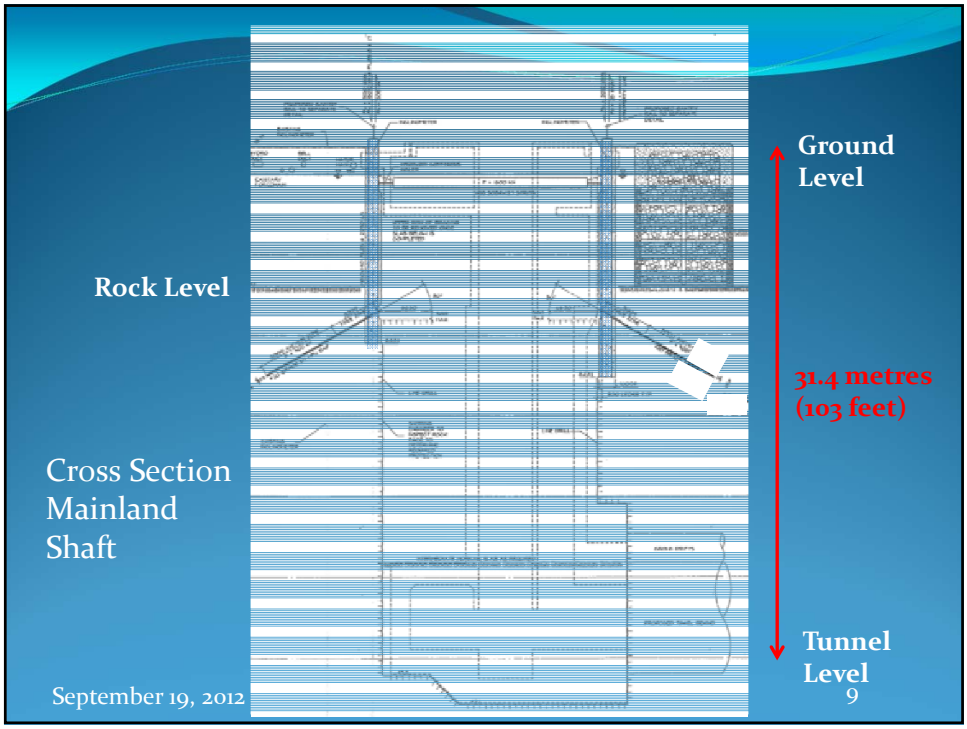


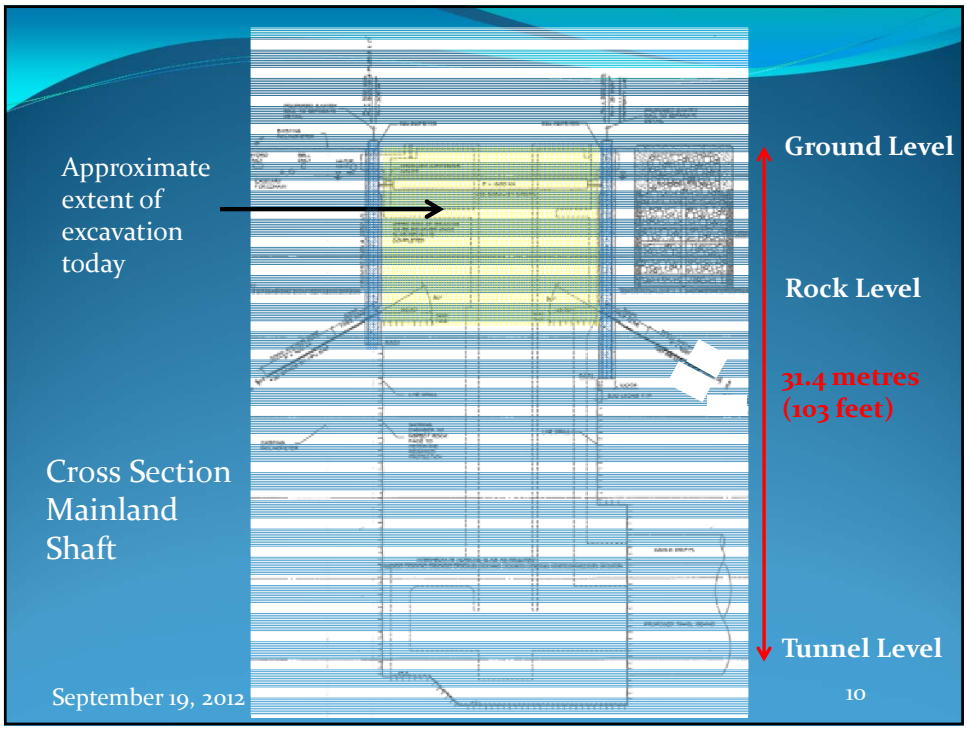

Construction
Staging Area



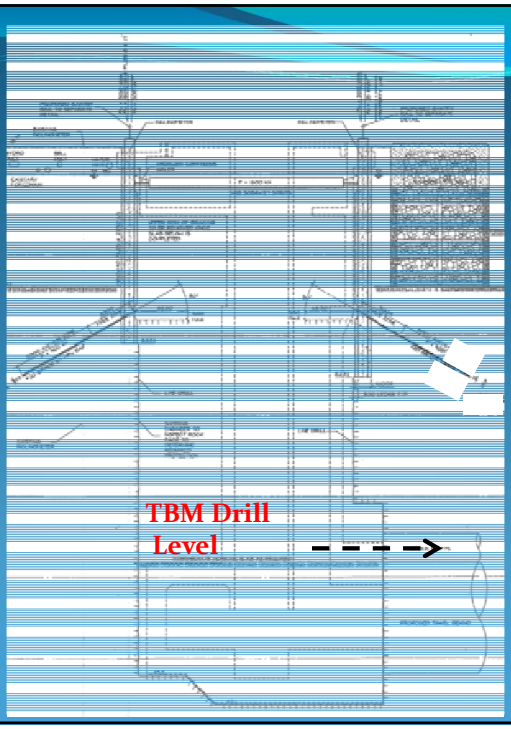
Plan View of Mainland Shaft



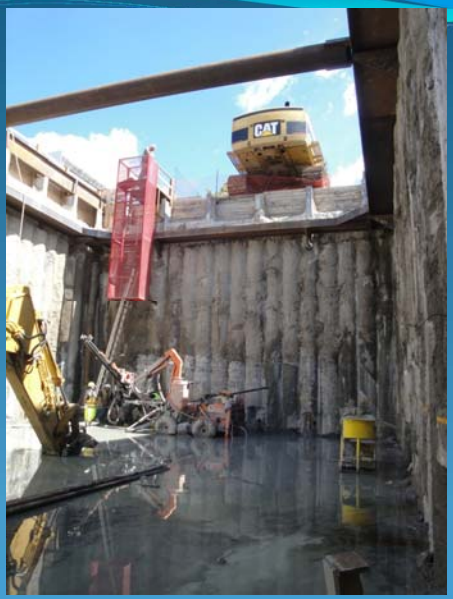

Rock Level
Ground Level
31.4 metres (103 feet)
Tunnel Level
Cross Section Mainland Shaft
September 19, 2012
9


Approximate extent of excavation today
Ground Level
Rock Level
31.4 metres (103 feet)
Tunnel Level
Cross Section Mainland Shaft
September 19, 2012
10

Cross Section Mainland Shaft



11

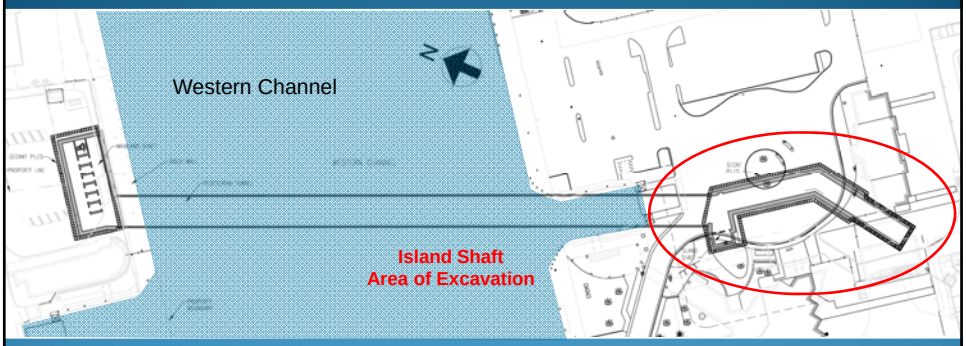


September 19, 2012

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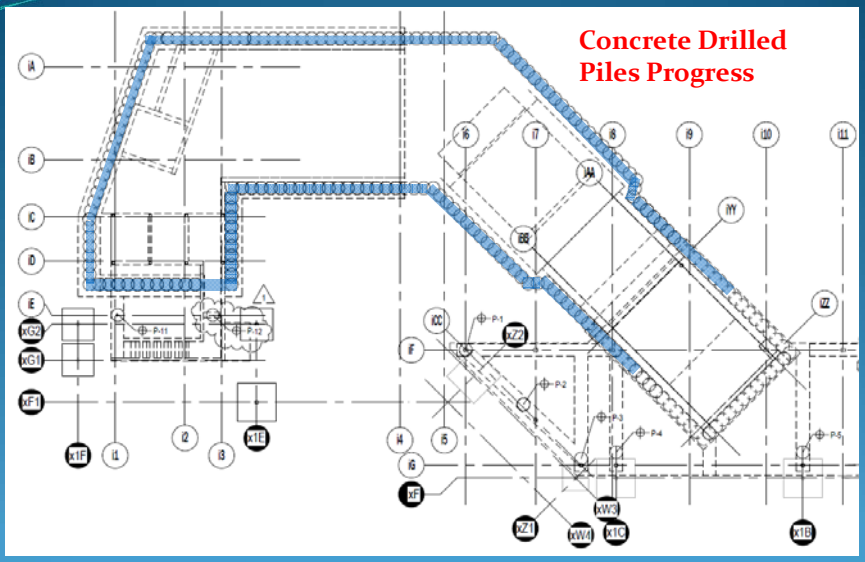


Pedestrian Tunnel General Arrangement



PLAN

Plan View of Island Shaft







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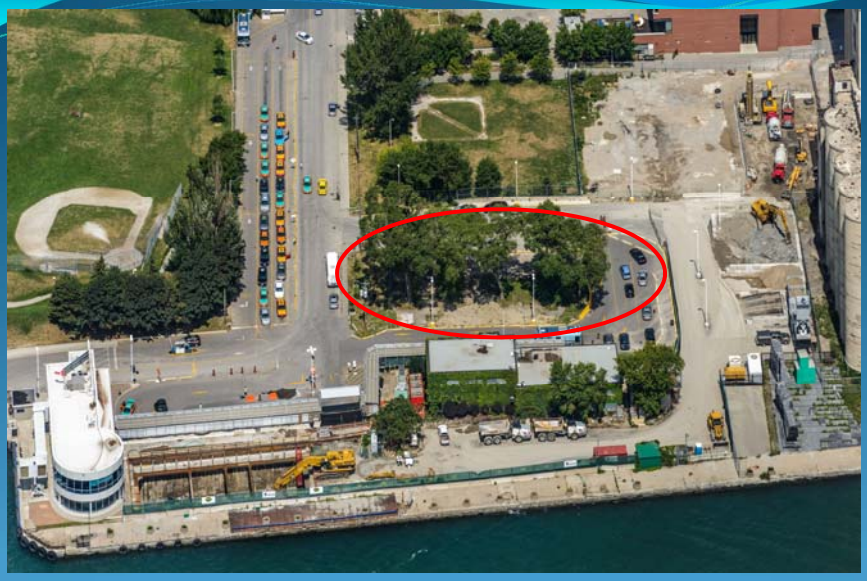


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Taxi Staging Area

- A temporary area for holding cabs, off the street
- Under development on the vacant Canada Malting lands following Site Plan Approval




Taxi Holding Area
Taxi Pickup Area

Taxi Staging Area

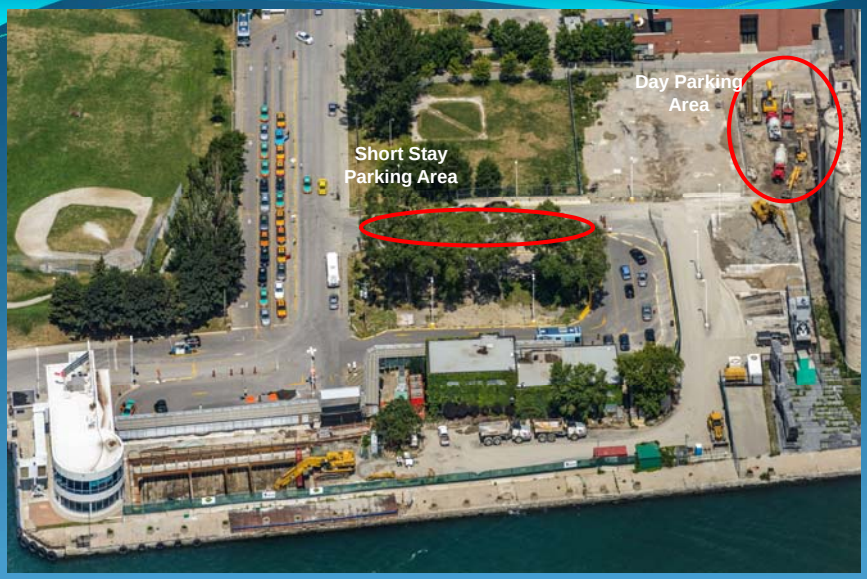
- Construction Includes:
  - Underground Services
    - Water
    - Storm Sewers
    - Sanitary
  - Small washroom service building for taxi drivers
  - Paving and traffic controls

Taxi Staging Area Schedule

- Completed:
  - ✓ Tree protection
  - ✓ Water connection
  - ✓ Sanitary manhole and piping
  - ✓ Exploratory work for City connections
- Next steps:
  - Entrance Reconfiguration – Late September
  - Storm Sewer manholes and crossing Eireann Quay – Early October
  - Paving Work – Mid October
  - Washroom Building – Mid October
  - Taxi Operation Repositioning – End October

Vehicle Parking

- Two types of parking
  - Short Stay Parking
  - Day Parking
  - Short Stay Parking
    - Specific spaces will be provided for use by schools and community at large
    - Other spaces for vehicles waiting to pick up passenger
  - Day Parking
    - Access controlled lot





Vehicle Parking Schedule

- Completed:
  - ✓ Utility stakeouts
  - ✓ Short Stay pavement
- Next steps:
  - Surface drainage and catch basins for Day Parking – Early October
  - Paving Work – Mid October
  - Parking Operation commencement – End October



Landscaping

- Preservation and Protection of Existing Trees
- Pathways, fencing and planting
- Three areas of work
  - Canada Malting Site
  - Ballpark Area
  - Fingerlot and Boulevard


2 STOREY SCHOOL
PARKING STRUCTURE
LITTLE NORWAY PARK
EXISTING BUILDING
IRELAND PARK


Canada Malting Site
Landscaping
2 STOREY SCHOOL
PARKING STRUCTURE
LITTLE NORWAY PARK
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IRELAND PARK

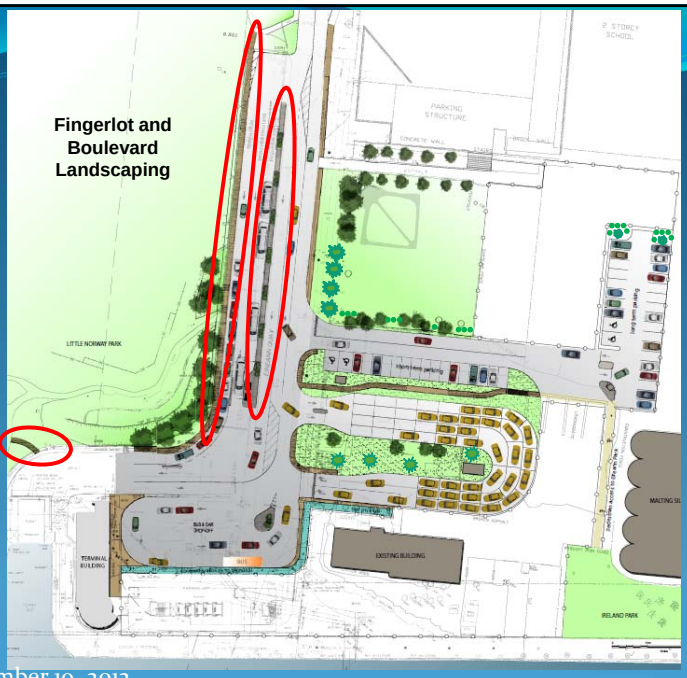
Landscaping Schedule

- Canada Malting Site
  - Completed:
    - ✓ Tree protection
    - ✓ Terra seeding
  - Next Steps:
    - Sidewalks and pathways
      - Mid October
    - Planting
      - Late October and Early November



Landscaping Schedule

- Ballpark Area
  - Completed:
    - ✓ Utility locates
    - ✓ Site preparation
    - ✓ Planting
  - Next Steps:
    - Fence installation by TDSB, sponsored by TPA



Landscaping Schedule

- Fingerlot and Boulevard
  - Completed:
    - ✓ Construction Drawings
  - Next Steps:
    - West Sidewalk – Late October
    - Fencing and Retaining Wall – November
    - Boulevard and Planters – April 2013
    - Planting – May 2013

Thank you