

**City of Toronto
Consultation on the Use of Jets at
Billy Bishop Toronto City Airport
(BBTCA)**

Consultation Report

November 22, 2013

Contents

1.0	INTRODUCTION	1
1.1	BACKGROUND TO THE PROJECT	1
1.1.1	<i>The BBTCA Today.....</i>	1
1.1.2	<i>History of the BBTCA.....</i>	3
1.2	THE CONSULTATION ON THE USE OF JETS AT BBTCA.....	4
2.0	CONSULTATION APPROACH AND METHODOLOGY	4
2.1	CONSULTATION PURPOSE	4
2.2	INFORMATION AND NOTIFICATION	4
2.2.1	<i>Consultation Flyer.....</i>	4
2.2.2	<i>Information Booklet.....</i>	5
2.2.3	<i>Media and Advertising.....</i>	5
2.2.4	<i>Email Notification</i>	5
2.2.5	<i>Website Notification add screen print</i>	6
2.3	CONSULTATION METHODS.....	7
2.3.1	<i>Consultation Meetings.....</i>	7
2.3.2	<i>Online Survey.....</i>	7
2.3.3	<i>Face-to-Face (Intercept) Survey.....</i>	8
3.0	CONSULTATION FINDINGS	8
3.1	ANALYSIS OF THE FINDINGS.....	8
3.2	CONSULTATION MEETINGS AND COMMENT FORMS.....	9
3.2.1	<i>Summary of Consultation Meeting and Comment Form Feedback.....</i>	9
3.2.2	<i>Detailed Comments from the Consultation Meetings</i>	9
3.2.3	<i>Mitigation Measures & Additional Requests to the City</i>	20
3.2.4	<i>Comment Form Feedback.....</i>	21
3.3	ONLINE SURVEY.....	24
3.4	FACE-TO-FACE (INTERCEPT) SURVEYS	26

Appendices

- Appendix A: Consultation Flyer
- Appendix B: Information Booklet
- Appendix C: List of Advertisements and Sample Advertisement
- Appendix D: Stakeholder Notification Email
- Appendix E: Screen Shot of the Website
- Appendix F: Comment Form

List of Tables

Table 1 – Summary of Consultation Events and Activities	ii
Table 2 – Summary of Key Findings from the Consultation Meetings and Comment Forms*	iii
Table 3 – Summary of Proposed Benefits, Concerns and Conditions Associated with the Expansion	21
Table 4 – Key Reasons for Support and Opposition to the Expansion – Online Survey.....	25
Table 5 – Key Reasons for Support and Opposition to the Expansion – Face-to-Face Surveys	27

Executive Summary

Introduction

On May 6, 2013, Toronto City Council directed staff to undertake a review of a request from Porter Airlines to permit jet-powered aircraft operations at Billy Bishop Toronto City Airport (BBTCA). The review was to identify potential benefits, concerns, issues and opportunities associated with jet operations at BBTCA. As part of the review, the City conducted a consultation program in August and September to obtain public and stakeholder views on the potential impacts of jet operations at BBTCA. DPRA Canada Inc. (DPRA) was contracted by the City to assist in the design and implementation of the consultation program.

This report describes the consultation activities undertaken by DPRA and the feedback received from the public on the use of jets at the BBTCA. The consultations allowed the public to provide feedback through: face-to-face (intercept) surveys; an online survey; three consultation meetings; and comment forms.

The feedback received through the consultation period provided extensive information to the City (see Table 1):

Table 1 – Summary of Consultation Events and Activities

Consultation Feedback	Dates	Participation
Face-to-Face (Intercept) Surveys	August 26 to 30, 2013	A total of 324 face-to-face surveys were completed
Online Survey	August 26 to October 11, 2013	Respondents completed 41,879 online surveys
Three Consultation Meetings	September 4, 9 and 19	Approximately 1,020 people attended the meetings
Comment Forms	September 4 to 19, 2013	A total of 218 comment sheets were received

The input from the consultation meetings, comment forms and surveys reflects the views only of those who participated and provided their responses to the questions asked. As a result, the information gathered was not intended to be, nor is it to be interpreted as, being demographically or statistically representative of the views of the population of the City or the broader GTA.

In addition, a statistically valid survey was conducted by Environics Research Group and is available as an Appendix to the City Staff Report.

Key Findings: Consultation Meetings and Comment Forms

Table 2 below lists the main reasons why some participants are in support of jets at the BBTCA or opposed to jets at the BBTCA. The list was generated from the most frequently made comments, concerns and or issues raised at the three consultation meetings and those recorded on the comment forms.

Table 2 – Summary of Key Findings from the Consultation Meetings and Comment Forms*

BBTCA Summary of Key Findings from the Consultation Meetings and Comment Forms	
Reasons for Opposition to Jets at the BBTCA	Reasons in Support of Jets at the BBTCA
<p>1) Increased Aircraft and Groundside Noise Noise generated from low flying and loud aircraft and from engine run-ups, particularly when they occur at night, is disruptive and affects people’s well-being and health.</p>	<p>1) Reduce Traffic Congestion to Pearson International An expanded BBTCA that offers both short and long haul flights would result in less vehicular traffic to Pearson Airport.</p>
<p>2) Decline in Air and Water Quality Aviation activities increase the Greenhouse Gas emissions, and may release unburnt fuel into the air and water. Air and water pollution can affect the health of residents, plants and animals.</p>	<p>2) Business Development and Tourism Growth An expanded BBTCA could see an increase in inbound passengers, both business and leisure, and result in other spin-off business activities e.g., convention and exhibition centers.</p>
<p>3) Existing Traffic Congestion and Gridlock in the City Current City infrastructure is congested and cannot absorb increased traffic flows related to an expanded BBTCA.</p>	<p>3) Increased Airfare Competitiveness and Affordability An expanded BBTCA could attract more airlines offering competitive fares to travelers.</p>
<p>4) Adverse Impact on Health and Quality of Life Excessive and prolonged exposure to aviation-related noise and pollution could increase the risk of illness and lead to declining perceptions of quality of life for people living near the BBTCA.</p>	<p>4) Newer Jets are Quieter and Less Disruptive Newer jets are quieter than the older turbo props. The use of noise abatement technology will reduce sound levels in the vicinity of the airport.</p>
<p>5) Impact on Bird and Marine Habitats Expanded operations at the BBTCA could affect protected bird species on the Islands and lead to deterioration of marine habitats.</p>	<p>5) Increased Employment Opportunities An expanded BBTCA would result in more direct, indirect and induced employment opportunities in the City.</p>
<p>6) Incompatibility with the Waterfront Redevelopment Plan An expanded BBTCA jeopardizes recent investment and development plans for the revitalization of the waterfront and the Port Lands.</p>	<p>6) Convenience and Accessibility An expanded BBTCA would improve convenience and accessibility for both business and leisure travelers in the downtown core and Toronto residents.</p>
<p>7) The Tripartite Agreement prohibits Jets at the BBTCA The Tripartite Agreement does not allow for the use of jets.</p>	<p>7) More Tax Revenue for the City The expansion of the BBTCA to accommodate jets and increased passenger volumes would inject more revenue into the local economy through airport taxes, landing fees, and visitor spending.</p>

BBTCA Summary of Key Findings from the Consultation Meetings and Comment Forms

Reasons for Opposition to Jets at the BBTCA	Reasons in Support of Jets at the BBTCA
<p>8) Impact of Marine Navigation and other Recreational Activities Extension of the Marine Exclusion Zone (MEZ) could affect boating in the Inner Harbour. Other recreational activities may also be affected by flyover noise.</p>	<p>8) An Alternative to Pearson An expanded BBTCA would offer travelers an alternative to the long lines, congestion and delays at Pearson International.</p>
<p>9) Negative Impact on Residential Property Values & Condominium Market An expanded BBTCA with jets could adversely affect residential property and condominium market values in the communities adjacent to the airport.</p>	<p>9) More Consumer Choice in Vacation Destinations An expanded BBTCA with jets would increase access to more domestic, regional and international markets which are not available with turboprop aircraft.</p>
<p>10) Safety Concerns There is a greater risk of accidents in the airspace over downtown Toronto if jets are allowed at the BBTCA and flight paths are permitted over residential communities and other high density areas.</p>	<p>10) Increase in the Total Airport Capacity of Toronto Expansion of the BBTCA to allow jets would increase the City's total airport capacity, reduce incidences of delays and allow for greater passenger throughput.</p>

*These are not ranked in any order of importance.

Key Findings: Online Survey

The online survey was not developed as a poll, with a statistically representative sample population asked to provide opinions on the use of jets at BBTCA. Instead this was an open opportunity for the general population who wished to participate and comment on the proposal for the use of jets at the airport. As a result, the information gathered from the online survey provides a summary of the opinions expressed by those who chose to complete the online survey.

Out of the 41,879 people surveyed, a majority of the survey respondents (89.8% or 37,587 respondents) indicated that they had used the Billy Bishop Toronto City Airport (BBTCA), while less than 10% of the respondents had never used the facility.

Overall, the majority of the survey respondents (63.1% or 26,399) indicated that they strongly supported the expansion, while 21.5% or 8,978 respondents stated that they strongly opposed it. Nearly 10% of the respondents were somewhat supportive to the expansion and 3.1% were somewhat opposed.

Key Findings: Face-to-Face (Intercept) Surveys

Over 300 informal, brief intercept surveys were conducted with people in public locations throughout Toronto, including Scarborough, North York, Downtown Toronto and Etobicoke. These surveys were not intended to be statistically representative of the population, rather they provided a snapshot of opinions among the Toronto public.

Of the 324 people surveyed, the majority of the respondents (73.1% or 237 respondents) had never used the BBTCA; while a quarter of the respondents had used the airport.

Overall, the majority of the respondents supported the expansion of the airport to allow jet aircraft, with 29.9% stating “strong support” and 25.0% stating “somewhat support”. A total of 23.1% of respondents indicated they were either “somewhat opposed” (8.6%) or “strongly opposed” (14.5%) to the proposed expansion.

1.0 Introduction

On May 6, 2013, Toronto City Council directed staff to undertake a review of a request from Porter Airlines to permit jet-powered aircraft operations at Billy Bishop Toronto City Airport (BBTCA). The review was to identify potential benefits, concerns and opportunities associated with jet operations at BBTCA. The operation of the airport is governed by a Tripartite Agreement between the City of Toronto, Government of Canada and the Toronto Port Authority (TPA), which does not permit the use of jet aircraft at BBTCA, except for Medivac flights.

The current lease agreement does not permit aircraft of this type at the BBTCA. This review is being led by the City of Toronto Waterfront Secretariat.

A series of Technical Studies have been initiated and will examine topics related to:

- Aviation (noise, safety and infrastructure);
- Economic Impacts;
- Land Use and Community Impacts;
- Marine Navigation, Coastal and Habitat Assessments;
- Public Health Impacts; and
- Transportation Impacts.

As part of the review, the City conducted a consultation program in August and September to obtain public and stakeholder views on the potential impacts of jet operations at BBTCA. DPRA Canada Inc. (DPRA) was contracted by the City to assist in the design and implementation of the consultation program.

The consultation program was designed to inform the public and stakeholders about the decision process, the various technical studies, and the key issues under consideration. A staff report summarizing the consultation program to date was submitted to Executive Committee on September 24, 2013. This report can be accessed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX34.14>.

Final reports on the review of the proposal to permit jets at BBTCA and the findings of the consultation program will be submitted to Executive Committee and City Council in December 2013. Additional information on the proposal review process and the consultation is available online at: http://www.toronto.ca/bbtca_review/index.htm.

1.1 Background to the Project

1.1.1 *The BBTCA Today*

BBTCA is located on the Toronto Islands, with access from the foot of Eireann Quay. The TPA owns and operates BBTCA. The BBTCA operates with 3 runways - one main east-west runway, two shorter runways - one north-south, the other south-west to north-east - and one terminal. The airport is used by general

aviation, air ambulances/Medivac flights and regional airlines offering short haul flights using turboprop planes. There is a cap of 202 aircraft movements daily as stipulated by the TPA. Currently, passengers must take a ferry operated by the TPA between the mainland - Eireann Quay and the island on which the airport is situated.

In March 2012, the TPA entered into an agreement that follows a public-private partnership model to build a pedestrian tunnel and improve access to and from the BBTCA. In addition to facilitating pedestrian movement to and from the airport, the tunnel (currently under construction), will carry City of Toronto water and sewage mains to the Island.

Currently both Porter Airlines and Air Canada operate out of BBTCA. Passenger volumes at the BBTCA have increased significantly from 2006, which coincides with when Porter Airlines started operating from BBTCA, making it the ninth busiest airport in Canada. Destinations available through the BBTCA include: Boston, Burlington, Chicago, Ottawa, Newark, Mont Tremblant, Montreal, Myrtle Beach, Quebec City, Sault Ste. Marie, Sudbury, Thunder Bay, Timmins, Washington D.C. and Windsor.¹



Aerial view of the Billy Bishop Toronto City Airport

¹ HLT Advisory (2013). Economic Impact Considerations of an Expanded Billy Bishop Toronto City Airport. Available from: http://www.toronto.ca/bbtca_review/pdf/economic_impact.pdf

1.1.2 History of the BBTCA

Following is a brief history of the BBTCA:

- The first airport on the Toronto Islands was opened in 1939 as *Port George VI Island Airport*. During World War II, the island airport became a military training base. For the duration of the war the airport was used by the Royal Canadian Air Force for training pilots and as a waypoint for transporting planes. After the war, the airport returned to civilian uses. Flying clubs and several aviation companies set up at the airport, offering services such as aircraft rentals, air freight, charter flights, pilot training and sight-seeing flights.
- In 1983, the City of Toronto, the Toronto Harbour Commission, and the Government of Canada signed a Tripartite Agreement over operation of the airport. The Agreement made provisions for a restricted list of aircraft allowed to use the airport based on noise levels, prohibitions on jet traffic except for Medivac flights and prohibition against the construction of a fixed link between Toronto Island and the mainland. The Agreement was amended in 1985 to specifically allow the new de Havilland Dash 8 aircraft.
- In 1990, Air Ontario (later to become Air Canada Jazz) started operating regional airline service to Ottawa and Montreal. In 1994, the airport was renamed the *Toronto City Centre Airport*. In 1995, the *Toronto City Centre Airport Viability Study* indicated that certain constraints contained in the Tripartite Agreement should be relaxed to allow jet-powered and other aircraft meeting approved noise emission standards.
- In 1999, the operation of the airport was turned over to the new TPA, which took over the responsibilities of the Harbour Commission, including the airport and port functions. Porter Airlines began regional airline service in the fall of 2006 using Dash 8 Q400 series planes, 70-seat aircraft. In 2006, Air Canada lost access to terminal space at the airport and could no longer operate at the airport. On November 10, 2009, after approval from Transport Canada, the TPA officially renamed the airport *Billy Bishop Toronto City Airport*.
- In 2011, Air Canada Express (operated by Sky Regional) began flying again out of the island airport. In March 2012, an agreement was reached between the City and the TPA to enable construction of a pedestrian tunnel connecting the airport.
- In 2013, following the receipt of the request from Porter Airlines to permit jet aircraft at BBTCA, the City of Toronto



Plane on runway at BBTCA



Entrance to Billy Bishop Toronto City Airport Ferry Terminal

Executive Committee agreed to review the possible use of jets at BBTCA.

1.2 The Consultation on the Use of Jets at BBTCA

DPRA was retained to carry out a consultation program to obtain the views and perspectives of the public and stakeholders on the potential use of jets at BBTCA. The consultation consisted of:

- Web-based information and reports, with the opportunity for public feedback, accessed at: www.toronto.ca/bbtca_review;
- An online survey;
- Three consultation meetings;
- Comment forms;
- Face-to-face (intercept) surveys; and
- City contact information for comments and questions.

More information on these consultation activities is provided in Section 2; the findings are reported in Section 3.

2.0 Consultation Approach and Methodology

The public consultation program was conducted to assess how the potential use of jets at Billy Bishop Toronto City Airport (BBTCA), if approved, might affect the overall City of Toronto, the communities around the airport, and the revitalization initiatives across the waterfront area.

2.1 Consultation Purpose

The purpose of the consultation program was to:

- Inform the public of the decision process, the technical studies underway and the opportunities for comment and discussion on the potential use of jets at BBTCA; and
- Obtain the views and perspectives from the public and stakeholders on potential benefits, concerns, issues and opportunities associated with jet operations at BBTCA.

2.2 Information and Notification

The consultation included several methods of public notice and communications for the public to become aware and informed of the decision process, the consultation program and issues/opportunities associated with the potential for jets to be allowed at BBTCA.

2.2.1 Consultation Flyer

A two-page flyer was developed to provide information to the residents and businesses of Toronto on:

- The Porter Airlines request to examine the potential for the use of jets at BBTCA;

- The Tripartite Agreement;
- Technical issues/studies;
- History of the Island Airport; and
- Opportunities to provide input.

The flyer was available at the City Hall Rotunda, on the City website: www.toronto.ca/bbtca_review and at the consultation meetings held September 4th, 9th and 19th, 2013. A copy of the consultation flyer is provided in Appendix A.

2.2.2 Information Booklet

An information booklet was created to provide the public with further details on the decision process, technical studies and consultation opportunities. Specific information was provided on:

- History of the Island Airport;
- Current use of BBTCA;
- Decision process and schedule;
- Preliminary information from each of six technical studies; and
- Consultation opportunities.

The information booklet was available at the City Hall Rotunda, on the City website: www.toronto.ca/bbtca_review and at the consultation meetings held September 4th, 9th and 19th, 2013. A copy of the information booklet is provided in Appendix B.

2.2.3 Media and Advertising

Three press releases were issued with respect to the consultation on the use of jets at BBTCA:

- August 27, 2013: "Public consultation on use of jets at Billy Bishop Toronto City Airport";
- September 9, 2013: "Date change of Town Hall meeting on the use of jets at Billy Bishop Toronto City Airport"; and
- September 18, 2013: "Town Hall meeting tomorrow on proposed use of jets at Billy Bishop Toronto City Airport".

In addition, extensive print advertisements were placed (including in various languages in local ethnic publications). The list of print advertisements and a sample advertisement are provided in Appendix C.

2.2.4 Email Notification

An email notification message was sent on August 27, 2013 to:

- Persons who had provided their contact information for

Building a great city - together
Call 311

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Billy Bishop Toronto City Airport

Public Consultation on the Use of Jets

The City of Toronto is holding a public consultation on a request to permit jet airplanes at Billy Bishop Toronto City Airport (BBTCA). The focus of the consultation will be to assess how changes to the airport would impact the City, including the ongoing revitalization of our waterfront, and the vibrant new communities being built on the water's edge. Specific issues to be considered include:

- Aviation – noise, safety and infrastructure
- Economic Impacts
- Land Use, Traffic and Community Impacts
- Marine Navigation, Coastal and Habitat Assessments
- Public Health Impacts

You can provide the City with your comments in various ways:

Join us online at toronto.ca/bbtca_review to get more information or download and complete an online survey.

Attend one of two workshops to talk with City staff and technical consultants and share your ideas:

Workshop 1 Wednesday, September 4 Fort York – Blue Barracks Rm. 250 Fort York Blvd. Toronto M5V 3K9 2 – 3 p.m. (Drop-in) 3 – 5 p.m. (Workshop)	Workshop 2 Monday, September 9 Metro Hall – Rooms 308/309 55 John St. Toronto M5V 3C6 6 – 7 p.m. (Drop-in) 7 – 9 p.m. (Workshop)
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Join us at a Town Hall meeting that will include a presentation and discussion:

Thursday, September 12
Direct Energy Convention Centre,
Exhibition Place – Salon 205,
100 Princes' Blvd., Toronto, M6K 3C3
6 – 7 p.m. (Drop-in)
7 – 9 p.m. (Presentations and Discussion)

All venues are wheelchair accessible. For additional accommodations or information, contact Chris Dunn-Project Manager:
Tel: 416 395-1211, Email: wps@toronto.ca.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

the City mailing list at the June 17th stakeholder information meeting²; and

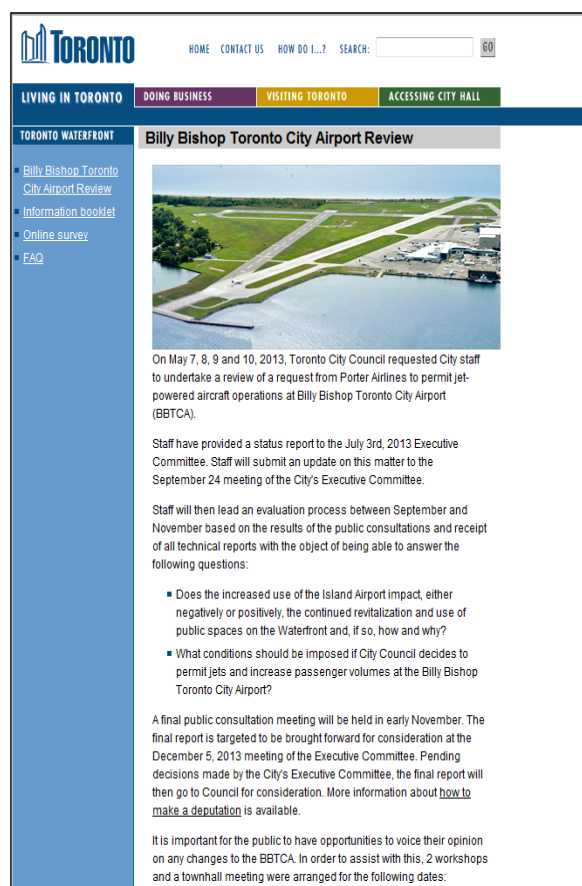
- A range of stakeholders which included neighbourhood associations, local yacht clubs, ratepayer groups, industry associations, local BIAs, local schools, and groups opposed to the proposal to use jets at BBTCA.

The email message provided information on the request to permit jets at BBTCA, ongoing opportunities for public consultation and an invitation for residents and groups to provide their views. A copy of the email notification message is provided as Appendix D.

2.2.5 Website Notification add screen print

The City of Toronto website had a sliding banner advertising the consultation on the possible use of jets at BBTCA. A dedicated BBTCA web page on the City's website (www.toronto.ca/bbtca_review) included detailed information on the potential for expansion of BBTCA to allow jet aircraft, including:

- The request by Porter Airlines to permit jet-powered aircraft operations at BBTCA;
- Staff reports and direction to evaluate the pros and cons of the request;
- Technical reports (as available);
- Submissions from stakeholders, community and waterfront groups;
- Information on consultation opportunities;
- Access to the flyer, information Booklet and online survey;
- Schedule of the consultation meetings;
- Copies of display panels at the consultation meetings;
- The opportunity to sign-up to the City's mailing list for updates on the consultation;
- Frequently Asked Questions (FAQs); and
- Contact information for submission of additional comments, concerns or questions.



A screen shot of the website is provided in Appendix E.

² City Staff held an initial consultation meeting on June 17, 2013 in order to provide an overview for stakeholders and community groups on the study process and scope of work. The meeting also provided an opportunity for the community groups and stakeholders to provide comments and feedback on key issues that should be addressed. The June 17th staff report, including a summary of issues raised, can be accessed at: <http://www.toronto.ca/legdocs/mmis/2013/ex/bgrd/backgroundfile-59898.pdf>

2.3 Consultation Methods

The key methods for obtaining participant feedback are described below.

2.3.1 Consultation Meetings

Three consultation meetings were held to inform participants of the decision process and to present preliminary findings of the technical consultants' review of the proposal for jet aircraft at BBTCA and to invite comments and questions. At the meetings, participants could pick up an information booklet and flyer, view the displays, speak with technical consultants and/or City staff, ask questions and complete a comment form. The display boards provided background information on the decision process and preliminary findings of the ongoing technical review studies.

The first Consultation Meeting on September 4th was planned as a workshop format, with an overview presentation, followed by small group roundtable discussions. In response to requests by a number of the participants following the overview presentation, the format was changed to a question and answer session, with the technical consultants and City staff available to provide responses. **Approximately 120 people attended. A total of 47 comment forms were received.**

At the second consultation meeting on September 9th, following an overview presentation by City staff, the technical consultants provided presentations on their work to date. Each technical consultant described the scope of work for their study, the key methods used (research, measurement, field work etc.), the findings to-date, potential mitigation measures (if any); work remaining to be done and anticipated timing of completion. Following each technical presentation, time was allocated for questions and answers. An additional opportunity for further discussion with the consultants was offered in five breakout rooms made available for that purpose throughout the evening. **Approximately 300 people attended. A total of 73 comment forms were received.**

The third consultation meeting on September 19th began with a brief overview presentation by City staff. During the remainder of the event, participants were offered the opportunity to address the audience to share their perspectives with other members of the audience and ask questions of City staff. Because of the large number of participants who wished to speak, the question and comment session was extended an extra hour. **Approximately 600 people attended; 98 comment sheets were received.**

The reports from the three consultation meetings, including further detail on the feedback in the comment forms are available on the City of Toronto website:

http://www.toronto.ca/bbtca_review/index.htm.

2.3.2 Online Survey

An online survey was developed to provide those members of the public, and stakeholders/interest groups with an opportunity to engage themselves and/or their communities of interest through online input on the topics, issues and opportunities related to the future of the BBTCA. The online survey was launched during the week of August 27 and closed on October 11. Please note the survey was open to the

general public, where personal identifiers, such as name and full street address were not collected for administration and monitoring purposes. Therefore, the number of survey responses is not statistically representative of the City's demographics; rather they provide a snapshot of opinions among the Toronto public. **A total of 41,879 surveys were received.**

A summary of the results of the online survey is available in Section 3.3; the full report is provided on the City of Toronto website: http://www.toronto.ca/bbtca_review/index.htm.

2.3.3 Face-to-Face (Intercept) Survey

Over 300 informal, brief in-person surveys were conducted with people in public locations throughout Toronto (e.g. walking on the street, at coffee shops or in a mall). The interviewer completed surveys with people of a range of gender, age, and ethnic origins. These surveys were not intended to be statistically representative of the population, rather they provided a snapshot of opinions among the Toronto public.

DPRA developed the face-to-face survey questionnaire in collaboration with the City's Waterfront Secretariat staff. After the questions were finalized, DPRA set up an on-line survey using a commercially off-the-shelf product (SurveyMonkey.com), which was accessible on a hand-held tablet via internet connection. During the week of August 26, 2013, 8 interviewers (grouped in pairs for safety protocol) conducted the face-to-face surveys in 4 City Districts: Toronto/East York, Scarborough, North York and Etobicoke. **A total of 324 surveys were conducted.**

A summary of the results of the face-to-face surveys is available in Section 3.4; the full report is provided on the City of Toronto website: http://www.toronto.ca/bbtca_review/index.htm.

3.0 Consultation Findings

3.1 Analysis of the Findings

For each consultation method, the findings were compiled and analyzed according to the issues raised most frequently, by participants in opposition to or in support of the use of jets at BBTCA. For each key point of view, a description is provided of the reasons for the comment, to obtain an understanding of the various perspectives on the issues. Additional detail is provided in the individual reports of each consultation meeting and survey, located on the City of Toronto website:

http://www.toronto.ca/bbtca_review/index.htm.

Section 3.3 contains a summary table of the views and comments made by participants who attended the three consultation meetings and those who completed the comment forms. The results of the online and face-to-face (intercept) surveys are presented separately in Section 3.3 and 3.4 respectively.

3.2 Consultation Meetings and Comment Forms

3.2.1 *Summary of Consultation Meeting and Comment Form Feedback*

Please see the Executive Summary for the Summary Table of key findings from the consultation meetings and comment forms.

3.2.2 *Detailed Comments from the Consultation Meetings*

Process Comments

Decision-making Process

- There were questions asked about how public feedback from the consultation meetings would be used in the decision making process. Further, the public requested an explanation regarding how new issues which emerged during the consultations would be addressed prior to Council's decision in December 2013.
- Other concerns were raised about the pace of the process, particularly the timeline given for the completion of the technical studies, public consultations and feedback, and final reporting to Council, given the complexity of the issues and the long-term impacts.
- There were also concerns about the ability of City Council to make any determination on Porter's proposal, since the CS100 was still in the testing phase and all data on the performance of this aircraft including noise data was unavailable from either Porter Airlines or Bombardier.

Consultations

- Some of the participants at the consultation events expressed dissatisfaction with the survey and comment sheet questions, which were seen as biased towards the introduction of jets at BBTCA.
- A number of participants stated that the venues were too small for the number of participants who attended.
- Some participants felt that the format of the first consultation meeting was not appropriate. (In response, changes were made at the event to accommodate this concern).
- The fact that some of the studies, most notably the Health Impact Assessment and Transportation Study, were incomplete was a major concern for some participants.
- Further comments were made about the integrity of the consultation process, Porter Airlines' role in expediting the process and the lack of all the information necessary for full public engagement.

Aviation

Concerns

▪ **Noise Levels**

It was noted during the series of public consultations that noise impacts associated with the operations of the BBTCA were one of the main deterrents to airport expansion and a key consideration that would need to be dealt with if jets are permitted at the BBTCA.

It was also noted that complaints about aircraft noise were not limited to residents living in the 'affected' area; residents in communities away from the downtown core, waterfront and Toronto Island were also reported to be affected by fly over noise due to changing flight paths. It was also stated that the number of flights emanating from the BBTCA, even if less noisy than aircraft of 20 years ago, remains a significant issue.

- **Noise Measuring Metrics**

Some participants felt the International Civil Aviation Organization (ICAO) standard of measuring aircraft noise was inadequate. Instead, they felt that a public system to record noise should be implemented and monitored regularly to ensure compliance.

- **Safety**

Some participants saw take-offs and landings as the most dangerous phases of aircraft operations. Related to this were concerns that if jets were introduced they would be landing within 150 m of where people live; children go to school; and where people gather for recreational purposes.



Plane sitting at the BBTCA. Courtesy of City of Toronto

Some participants indicated that not only is the airspace over the BBTCA busy, but it is above a densely populated mixed use area. It was noted that jets flying over densely populated areas would increase the risk of an accident happening in the airspace over downtown Toronto, with potentially serious consequences for people on the ground. It was mentioned that this could also be the case if aircraft were targeted in a terrorist attack.

- **Size of the CS100**

There were concerns from some of the participants that the CS100 is much larger than the Q400 turboprop planes currently flown by Porter Airlines. Larger planes were perceived by the participants as being more disruptive, with the potential to diminish the visual appeal of the waterfront.

Potential Benefits

- Supporters of the airport expansion indicated that jet aircraft are quieter now than they were before. They noted that new noise abatement technology and quieter engines are increasing the possibility of jets which operate at or below the noise requirements set forth in the Tripartite Agreement.
- It was suggested that an expanded BBTCA offering short and long haul flights would reduce the need for travelling to Pearson Airport and thus reduce the congestion on main thoroughfares in the downtown core.
- Additionally, it was stated that the introduction of the CS100 at BBTCA would improve downtown passenger choice, add more destinations to North America and result in affordable fares for

residents and visitors. It was also noted that an expanded BBTCA would provide greater accessibility and convenience to travelers.

- With regard to the extension of the runway by 200 m at both ends, some participants at the consultation meetings stated that extended runways could further reduce aircraft noise during take-off and landing.
- Some participants indicated that the general noise from the City was more disruptive than that from the airport.
- Some participants felt that Bombardier's jets are showcasing a proud Canadian product.

Additional Comments:

- Although the Tripartite Agreement restricts flights operations between 11 p.m. and 6:45 a.m., there were concerns that Porter Airlines is already contravening that restriction and that the introduction of jets may result in more flights occurring outside the curfew.
- It was stated that the current method of calculating noise exposure from aircraft operations took no account of the contribution that the number of flights has in creating deteriorating perceptions of health, well-being and quality of life.
- Questions were raised about the need for a possible extension of the emergency runway at the BBTCA in the event of adverse weather conditions or an emergency on the aircraft.
- Questions were also raised about the impact of the proposed changes to Runway End Safety Areas (R.E.S.A.) that Transport Canada requires for all airports within the country. Participants wanted to know what impact this would have on Porter Airlines' proposal for the runway extension.

Economic Impacts

Concerns

- **Property Values**

Participants suggested that any expansion of the airport would have a significant impact on property values in residential communities neighbouring the airport including the condominium market. Participants referenced a number of studies that cite the potential for property values to decline by as much as 10% because of proximity to an airport.

It was suggested that the decline in residential property values could have a corresponding adverse impact on property taxes collected by the City.

- **City Revenue**

Some participants indicated that Porter Airlines' rationale for the expansion of the BBTCA was based on the benefits it would bring to travelers, both business and leisure, and the local economy. The potential economic spin-off from an expanded BBTCA was criticized by some participants for being overly exaggerated. Further it was stated that the implied economic activity that the City would gain from the expansion of the airport would not be new or additional, but would instead represent a redirection of activity from Pearson to the BBTCA.

- **Employment**

There are concerns that the purported increase in employment would be short-lived and would be confined mainly to the construction phase of the project with only an incremental increase in other employment related activities.

- **Tourism and Business Development**

Though expanding the BBTCA might make good business sense for Porter Airlines and the TPA, some participants expressed concern that it would not be good for the City's economy. For example, it was suggested that the introduction of long haul flights to destinations such as Los Angeles and the Caribbean would take people and their associated spending out of the City, and country, creating what has been referred to as a 'trade deficit'.

Additionally, the assumption that the expanded BBTCA would attract more tourists and thus increase visitor spending has been called into question by some participants. They felt that visitors would come to Toronto regardless of the expansion of the island airport.



Ferry Approaching the BBTCA.
Courtesy of City of Toronto

- **Infrastructure Cost**

Residents expressed concern about the lack of consideration given to the Union-Pearson rail link in the economic impact report. It was stated the large investment of public funds to that project and the impact it could have on the BBTCA's expansion plans should have been considered in the assessment. The Union-Pearson rail link was seen as further reason for not accepting Porter Airlines' proposal.

- **Financial Feasibility**

Some participants indicated that the financial feasibility of the proposal had yet to be fully addressed, as additional direct and indirect costs associated with the runway extension had not been fully identified in the economic impact report. Further, it was stated that airlines have known for a number of years that a profit at the BBTCA was not possible without operating jets.

Potential Benefits

- Some participants at the consultation meetings expressed support for the extension of the airport as it would bring additional benefits to the City and increase capacity (aircraft and passenger) at the BBTCA. Because of the potential benefit, they suggested that the City approve the proposal.
- It was stated that the airport is a much needed gateway to the rest of the world. Participants felt that it would also bring more people into the City and contribute to increased visitor spending.
- Increased employment opportunities, through construction of the runway, customer service at the airport, and the potential spin-offs were also recognized by some as important economic contributions of an expanded airport.

- Other intangible economic benefits noted at the consultation meetings were reduction in travel, access and waiting times. These were seen to result in faster or more frequent services; alleviate congestion; and lower the overall cost of travel.

Additional Comments

- Some participants expressed concern about the ability of the City to attract investments in the Port Lands if the real estate values were to decline because of proximity to the expanded airport.
- Participants were concerned that the true environmental impact costs have not been incorporated into any of the studies to date. These costs are presumed to be significant; thereby reducing Porter Airlines' economic justification for expansion. Residents called for a full independent study of the costs and benefits of the proposal.
- Another concern was related to the reliability of the forecasted revenue stream which was criticized for being short in detail and highly technical. Also, the issue of the possible future sale of Porter Airlines was discussed, reiterating the need expressed by participants to protect the quality of life on the waterfront and the islands.
- Questions were also asked about the ability of the TPA to fund the expansion of the airport and whether taxpayers would be liable for funding the infrastructure improvements required to accommodate and support the increase in traffic that would be generated as a consequence of the expansion.
- The limited scope of the economic impact study and the short time frame available for completion of a comprehensive study generated concerns about the validity of the results and the possibility of over-stated economic benefits of the proposed expansion.

Land Use and Community Impacts

Concerns

- **Incompatibility with the City's Official Plan**

The City of Toronto's Official Plan guides the development of the City and provides a roadmap for land use designations. Site and Area Specific Policy #194 is particularly relevant to the study. Some of the participants noted that under the Official Plan, the airport's lands were designated as parks and open spaces. In light of this, it was argued that the expansion of the BBTCA runs counter to the City's Official Plan land use designations.



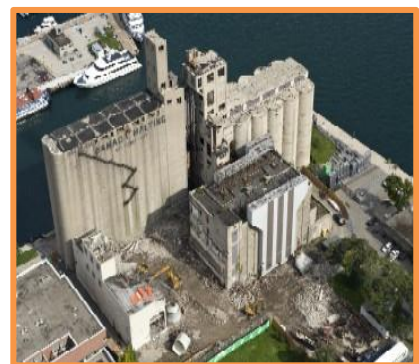
Land use Map of the BBTCA
Courtesy of City of Toronto

- **Waterfront Revitalization Plan**

Some of the participants suggested that the expansion of the airport was incompatible with the existing waterfront revitalization plan and the redevelopment of the Port Lands. They believe the waterfront is a unique and interesting area for residents and visitors and feel that this atmosphere would be interrupted by the constant landing and take-off of large jets.

- **Parks and Open Spaces - Bird Sanctuary and Island Park**

Some participants suggested that protected bird species on the islands, Tommy Thompson Park and along the Leslie Street Spit would be significantly impacted due to an increase in bird strikes with larger jet aircraft at the BBTCA.



Canada Malting Site.
Courtesy of City of Toronto

- **Recreational Activities**

The City's Official Plan and Site and Area Specific Policy #194 make reference to the operations of the BBTCA, indicating that changes can only be made without adversely affecting residential and recreational areas and users. Some participants indicated that the proposed extension of the existing runway would also require an expansion of the capacity of groundside facilities. This was identified as an issue because of the likely impact on activities within the harbour (i.e., yachting, canoeing, and kayaking). As a result, some of the participants suggested that a full environmental impact statement be prepared to assess the significance of impact on land and water-based recreational activities.

Potential Benefits

- Some of the participants expressed enthusiasm about Porter Airlines' proposal indicating that as a world class city, a downtown airport with jets was essential and added value to the vibrancy of the City.
- It was also stated that adverse effects and/or impacts could be sufficiently mitigated to allow for jets at the airport.
- Some participants stated that the City needed balanced development (i.e., residential, commercial, industrial, recreational) and an expanded airport would not upset the City's balance.
- Some participants indicated that the expanded BBTCA could result in the injection of further investment into the City.

Additional Comments

- Some participants stated that recently approved residential and commercial development proposals may be jeopardized by the expansion at the BBTCA.
- The vulnerability of the condo market to rapid devaluation as a result of jet operations at the BBTCA was also cited as a concern by some of the participants.
- Some of the participants felt that the construction of new, or the extension of existing parking facilities on or near the Canada Malting Site was incompatible with the revitalization plans for the waterfront, particularly as it could impact the development of promenades along the east end of the site.
- There was concern that the City's open spaces may be reclassified for parking purposes if the airport is expanded. Particular mention was made of Little Norway Park.
- There were also concerns expressed by participants about the legal ramifications of opening and/or amending the Tripartite Agreement under existing trade agreements e.g. North American Free Trade Agreement (NAFTA).
- It was requested that the City or Transport Canada develop a Wildlife Management Plan to protect resident and migratory birds from planes landing and taking-off at the BBTCA.
- There were concerns about increased bird strikes from jets and the implications for treaties signed between the USA, Mexico and Canada as they pertain to migratory birds.

Marine Navigation, Coastal and Habitat Assessments

Concerns

- **Marine Navigation – Recreational Users**

There were concerns expressed about the impact on recreational marine navigation activities (i.e., yachting, kayaking, and canoeing) as a result of the proposal to extend the runway into the harbour. Concerns were also raised about the difference in the flight paths during take-off and landing for the Q400 and CS100 and the possible implications on users. It was noted boaters at Rees Street Slip may be most affected by the proposed runway expansion due to their close proximity to the runway.

- **Marine Exclusion Zone – Buoys**

Some of the participants at the consultation meetings, particularly boaters and yachters who were also users of the harbour, felt that any changes to the MEZ would affect the safety of boaters and increase congestion, as the MEZ would extend well into the harbour. Concerns were also raised about jet blast and the impact of this on boaters. Another general safety issue was the concern that higher waves could be created as a result of the proposed runway extension and MEZ changes. It was noted that high waves, especially during inclement weather could easily overturn small sailing vessels.



Green Navigational Buoy in the Harbour.
Courtesy of City of Toronto

- **Birds and Fish Habitat**

There were questions about the potential increase in bird strikes at the BBTCA as a result of the engine out design of the CS100. To mitigate the impact of resident, migratory and nesting birds, some participants asked about the Wildlife Management Plan at the BBTCA and how this would be implemented to protect birds in their habitat.

Participants also expressed concern about the impact of aircraft noise and vibration on marine/fish habitats and the potential for habitat loss as a result of the extension of the runway into the harbour.



Birds at Tommy Thompson Park.
www.tommythompsonpark.ca

- **Pollution of Lake Ontario**

Some of the participants were concerned about the chemicals used in the maintenance of engines, de-icing, possible run-off and jet fuel spills at the BBTCA, and the impact these would have on residents, marine and wildlife habitats in the vicinity of the airport.

The environmental impact from pollution by jet fuel into Lake Ontario was cited as a concern by some participants, because much of Ontario's drinking water is sourced from the lake. Construction activities associated with the possible expansion and airport anti-icing/de-icing were also reported as issues of concern by some participants.



Male and female mallard ducks in the Harbour. Courtesy City of Toronto

Potential Benefits

- Some participants suggested that runway extensions could represent an opportunity to improve the aquatic habitat for fish around the ends of the runway and attract more birds.
- A western runway extension was seen as an opportunity to enlarge the sensitive dune environment of Hanlan's Point Beach.

- It was suggested that an extended runway could mitigate heavy wave action and reduce sediment build-up in the Western Gap.

Additional Comments

- It was suggested that an extension of the MEZ would require boaters, kayakers and canoers to travel further from shore to circle a larger MEZ. This was seen as a safety issue, as these light vessels could be affected by higher winds and waves.
- Other concerns included the limited scope of the study which did not include an investigation of water quality.
- It was suggested that the City study the difference in air pollution between flights over land and flights over water. It is believed by some participants that the airport's location on Lake Ontario will bring unique environmental risks that must be examined and understood.
- There were concerns that a detailed environmental assessment would not be completed before Council decides on Porter Airlines' proposal in December.
- Some participants expressed concerns that the extension of the runway, and the use of jets over the harbour would effectively lead to the decline in marine related activities in the harbour.
- It was stated by some participants that airport activities have not diminished recreational opportunities in the harbour.

Public Health Impacts

Concerns

- **Respiratory Related Illnesses**

It was noted that airport operations could lead to air and water pollution and additional noise which could negatively impact health and wellness. Participants expressed concern that expanded operations at the BBTCA could increase the prevalence of lung and heart problems.

- **Air Pollution**

As more vehicles would be expected along the routes to and from the airport, residents in the adjacent communities expressed concern about the possible deterioration of air quality. Also, the higher level of greenhouse gas emissions by jet aircraft compared to turboprops was of concern to participants.

- **Noise Pollution**

It was stated by some that noise was by far the biggest issue with regards to the expansion of the airport. Some participants referenced World Health Organization (WHO) reports which imply clear connections between noise levels and sleep disturbance. It was noted that the reports also show that sleep disturbance can lead to health issues, particularly developmental issues in children. Participants indicated that this is especially true for noise at night, although they believe that daytime noise also has possible health impacts.

- **Water Pollution**

A serious concern for many people who use the lake for recreational activities such as boating, kayaking, and canoeing and those who engage in swimming along the beaches of the lake was the use of de-icing and anti-icing agents which they feel can result in effluent runoff that may significantly impact the water quality in Lake Ontario.

Additional Comments

- It was suggested that the City undertake a health related economic assessment to calculate the loss of revenue and productivity due to missed days at work from asthma and other respiratory illnesses potentially caused by jets.
- It was stated that the City and Porter Airlines need to accept that noise is a very serious health issue. The attitude that “residents need to toughen up” is outdated and shows a lack of concern for residents’ health.
- It was stated that the main concerns about the health effects of aircraft noise relates to increased stress and higher levels of annoyance among adults exposed to constant sounds of aircraft in flight and during maintenance.
- The importance of water and the impact that the expanded airport would have on water quality were topics participants asked to be included in the health impact study.
- It was suggested that the City undertake a more serious study to understand the cardiovascular impacts from noise pollution currently generated by the airport and from future noise if jets are permitted.
- It was suggested by some participants that the health impact assessment examine the cumulative environmental and health effects from the entire west-end development including condo development, rail link and possible airport expansion.
- It was stated that there are serious health/environmental impacts of jets even when they are not flying.
- The current no-fly window during the night was reported by some participants to be insufficient to combat airport noise. It was suggested that there should be a 10-hour window each night without any flights.
- It was felt that the studies need to put more focus on the impact of aircraft emissions when they are idling and taxiing on the runway.
- Some participants were concerned about the availability of the health impact study results and opportunities to provide feedback prior to a Council decision.
- Some participants were concerned about the short timeframe within which a comprehensive and cumulative health impact assessment was expected to be completed.

Transportation Impacts

Concerns

- **Traffic Congestion**

Some participants were concerned that the transportation studies had not identified any recommendations to manage road traffic or mitigate vehicle emissions, since road traffic

conditions and capacity were seen to be affected by the proposed expansion of the BBTCA. Additionally, it was stated that existing travel patterns in the City are not sustainable in the long term; as such, increasing the passenger capacity at the BBTCA could have the effect of generating double the number of road users along the airport corridor and putting additional pressure on local road networks and those further afield.



Taxi Staging Area.
Courtesy City of Toronto

- **Public transit – Union Pearson Link**

Improving publicly funded access to Pearson International airport was a key issue identified during the consultation on the proposed expansion of the BBTCA. It was argued that the rail link between Union Station and Pearson International would improve access from the downtown core to the airport. This would improve convenience and negate any need for an expansion at the BBTCA.

- **Infrastructure Capacity**

There were concerns that substantial infrastructure additions are required to accommodate a significant increase in passenger throughput as a consequence of having more flights per hour (with or without jets) at the BBTCA.

- **Safety Issues**

Some participants expressed concern that inadequate infrastructure with an increase in vehicular and pedestrian traffic could increase the potential for accidents between pedestrians and motorists, particularly school children.

- **Pollution**

Some residents of Bathurst and Queens Quay were concerned that pollution levels in the area may already exceed air quality standards. Given the current situation, these participants indicated there is no need to encourage further large-scale growth in road traffic.

Potential Benefits

- Some participants at the consultation events indicated that Porter Airlines provides exceptional service, is extremely convenient and allows for greater flexibility for business and other travellers.
- Some participants felt that an expanded BBTCA would increase overall airport capacity for the City and also reduce automotive congestion at Pearson.
- It was also noted by some participants that there is currently a traffic study underway that would provide the means to ameliorate the traffic congestion in the City.

Additional Comments

- It was noted that even with a future shift towards public transit, the large increase in passenger capacity at the airport would still mean a significant increase in vehicles on downtown road networks. This was an issue of concern for residents especially along Bathurst and Queens Quay.

- Some participants suggested that the City needs to confirm the impact of jets on the transportation networks and the impact if the number of flights is increased from the current cap of 202.
- There were questions and concerns about who would incur the cost of the infrastructure improvements needed if the airport were to expand.
- Some participants asked about plans to improve existing operations to accommodate potential traffic growth from BBTCA.
- Some residents also expressed concern about the use of residential street parking by employees of the airport.
- It was noted that a challenge facing the City of Toronto was the lack of a very fast transportation system; this should be the focus of the City instead of burdening the waterfront.
- Questions were asked about the decision making process, particularly whether the transportation study would be completed prior to Council’s decision in December.

3.2.3 Mitigation Measures & Additional Requests to the City

The following mitigative measures and additional requests/studies were suggested during the consultation meetings:

- Further studies were requested to examine the impact of the slope and angle of approach for the CS100 aircraft on other users in and around the airport.
- The City was asked to consider the impact on residential property values and property taxes if jets are allowed at the BBTCA.
- The City was also asked to examine the impact on Pearson International Airport from the introduction of jets at the BBTCA.
- It was suggested that the scope of the health impact assessment be expanded to include the impact on water quality from the use of jets at the BBTCA.
- It was also suggested that the City examine the impact on the ‘Open Skies’ agreement between Canada and the USA, if the Tripartite Agreement is amended to allow jets at the BBTCA.
- Some participants indicated that further study needs to be undertaken to review Porter Airlines’ new proposal which requires a 200 m extension of the runway at both ends.
- It was also suggested that a study should be undertaken to examine the impact of the airport on residents to date and not the future impact if jets are allowed.
- It was suggested the new noise abatement technology be introduced at the BBTCA.
- There were also suggestions that Porter Airlines be allowed to fly jets out of Pearson International Airport instead of the BBTCA.

3.2.4 Comment Form Feedback

A total of 218 comment forms were completed by participants at the consultation meetings. Table 3 provides a summary of the most frequently repeated comments on the comment forms. Further detail on the feedback from the comment forms is provided in the three consultation meeting reports available on the City of Toronto website: http://www.toronto.ca/bbtca_review/index.htm.

Table 3 – Summary of Proposed Benefits, Concerns and Conditions Associated with the Expansion

Key Reasons Why :		
The airport should not allow jets	The airport should not allow jets	Terms and conditions if jets are allowed
<p>Accessibility and Convenience to and from Downtown</p> <p>The BBTCA has been described by some participants as having the most convenient location for visitors staying in the heart of the City, business travelers and residents who live in the downtown area. They noted that the airport is accessible by public transit, taxi and direct ferry service.</p>	<p>Pollution – Noise</p> <p>It was suggested by some participants that dBC measures should be used over the dBA used by the International Civil Aviation Organization (ICAO). The participants suggested that dBC measures of aircraft noise are more accurate. In addition to addressing aircraft noise, it was requested that the City consider the impact of ground level noise – aircraft maintenance, engine run-ups, and noise from the landing gear and aircraft flap.</p>	<p>Use of Modern Jets and Noise Abatement Technology</p> <p>Some participants stated that any consideration for an expanded runway and airport should be based on modern quiet jets – as quiet as or quieter than the Q400 aircraft that incorporate new noise abatement technology.</p>
<p>New Employment Opportunities</p> <p>As an economic driver, some participants at the consultation meetings suggested that the expansion of the airport and increased passenger usage at the BBTCA would create new employment opportunities during the construction phase, and during operations, customer service and other specialist services.</p>	<p>Pollution - Air and Water</p> <p>Another reason for opposition to the expansion proposal was seen to be the adverse effect on air and water quality in the lake. It was stated by some participants that the CS100 aircraft emits more greenhouse gases than the current Q400. The impact on water from fuel run-off and spills was reported as a further reason to oppose jets.</p>	<p>Maintenance of the 202 Slot Cap</p> <p>Another condition proposed by some participants is retention of the existing 202 slot cap if jets are allowed at the BBTCA. They maintained that there should be no increase in the number of aircraft movements with the introduction of jets.</p>

Key Reasons Why :

The airport should not allow jets

Business and Tourism Investment and Development

Some participants stated that the BBTCA plays an important role in facilitating business development and tourism in the downtown area. As such, they expect that the expansion of the airport would generate increased business opportunity and investment interest in the downtown core. Additionally, they feel that long haul flights and more destinations would attract more visitors to Toronto.

Economic Impact – Increase City Revenue and Economic Activities

The point was made that the expansion of the BBTCA would create a burst of economic activity and would play a strategic role in the economic development of Toronto’s downtown. It was also stated that an expanded BBTCA would contribute to City revenues through taxes, rents and infrastructure improvement projects.

Greater Consumer Choice and Competitive Pricing

Some participants also suggested that an expanded BBTCA, with more short and long haul destinations would increase consumer choice, foster greater competition and provide affordable fares to business and leisure passengers.

The airport should not allow jets

Traffic and Infrastructure

Existing traffic congestion as a consequence of the limited capacity of the City’s infrastructure was mentioned as another reason to oppose the introduction of jets at the BBTCA. Traffic along major thoroughfares such as Bathurst Street and Queens Quay and along residential streets was described as “intolerable”, and participants felt that with greater passenger throughput the problem could only get worse.

Health Impacts

Adverse impacts on health were also cited as a reason for not allowing jets to land at the BBTCA. Some participants quoted World Health Organization reports and other publicly available data which document the impact of jet operations on the health of residents who live in nearby communities. Some of the health related illnesses mentioned included asthma and lung cancer.

Wildlife Protection

The safety of resident and migratory birds that nest at Tommy Thompson Park, along the Leslie Street Spit and the Islands was given as a reason to oppose jets at the BBTCA. It was suggested that the introduction of jets could result in more bird strikes affecting both avian and human populations.

Terms and conditions if jets are allowed

Strict Enforcement of Noise Restrictions

It was suggested by some participants that strict adherence to the noise restrictions in the Tripartite Agreement needs to be enforced at the BBTCA with or without jets. In the event that carriers do not adhere to these restrictions, it was felt that there should be penalties levied against the operating airline.

Traffic Conditions Downtown (Bathurst and Queens Quay)

Concern was expressed that before any consideration is given to the runway expansion, the existing traffic congestion issues in the downtown core should be ameliorated. This, residents felt, would require a thorough transportation study, and a plan for increasing the capacity of existing infrastructure.

No Extension of the Runway

It was mentioned that there are existing small jets that could land at the BBTCA which would not require an extension of the current 08-26 runway and also meet the requirements of the Tripartite Agreement. It was suggested that any consideration of jets at the BBTCA should look into these jets and not those which would require the extension of the runway into the harbour.

Key Reasons Why :

The airport should not allow jets

The airport should not allow jets

Terms and conditions if jets are allowed

Property Values

The possible impact on residential property values was of concern to some participants. They suggested that airport operations could result in a 10 % decrease in property values. The City was asked to examine the long-term impact of an expanded BBTCA on the condo market.

3.3 Online Survey

Process

An online survey was developed to provide those members of the public, and stakeholders/interest groups with an opportunity to engage themselves and/or their communities of interest through online input on the topics, issues and opportunities related to the future of the BBTCA. The online survey was launched during the week of August 27 and closed on October 11, 2013. It should be noted that the survey was open to the general public where personal identifiers, such as name and full street address were not collected for administration and monitoring purposes. Therefore, the number of survey responses is not statistically representative of the City's demographics, rather they provide a snapshot of opinions among the Toronto public. **A total of 41,879 surveys were received.**

Analysis of the Findings

The online survey was not developed as a poll, with a statistically representative sample population asked to provide opinions on the use of jets at BBTCA. Instead this was a self-selected survey, with an open opportunity for the general population who wished to participate and comment on the proposal for the use of jets at the airport. As a result, the information gathered from the online survey provides a summary of the opinions as expressed by those who chose to complete the online survey.

In order to identify duplicate survey entries, DPRA searched for surveys that had identical responses in all questions (close-ended and open-ended). Surveys were checked to identify those that were submitted within 10 seconds of one another and with the same responses. However, surveys with the same responses but submitted at various times were counted as legitimate surveys and qualified for data analysis. Although the online survey process allowed for respondents to submit more than one survey, the online checking mechanism found no duplicate surveys.

Upon completion of the data collection phase, *Statistical Package for the Social Sciences (SPSS)* was used to compute basic aggregate frequency tables, which displayed responses to each close-ended question. Due to the large response rate (41,879 completed surveys), open ended questions were sampled (every 10th survey) for inclusion in the analysis. Open-ended responses, which asked respondents for their comments, were reviewed and grouped into general themes, supported by respondent quotes.

Key Findings

Out of the 41,879 people surveyed, a majority of the survey respondents (89.8% or 37,587 respondents) indicated that they have used the Billy Bishop Toronto City Airport (BBTCA), while less than 10% of the respondents have never used the facility. Overall, the majority of the survey respondents (63.1% or 26,399) indicated that they strongly support the expansion, while 21.5% or 8,978 respondents stated that they strongly oppose. Nearly 10% of the respondents were somewhat supportive to the expansion and 3.1% were somewhat opposed.

As a follow up question, respondents were asked to identify up to three reasons for their position (see Table 4):

Table 4 – Key Reasons for Support and Opposition to the Expansion – Online Survey

For those who opposed the expansion, the top five reasons were:	For those who supported the expansion, the top five reasons were:
1. Environmental damage (70.0%, 7,195 respondents)	1. Convenience (88.3%, 3,648 respondents)
2. Fit with Waterfront (68.9%, 7,077 respondents)	2. Tourism (47.2%, 1,951 respondents)
3. Noise (66.8%, 6,861 respondents)	3. Economy (42.7%, 1,764 respondents)
4. Traffic congestion (37.2%, 3,821 respondents)	4. Job creation (27.3%, 1,128 respondents)
5. Public safety (18.2%, 1,872 respondents)	5. New development (13.9%, 574 respondents)

Respondents were asked if they agreed or disagreed that the airport is important in serving the needs of travelers in the City.

- 86.6% or 36,173 respondents indicated that they strongly agreed or somewhat agreed with the statement.
- 10.7% or 4,492 respondents indicated that they somewhat disagreed or strongly disagreed that the airport is important in serving the needs of travelers in the City.

Respondents were asked if they agreed or disagreed that the airport is important to Toronto’s economy. More than 83% or 34,818 respondents indicated that they strongly agreed or somewhat agreed with the statement, while 12.8% or 5,331 respondents stated otherwise.

Respondents were asked how concerned they were about a number of potential health impacts listed in the survey. Overall more than half of the respondents indicated some level of concern (major or minor) over four out of five potential health impacts listed on the survey:

- The effects of air pollution from jet airplanes (63.9%, 26,624 respondents);
- The effects of noise from the airports (55.6%, 23,182 respondents);
- The impacts on children who live or go to school near the airport (54.5%, 22,630 respondents);
- The effects of air pollution from additional vehicular traffic going to the airport (53.7%, 22,363 respondents); and
- The effect on pedestrian or cyclist safety of additional vehicular traffic going to the airport (48.0%, 19,935 respondents).

Respondents were asked their views on whether an expanded airport with jets is or is not part of a revitalized city waterfront.

- Close to 70% (or 28,793) of the respondents selected “An expanded airport with jets **is** part of a revitalized city waterfront”; and
- Over 30% (30.7% or 12,762) thought that “An expanded airport with jets **is not** part of a revitalized city waterfront.”

On the question of whether major cities need or do not need an airport close to the downtown core, respondents replied as follows:

- Three out of four respondents (77.1% or 32,081 respondents) indicated that “Major cities **need** an airport close to the downtown core” was closer to their own opinion; and
- Over 1 in 5 (22.9% or 9,523 respondents) thought that “Major cities **do not need** an airport close to the downtown core.

Lastly, respondents were asked to rank the importance of issues of which Toronto City Council should consider when making decisions about the proposed Island Airport expansion. A majority of the respondents stated that it is very important to consider the following issues:

- Supports tourism (63.8%, 26,201 respondents);
- Stimulates the local economy (63.6%, 26,250 respondents);
- Is a convenient alternative for travelers (65.9%, 27,216 respondents);
- Jets would provide more seats and more destinations (57.5%, 23,778 respondents);
- Improves overall quality of life for downtown residents (55.1%, 22,625 respondents); and
- Fits with the image of Toronto (53.8%, 22,153 respondents).

The full report on the findings from the online survey is provided on the City of Toronto website: http://www.toronto.ca/bbtca_review/index.htm.

3.4 Face-to-Face (Intercept) Surveys

Background

Over 300 random, informal, brief intercept surveys were conducted with people in public locations throughout the City of Toronto. These surveys were not intended to be statistically representative of the population, rather they provided a snapshot of opinions among the Toronto public.

Process

DPRA developed the intercept survey questionnaire in collaboration with the City’s consultation team. After the questions were finalized, DPRA set up an online survey using a commercially off-the-shelf product (SurveyMonkey.com), which is accessible on a hand-held tablet via internet connection. During the week of August 26, 2013, eight interviewers (grouped in pairs for safety protocol) conducted the face-to-face surveys in four City Districts: Toronto/East York, Scarborough, North York and Etobicoke. A total of 324 surveys were conducted.

Key Findings

Out of the 324 people surveyed, a majority of the respondents (73.1% or 237 respondents) have never used the Billy Bishop Toronto City Airport; while a quarter of the respondents have used the Airport. Overall, a majority of the respondents supported the expansion of the airport to allow jet aircraft, with 29.9% stating “strongly support” and 25.0% stating “somewhat support”. Other respondents, 23.1%, indicated they were either somewhat opposed (8.6%) or strongly opposed (14.5%) to the proposed expansion. As a follow up question, respondents were asked to identify up to three reasons for their position (see Table 5):

Table 5 – Key Reasons for Support and Opposition to the Expansion – Face-to-Face Surveys

For those who opposed the expansion, the top five reasons were:	For those who supported the expansion, the top five reasons were:
1. Noise (69.3%, 52 respondents)	1. Convenience (66.9%, 119 respondents)
2. Environmental damage (52.0%, 39 respondents)	2. Tourism (32.6%, 58 respondents)
3. Fit with waterfront (42.7%, 32 respondents)	3. Job creation (31.6%, 56 respondents)
4. Traffic congestion (25.3%, 19 respondents)	4. Economy (25.3%, 45 respondents)
5. Public safety (18.7%, 14 respondents)	5. Revenues (23.6%, 42 respondents)

Respondents were asked if they agree or disagree that the Island Airport is important in serving the needs of travelers in the City.

- 77.8% or 252 respondents indicated that they strongly agreed or somewhat agreed with the statement.
- 9.8% or 32 respondents somewhat disagreed or strongly disagreed that the Island Airport is important in serving the needs of travelers in the City.

Respondents were asked if they agree or disagree that the Island Airport is important to Toronto’s economy. Close to 73% or 235 respondents indicated that they strongly agreed or somewhat agreed with the statement, while 12.1% (or 39) stated otherwise.

Over half of the respondents (53.4% or 173 respondents) selected “an expanded airport with jets **can be** part of a revitalized city waterfront”; while 26.2% or 85 respondents thought that “an expanded airport with jets **cannot be** part of a revitalized city waterfront” and 20.4% or 66 respondents did not know or did not provide an answer.

Furthermore, a majority of the respondents (58.0% or 188 respondents) indicated that “Cities **need** an airport close to the downtown core ” was closer to their own opinion; while 28.4% or 92 respondents thought that “Cities **do not need** an airport close to the downtown core” and 13.6% or 44 respondents did not know or did not provide an answer.

Lastly, respondents were asked to rank the importance of issues which Toronto City Council should consider when making decisions about the proposed Island Airport expansion. Overall, 81% or more respondents stated it is very important or somewhat important to consider the issues of:

- Economic impacts (85.8%, 278 respondents)
- Job creation (85.2%, 276 respondents)
- Traffic/Transit impacts (85.2%, 276 respondents)
- Ecological/Environmental impacts (84.6%, 274 respondents)
- Noise/Air quality (81.5%, 264 respondents)

The complete Face-to-Face Survey Report is provided on the City of Toronto website: http://www.toronto.ca/bbtca_review/index.htm.

Appendices

APPENDIX A
CONSULTATION FLYER

Public Consultation on the Use of Jets at Billy Bishop Toronto City Airport

The City of Toronto is holding a public consultation on a request to permit jet airplanes at Billy Bishop Toronto City Airport (BBTCA).

The focus of the consultation will be to assess how changes to the airport would impact the City, including the ongoing revitalization of our waterfront, and the nearby communities on the water's edge.

We want your input!

Background

The City of Toronto is reviewing a request to permit jets at BBTCA. The current lease agreement between the City of Toronto, Government of Canada and the Toronto Port Authority does not permit aircraft of this type. The City is investigating potential benefits, opportunities, issues and challenges that might result from allowing jets or further expansion of the BBTCA.

- Currently, both Porter and Air Canada operate out of BBTCA.
- Passenger volumes at the BBTCA have increased significantly since 2006.
- This increase in passenger volume has stressed the airport's facilities, local street traffic and other community infrastructure.
- The flights are restricted to hours between 6:45 a.m. and 11 p.m.

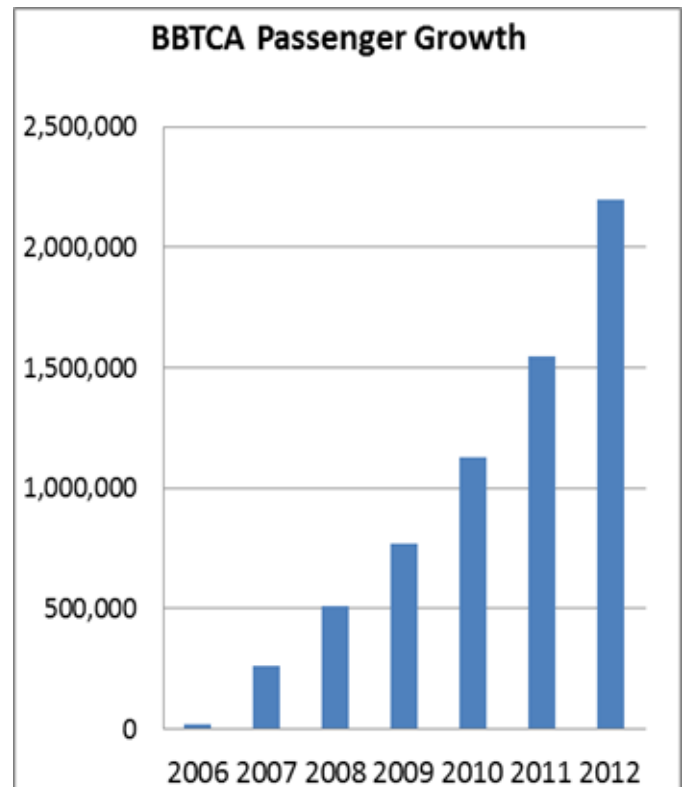


Aerial view of BBTCA

Issues to be Examined

A series of technical studies have been initiated and are examining issues related to:

- Aviation – noise, safety and infrastructure
- Economic Impacts
- Land Use and Community Impacts
- Marine Navigation, Coastal and Habitat Assessments
- Public Health Impacts
- Transportation Impacts



Note: Numbers include connecting passengers

History of the Airport

1939 Toronto City Centre Airport opened as the Port George VI Airport.

1983 The Tri-Partite Agreement governing the airport was signed by the City of Toronto, the Federal Government, and the Toronto Harbour Commission. It contained key conditions on strict noise controls for flights, a ban on jet aircraft, and the agreement that runways would not be extended or a fixed link built to connect the airport to the mainland.

1985 The Tri-Partite Agreement was amended to permit the operation of DeHavilland Dash 8 aircraft.

1995 The *Toronto City Centre Airport Viability Study* indicated that certain constraints contained in the Tri-Partite Agreement should be relaxed to allow jet-powered and other aircraft meeting approved noise emission standards.

2011 Toronto City Council approved the construction of a fixed link pedestrian tunnel to the Toronto City Centre Airport.

2013 The City of Toronto Executive Committee agreed to review the use of jets at BBTCA, with a staff report on potential effects due in December 2013.



Entrance to Billy Bishop Toronto City Airport Ferry Terminal



View of planes at BBTCA from HTO Park West



Cars unloading at BBTCA

Consultation

The City is asking for input from the people of Toronto on their views for the future of the Airport. The consultation will inform the public and stakeholders about the decision process, the various technical studies, and the key issues under consideration.

You can provide the City with your comments in various ways. Get Involved:

- Learn more and submit a survey online at www.toronto.ca/bbtca_review
- Attend a public workshop or town hall event
- Submit your comments directly to the City at the contact details below.

Workshop

Wednesday Sept. 4th, 2013
Fort York – Blue Barracks Room
 250 Fort York Blvd, Toronto
 2 – 3 p.m. (Drop-in)
 3 – 5 p.m. (Workshop)

Workshop

Monday Sept. 9th, 2013
Metro Hall – Rooms 308/309
 55 John Street, Toronto
 6 – 7 p.m. (Drop-in)
 7 – 9 p.m. (Workshop)

Town Hall

Thursday Sept. 19th, 2013
Direct Energy Convention Centre, Exhibition Place – Salon 105
 100 Princes' Blvd., Toronto
 6 – 7 p.m. (Drop-in)
 7 – 9 p.m. (Presentation and Discussion)

For additional information:

Chris Dunn, Project Manager, City of Toronto
Telephone: 416-395-1211 **Email:** wps@toronto.ca

APPENDIX B
INFORMATION BOOKLET

Public Consultation on the Use of Jets at Billy Bishop Toronto City Airport

The City has created this Information Booklet for your use.
You can also find this booklet and additional information at:

www.toronto.ca/bbtca_review



Aerial view of Billy Bishop Toronto City Airport

Introduction



Entrance to Billy Bishop Toronto City Airport
Ferry Terminal

The City of Toronto is reviewing a request to permit jet-powered aircraft operations at Billy Bishop Toronto City Airport (BBTCA). The City is investigating potential benefits, opportunities, issues and challenges that might result from allowing jets or further expansion of the BBTCA.

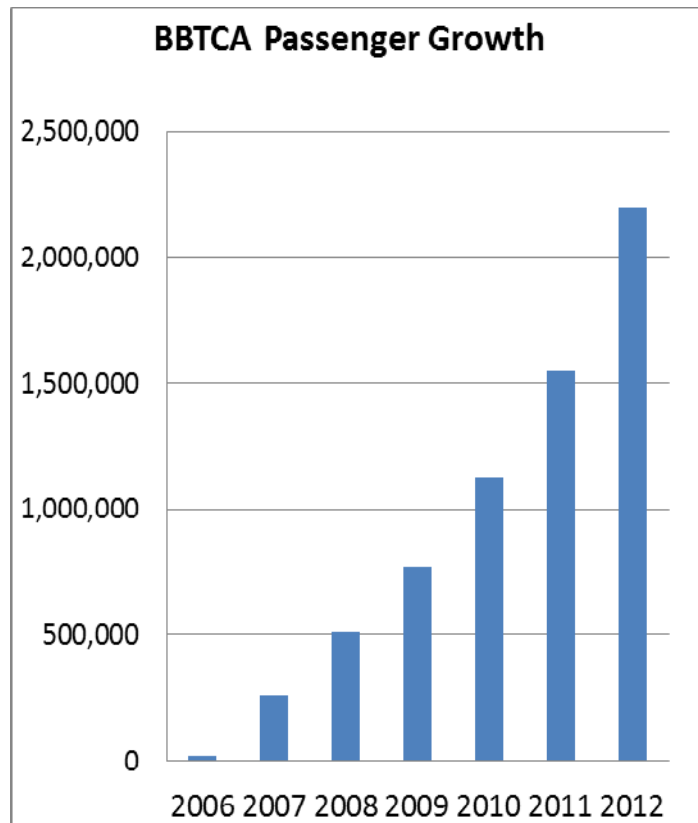
The City is undertaking a consultation process to assess how changes to the airport may affect the overall City of Toronto, the communities around the airport, and the revitalization initiatives across the waterfront area.

History

- 1939 Toronto City Centre Airport opened as the Port George VI Airport.
- 1983 The Tri-Partite Agreement governing the airport was signed by the City of Toronto, the Federal Government, and the Toronto Harbour Commission. It contained key conditions on strict noise controls for flights, a ban on jet aircraft, and the agreement that runways would not be extended or a fixed link built to connect the airport to the mainland.
- 1985 The Tri-Partite Agreement was amended to permit the operation of DeHavilland Dash 8 aircraft.
- 1995 The *Toronto City Centre Airport Viability Study* indicated that certain constraints in the Tri-Partite Agreement should be relaxed to allow jet-powered and other aircraft meeting approved noise emission standards.
- 2011 Toronto City Council approved the construction of a fixed link—pedestrian tunnel - to the Toronto City Centre Airport.
- 2013 The City of Toronto Executive Committee agreed to review the use of jets at BBTCA—with a staff report on potential effects due in December 2013.

Background

- The City has been asked to consider allowing jet-powered aircraft at BBTCA.
- This proposal could have positive and negative effects on waterfront activities, near-by communities, the natural environment and our local economy.
- Currently both Porter Airlines and Air Canada operate out of BBTCA.
- Passenger volumes at the BBTCA have increased significantly since 2006.
- This increase in passenger volume has stressed the airport's facilities, local street traffic and other community infrastructure.
- The island airport is currently allowed to have 202 flights a day.
- The flights are restricted to hours between 6:45 a.m. and 11 p.m.
- Jets are currently not permitted.
- The City is considering future options for the Airport that will adapt to the changing needs of the City and its residents.



NB: Numbers include connecting passengers

The Work Program

On May 6, 2013 City Council directed staff to initiate a review to identify potential benefits, concerns and opportunities associated with jet operations at BBTCA. A decision by Council is expected in December 2013.

	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Preliminary Analysis (Aviation, Economic, Land Use, Community, Marine Navigation, Coastal and Habitat Assessments, Public Health and transportation)	*	*	*				
Information Report to Executive Committee		*					
Public and Stakeholder Consultation	*	*	*	*			
Town Hall Meetings				*		*	
Update Report to Executive Committee				*			
Final Report to Executive Committee							*
Final Report to City Council for Decision							*

Technical Studies

A series of Technical Studies have been initiated and will examine topics related to:

- Aviation (noise, safety and infrastructure)
- Economic Impacts
- Land Use and Community Impacts
- Marine Navigation, Coastal and Habitat Assessments
- Public Health Impacts
- Transportation Impacts

Following are the preliminary results for the technical studies:

Aviation

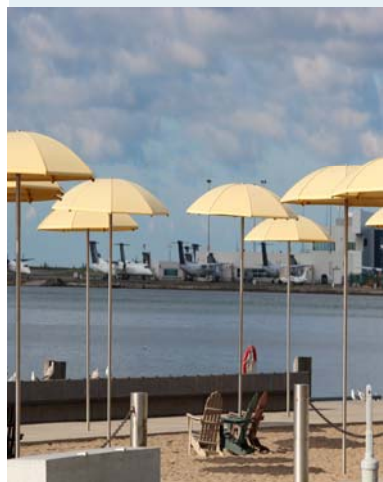
- The Bombardier CS-100 aircraft is being considered for use at BBTCA —the first of several comparable aircraft to enter the market.
- BBTCA would require a longer runway to accommodate the proposed jets.
- A lift of the ban on jet aircraft would allow very light jets to operate on the existing runway. Runway lengthening is required to allow for narrowbody aircraft, such as the CS-100.
- Introduction of CS-100 operations would not substantially increase annual passenger capacity (15%), but it could significantly increase the peak hours (40%).
- This type of aircraft requires a steeper approach in order to maintain clearances outside of the marine exclusion zones. This is typical in other urban airports and subject to Transport Canada approval.
- Air travel noise is measured in three phases— Approach, Take-Off and Flyover and is presented as an average.
- CS-100 aircraft are expected to meet noise levels as an average but additional studies are required to confirm the average and specific noise levels for each of the phases.
- The proposed expansion project will not affect general aviation, including Medivac flights.
- It is not anticipated that passenger volumes at Pearson Airport will be negatively affected.

Economic Impacts

- Both Pearson Airport and BBTCA have experienced passenger growth since 2006.
- There is potential for more passengers and destinations using jets.
- The City is considering permission for jets (with advanced noise reduction technology) similar to the proposed CS-100.
- BBTCA is generally viewed as a convenience by corporate customers and those residents who make regular use of the airport.
- If jets are permitted, spending by visitors travelling through BBTCA is estimated at between \$68 million to \$134 million annually (taking into consideration overnight stays, business/leisure customers).



Plane sitting on runway at BBTCA



View of planes at BBTCA from HTO Park West



Ferry approaching BBTCA



Little Norway Park looking towards the City



Queens Quay and Eireann Quay street lights looking east



Wharf at HTO Park West

Land Use and Community Impacts

- While the airport lands are designated *Parks and Natural Areas*, the Official Plan permits the airport provided that it operates in accordance with the lease between the City, the Port Authority and the Government of Canada.
- The policy states that any change to the lease agreement must not result in “any adverse impact on the surrounding residential and recreational environment”
- The Central Waterfront Plan has four key principles for revitalizing the waterfront: removing barriers and making connections; creating a network of waterfront parks and public spaces; promoting a clean and green environment; and developing diverse new communities.
- While the airport sits within a mixed use area where conflicts arise, it also provides a convenient and accessible choice for Toronto residents and businesses.
- Local ground side improvements would be necessary to accommodate additional passengers and better manage impacts.

Marine Navigation, Coastal and Habitat Assessment

- Runway extensions could represent an opportunity to improve the aquatic habitat for fish around the ends of the runway.
- A western runway extension could be an opportunity to enlarge the sensitive dune environment of Hanlan's Point Beach.
- Migratory and resident birds could impact aircraft navigation.
- Fish habitat improvements may result in increased bird activity in the area, requiring a wildlife management strategy.
- A wildlife management plan needs to be developed that includes strategies to address impacts to resident birds, specifically, the cormorant colony at Tommy Thompson Park.
- The proposed runway extension would have no additional effect on the navigation of recreational, ferry, or shipping vessels.

Public Health Impacts

- A Health Impact Assessment is now underway.
- The study will evaluate impacts associated with air pollution, noise and traffic on the physical, mental, and social health of the nearby communities.

Transportation Impacts

- Approximately 48% of passengers travel to/from the airport by taxi and 20% by car.
- Peak hour numbers of vehicles (May 2012 data):
 - Inbound - 245 AM, 255 PM
 - Outbound- 220 AM, 325 PM
- A significant number of airport passenger trips are to/from the downtown area.
- 49% of taxi users are very likely, or somewhat likely, to switch to the shuttle bus service in order to access an off-site taxi location.
- Work on the pedestrian tunnel began in March 2012 and is expected to be completed by Spring 2014. The capacity of the tunnel is expected to be 1,066 passengers per hour each way.
- Ferry service will continue to operate at a reduced frequency.



Taxi staging at BBTCA



Male and female mallard ducks in Toronto Harbour



Aerial View of BBTCA from the CN Tower
Source: Cockx, Raphael. "Toronto Islands airport from the CN Tower" May 31, 2008. Online image. Flickr. August 26, 2013.



Toronto City View with green navigational buoy in Toronto Harbour

Get Involved

You can provide the City with your comments in various ways:

- Join us online at www.toronto.ca/bbtca_review
- Get more information and complete an online survey.

Consultations

The City is asking the people of Toronto for their views on potential changes at the BBTCA. The consultation will provide information on the decision process, the various technical studies, and the key issues under consideration.

We look forward to including your feedback and input in this consultation process.

Attend one of two workshops to talk with City staff and technical consultants and share your ideas:

Wednesday, September 4, 2013

Fort York - Blue Barracks Room
250 Fort York Boulevard, Toronto M5V 3K9
2 – 3 p.m. (Drop-in)
3 – 5 p.m. (Workshop)

Monday, September 9, 2013

Metro Hall - Rooms 308/309
55 John Street, Toronto M5V 3C6
6 – 7 p.m. (Drop-in)
7 – 9 p.m. (Workshop)

Join us at a Town Hall meeting that will include a presentation and discussion:

Thursday, Sept. 19th, 2013

Direct Energy Convention Centre, Exhibition Place
Salon 205, 100 Princes' Blvd., Toronto, M6K 3C3
6 – 7 p.m. (Drop-in) 7 – 9 p.m. (Presentation and Discussion)

For more information, contact

Chris Dunn, Project Manager, City of Toronto

Telephone: 416-395-1211

Email: wps@toronto.ca

APPENDIX C

**LIST OF ADVERTISEMENTS AND SAMPLE
ADVERTISEMENT**

AD PLACEMENTS RE: PUBLIC CONSULTATION ON THE USE OF JETS AT BBTCA

Media Venue	Dates	Insertions
Metroland	29-Aug-13	one -- ½ page
Metro	28-Aug-13	one – ½ page
Toronto Star	28-Aug-13	one – ¼ page
Sing Tao (Chinese)	29-Aug-13	one – custom size
Senthamarai (Tamil)	30-Aug-13	one – custom size
Lo Specchio (Italian)	30-Aug-13	one – custom size
El Popular (Spanish)	29-Aug-13	one – custom size
Sol Portuguese (Portuguese)	30-Aug-13	one – custom size
Philippine Reporter (English/Tagalog)	23-Aug-13	one – ½ page
Toronto Star – thestar.com	Aug 26 to Sep 30	Leaderboard and big box ads ongoing between dates indicated
Toronto Sun— Torontosun.com	Aug 26 to Sep 30	Leaderboard and big box ads ongoing between dates indicated
CP24.com	Aug 26 to Sep 30	Leaderboard and big box ads ongoing between dates indicated

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Billy Bishop Toronto City Airport

Public Consultation on the Use of Jets

The City of Toronto is holding a public consultation on a request to permit jet airplanes at Billy Bishop Toronto City Airport (BBTCA). The focus of the consultation will be to assess how changes to the airport would impact the City, including the ongoing revitalization of our waterfront, and the nearby communities on the water's edge. Specific issues to be considered include:

- Aviation – noise, safety and infrastructure
- Economic Impacts
- Land Use and Community Impacts
- Marine Navigation, Coastal and Habitat Assessments
- Public Health Impacts
- Transportation Impacts

You can provide the City with your comments in various ways:

Join us online at toronto.ca/bbtca_review to get more information or download and complete an online survey.

Attend one of two workshops to talk with City staff and technical consultants and share your ideas:

Workshop 1

Wednesday, September 4
Fort York – Blue Barracks Rm.

250 Fort York Blvd.

Toronto M5V 3K9

2 – 3 p.m. (Drop-in)

3 – 5 p.m. (Workshop) 

Workshop 2

Monday, September 9
Metro Hall – Rooms 308/309

55 John St.

Toronto M5V 3C6

6 – 7 p.m. (Drop-in)

7 – 9 p.m. (Workshop) 

Join us at a Town Hall meeting that will include a presentation and discussion:

Thursday, September 12
Direct Energy Convention Centre,
Exhibition Place – Salon 205,
100 Princes' Blvd., Toronto, M6K 3C3
6 – 7 p.m. (Drop-in)

7 – 9 p.m. (Presentations and Discussion)

All venues are wheelchair accessible. For additional accommodations or information, contact Chris Dunn-Project Manager:

Tel: 416 395-1211, Email: wps@toronto.ca.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

APPENDIX D

STAKEHOLDER NOTIFICATION EMAIL

EMAIL NOTIFICATION MESSAGE

Dear Community Member:

As you may be aware, at its meeting on May 7-10, 2013, City Council directed staff to review a request from Porter Airlines for permission to land commercial jets at Billy Bishop Toronto City Airport (BBTCA). Under the existing Tri-Partite Agreement between the City of Toronto, The Government of Canada and the Toronto Port Authority, jets are prohibited from landing at BBTCA. An important part of evaluating this proposal is a public and stakeholder consultation process.

A stakeholder information meeting held on June 17, 2013 was an initial step to provide an overview for stakeholders and community groups on the process and scope of work.

The next phase of the public consultation process is a series of workshops and a townhall meeting for interested individuals to hear an update on the status of the proposal and to participate in the discussion. The attached flyer details the dates and locations of these meetings.

It is important for City staff to hear your views, both as individuals and/or as members of an organization, in order to better understand the issues. If you have further questions about the consultation, please contact Brigitte Ernewein by return email or at 416 392-4988.

We look forward to your participation in this process.

On behalf of Fiona Chapman, Acting Director, Waterfront Secretariat

APPENDIX E
SCREENSHOT OF WEBSITE

TORONTO WATERFRONT

- [Billy Bishop Toronto City Airport Review](#)
- [Information booklet](#)
- [Online survey](#)
- [FAQ](#)

Billy Bishop Toronto City Airport Review



On May 7, 8, 9 and 10, 2013, Toronto City Council requested City staff to undertake a review of a request from Porter Airlines to permit jet-powered aircraft operations at Billy Bishop Toronto City Airport (BBTCA).

Staff have provided a status report to the July 3rd, 2013 Executive Committee. Staff will submit an update on this matter to the September 24 meeting of the City's Executive Committee.

Staff will then lead an evaluation process between September and November based on the results of the public consultations and receipt of all technical reports with the object of being able to answer the following questions:

- Does the increased use of the Island Airport impact, either negatively or positively, the continued revitalization and use of public spaces on the Waterfront and, if so, how and why?
- What conditions should be imposed if City Council decides to permit jets and increase passenger volumes at the Billy Bishop Toronto City Airport?

A final public consultation meeting will be held in early November. The final report is targeted to be brought forward for consideration at the December 5, 2013 meeting of the Executive Committee. Pending decisions made by the City's Executive Committee, the final report will then go to Council for consideration. More information about [how to make a deputation](#) is available.

It is important for the public to have opportunities to voice their opinion on any changes to the BBTCA. In order to assist with this, 2 workshops and a townhall meeting were arranged for the following dates:

APPENDIX F
COMMENT FORM



Comment Form

Provide the City with your comments:

1. What are the key reasons why the airport **should** allow jets?

2. What are the key reasons why the airport **should not** allow jets?

3. What are possible terms and conditions if jets are allowed?

4. Other Comments:

Thanks for your input!