



Community Consultation Meeting

Technical Review of Ground Run-up Enclosure at BBTCA

Bryan Bowen, Waterfront Secretariat
June 28, 2016



Agenda

7:30 **Introductions**

7:30 **City Staff Presentation**

Bryan Bowen, Waterfront Secretariat, City of Toronto

7:40 **Ports Toronto Presentation**

Ken Lundy, Ports Toronto

8:00 **Questions and Comments**



Conduct

- Everyone will have a chance to speak
- Raise your hand to ask a question or make a comment at the end of the presentation
- Please be respectful - everyone deserves to be heard





SITE CONTEXT

PROPONENT'S PROPOSAL

PLANNING POLICIES

REASONS FOR TECHNICAL REVIEW

FEEDBACK TO DATE

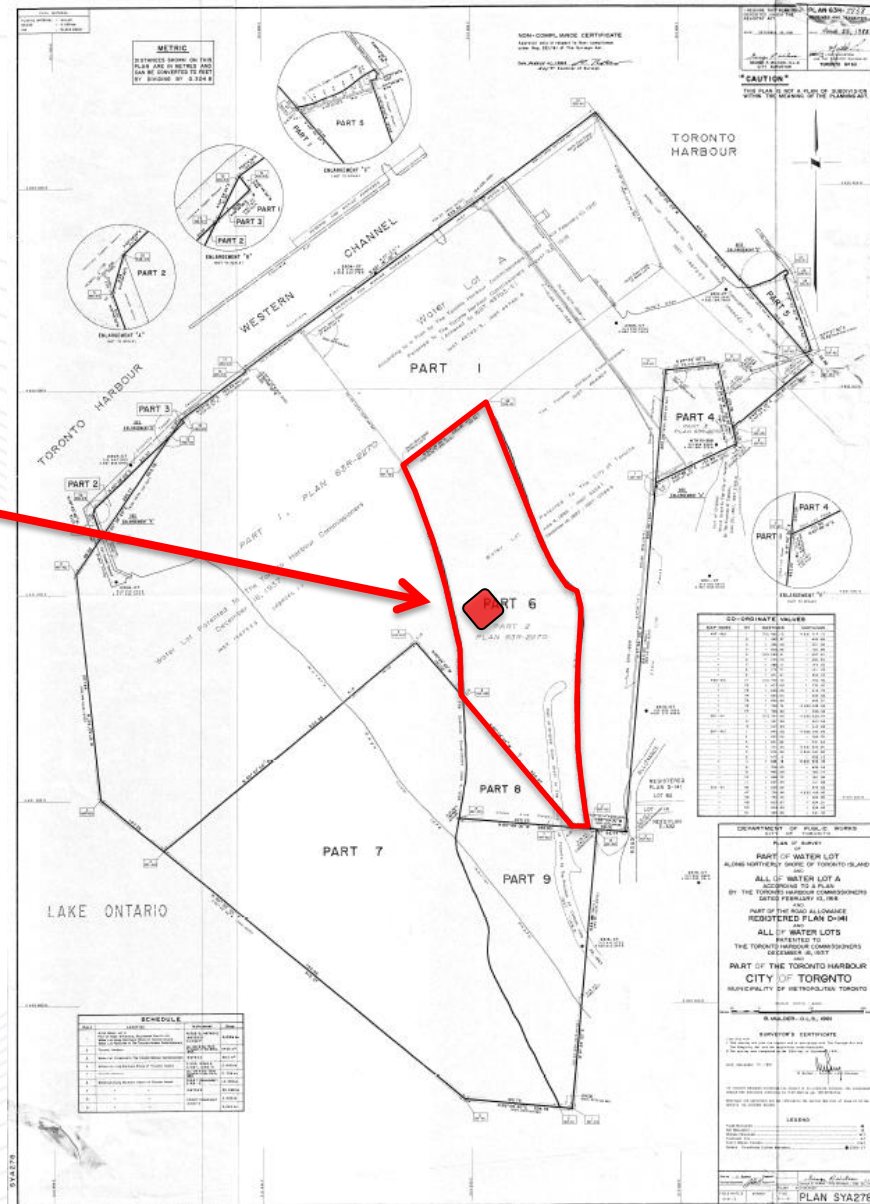


The Site | Billy Bishop Toronto City Airport





Proposed Location





SITE CONTEXT

PROPONENT'S PROPOSAL

PLANNING POLICIES

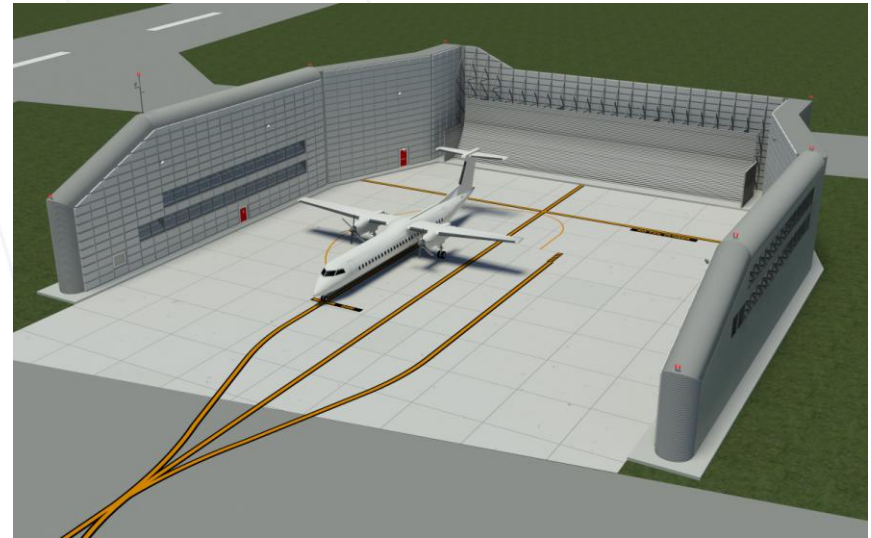
REASONS FOR TECHNICAL REVIEW

FEEDBACK TO DATE



Proponent's Proposal | Overview

- Three-sided, open-air steel structure
- Height ranges from 11m to 14m
- Roughly equivalent to 4-storey building
- 60mx60m footprint
- No exterior signage





SITE CONTEXT

PROPONENT'S PROPOSAL

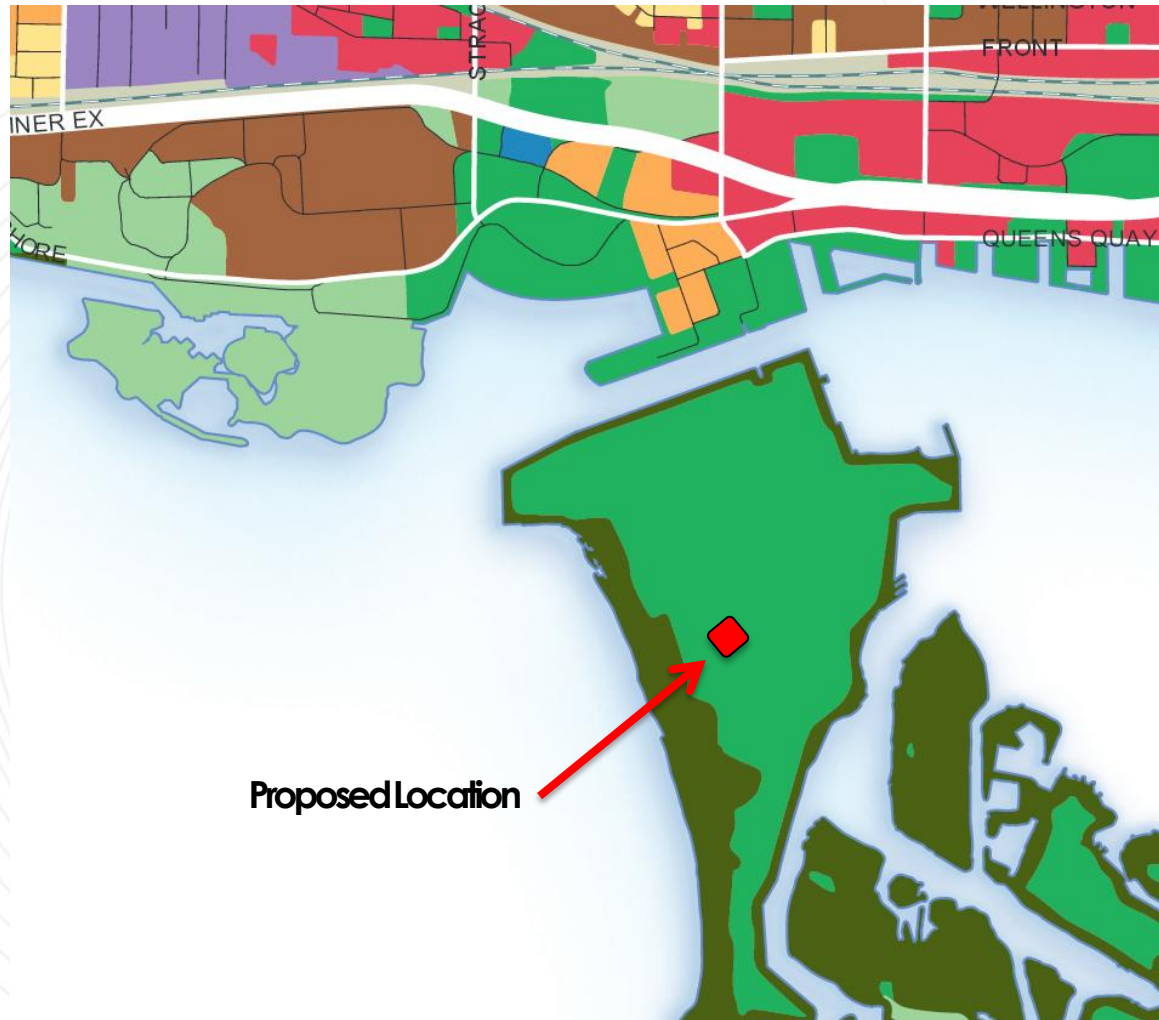
PLANNING POLICIES

REASONS FOR TECHNICAL REVIEW

FEEDBACK TO DATE



Official Plan – Land Use Map



Land Use Designations

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks and Open Space Areas
- Natural Areas
- Parks**
- Other Open Space Areas
(Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- Employment Areas
- Utility Corridors
- Special Study Area
See Chapter 7, Site and Area
Specific Policies 235, 236
- Major Streets and Highways
- Local Streets
- Railway Lines
- Hydro Corridors



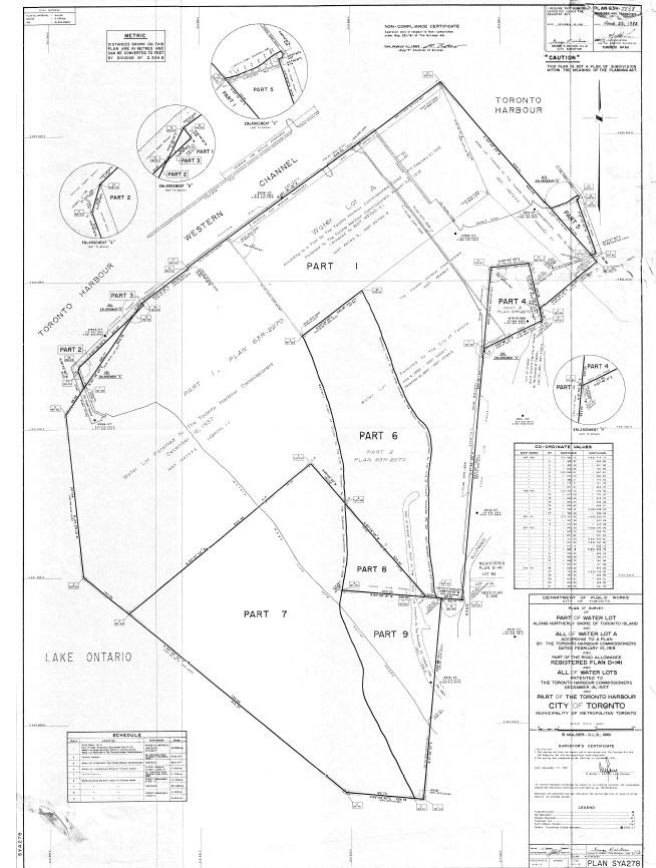
Official Plan – Site and Area Specific Policy #194:

- Aviation and incidental uses permitted in accordance with **lease arrangement**;
- Continued use of airport lands for aviation purposes will be supported; and
- In the event the airport is closed, seek immediate conversion of airport lands for parks, or parks and residential purposes



Tripartite Agreement

- 50-year lease agreement (1983-2033) between the owners of lands that make up Billy Bishop Toronto City Airport
- Permits the storing and repairing of aircraft and other ancillary uses
- The GRE is a permitted use under the Tripartite Agreement





SITE CONTEXT

PROPONENT'S PROPOSAL

PLANNING POLICIES

REASONS FOR TECHNICAL REVIEW

FEEDBACK TO DATE



Reasons for Technical Review

- The City of Toronto has twice (2013 and 2014) formally requested construction of a GRE at BBTCA as a means to address “existing area conditions”
- City staff began preliminary discussions with Ports Toronto in late 2015 regarding a GRE review and approval process
- The first such technical review process at BBTCA, as contemplated by Section 10 of the Tripartite Agreement
- City staff developed a review process modelled on a typical “site plan control” process, with “complete submission” requirements tailored to GRE-related issues and comments



Issues to be addressed through review

- Confirm compliance with Official Plan (SASP #194) and Tripartite Agreement
- Record and respond to community stakeholder questions and concerns
- Understand visual and view corridor impacts
- Undertake necessary archaeological assessment studies
- Determine efficacy of noise abatement
- Confirm no expansion of current operating hours
- Develop terms for inclusion within MOU



GRE Technical Review Process

- INTERNAL**
- Legal Services
 - Real Estate Services
 - Parks, Forestry & Recreation
 - Urban Design & Community Planning
 - Heritage Preservation Services
 - Building Department
- EXTERNAL**
- Waterfront Toronto
 - Nav Canada
 - Ministry of Tourism, Culture & Sport
 - Infrastructure Ontario (Ontario Place)



WE ARE HERE

June 23, 2016 site visit

June 28, 2016
Community Meeting



SITE CONTEXT

PROPONENT'S PROPOSAL

PLANNING POLICIES

REASONS FOR TECHNICAL REVIEW

FEEDBACK TO DATE



City of Toronto feedback

- Confirmed an “as-of-right” use in full compliance with the Tripartite Agreement
- Neutral cladding colour requested, and no exterior signage permitted, in order to minimize profile on horizon
- Landscaping buffer requested (though not permitted)
- MOU to include operating hours, noise performance testing, facility size and location, materiality, and site restoration clauses

External agency feedback

- Neutral or general support for GRE construction



Public feedback to date

- GRE materials presented at several CLC meetings
- 15,600 public meeting notices mailed out and posted at ferry docks
- Project website created (www.toronto.ca/grereview)
- June 23, 2016 site visit (approx. 10 attendees)
- June 28, 2016 Community Information Meeting
- Ongoing phone calls, emails and conversations at community events



Public feedback to date

- To date, generally equal number of stakeholders expressing support, concern and/or seeking additional information
- Support: run-ups are the noisiest part of living next to BBTCA and this is a welcome investment
- Questions & Concerns:
 - Will this lead to additional run-ups at the airport?
 - Why do these run-ups here at BBTCA?
 - Will this create even more noise at Hanlan's Point Beach?
 - Who is paying for this facility?
 - What will this look like on our waterfront?
 - Will the operating hours change?
 - How is noise modelling conducted for a GRE?



Contact Us



EMAIL to: bbowen@toronto.ca



MAIL to:

BRYAN BOWEN

Waterfront Secretariat, City Planning
City Hall, 100 Queen Street West,
12th Floor, East Tower
Toronto, ON , M5H 2N2



416-338-4842



@ CityPlanTO

Please remember to fill out a
Community Meeting Comment Sheet

www.toronto.ca/grereview