

How do we talk about the future of the Island Airport?

December 13, 2022
Waterfront For All, Speaker Series #8



Big idea:

Decisions about our collective public assets will be more likely to respond to public needs and priorities if they're informed by robust public discussion.

Who is Third Party Public?

- We design and facilitate for public consultation processes exclusively for governments and public agencies
- Started in 2004 and 360+ projects to date
- Support democracy between elections – the moments when we have opportunities to decide how to use our collective resources according to our collective values
- We are process stewards, we do not advocate for particular outcomes
- We are always learning and improving how our team can support collective action so we can live together in ways that are more responsive to the needs of all



Nicole Swerhun
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Principal



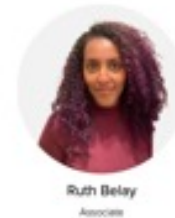
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Examples of processes facilitated by our team



What do Ontarians think about the proposed Energy East pipeline?



Ottawa (Kanata) Community Discussion



Can pools stay open in Toronto public schools?



Proposed runway extension & jets?



Examples of processes facilitated by our team



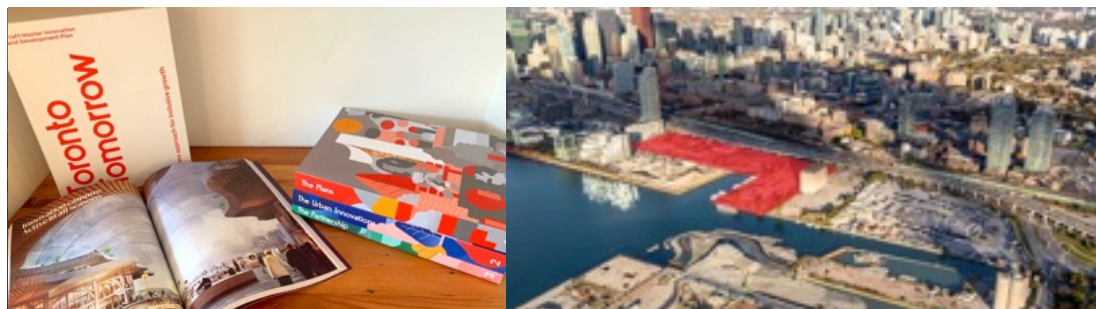
What do Ontarians think about the proposed Energy East pipeline?



Ottawa (Kanata) Community Discussion



Can pools stay open in Toronto public schools?



What does Toronto think about the Sidewalk Labs proposal?



How to support a robust public discussion:

1. Respond to the context
2. Implement a robust public process
3. Identify the benefits

1. Respond to the context

Declining trust

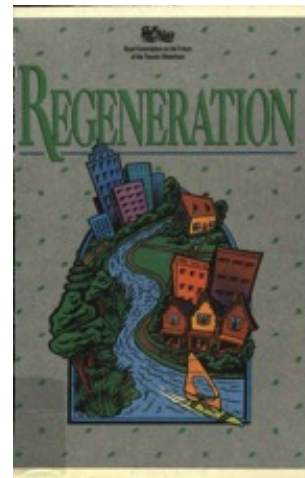
- Trust in government is low.
- Government trust in the capacity of publics is low.
- Some say that Torontonians are over-consulted and that its always the same people that show up.
- Others say that public processes don't meet their needs.

Making a habit of delivering robust public processes that create space for governments, proponents of new ideas, and a wide range of voices from civil society to discuss and debate those ideas *is a way to build trust.*

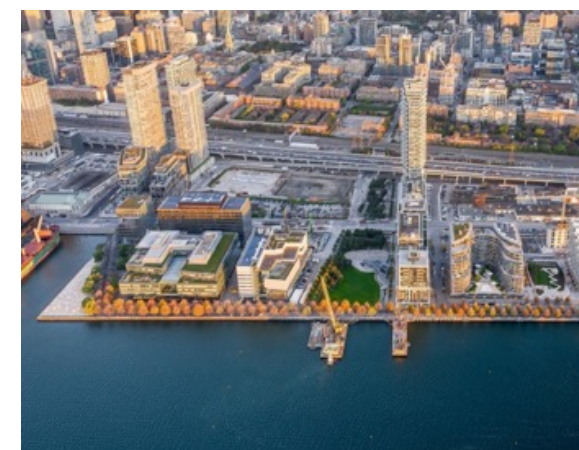
This does not mean that everything that everyone says will happen. It does mean that where things don't happen, part of the public process involves explaining why not.

History of public engagement and action on the waterfront

1992

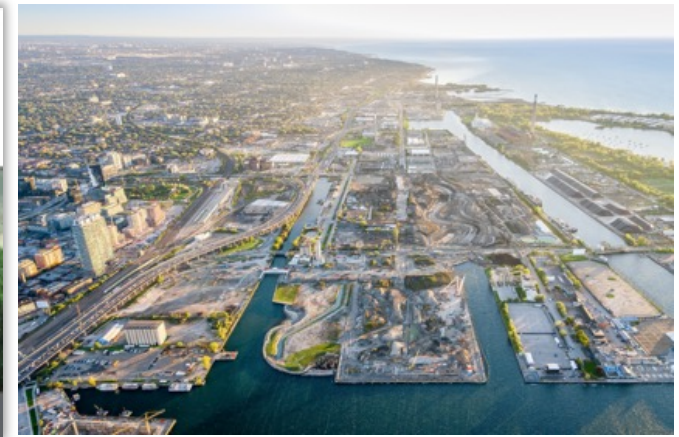


2005



History of public engagement and action on the waterfront

2006



2015



2020



2022



Multiple public interests

- There are always differing perspectives between people, organizations, and governments with different interests and priorities when it comes to our public assets, public services, and public policies.
- Multiple public interests are regularly debated and contested.
- **These debates have led to significant changes in how we live together as humans*.**

2. Implement a robust public process

1

What's the decision at hand and when does it need to be made?

2

Who has the mandate to decide and who has an interest in informing the decision?

3

What are the issues and opportunities?

4

What are the options?

5

What are the reasons behind different points of view?

6

How does the process meet diverse participants' needs?

**Questions to be answered when
designing the process**

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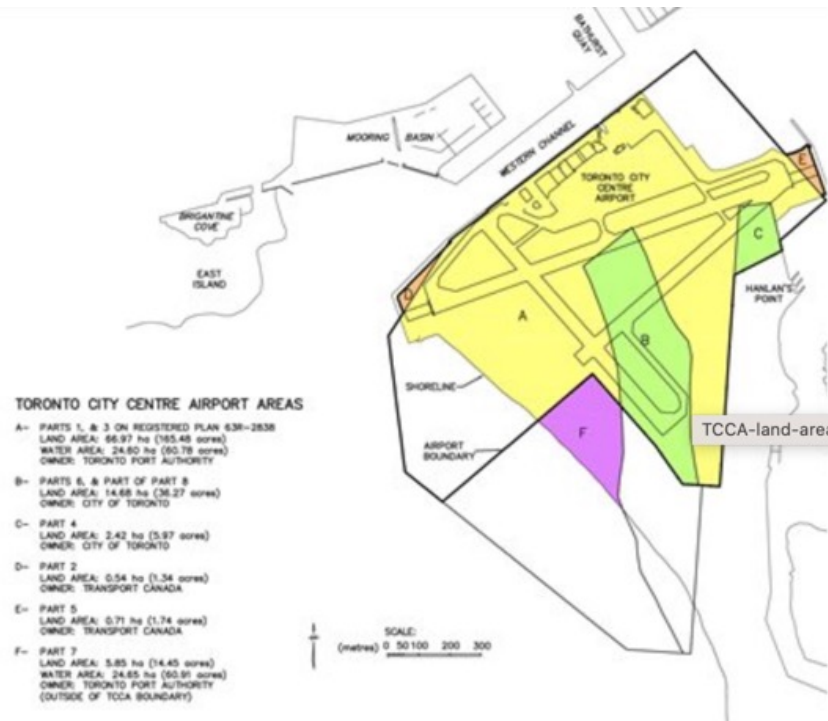
What's the decision at hand and when does it need to be made?



Billy Bishop Toronto City Airport sits on 210 acres of land on Toronto Island.

- PortsToronto owns 78.5% of the land (165 acres)
- City of Toronto owns 20% (42 acres)
- Federal Government owns 1.5% (3 acres)

PortsToronto also owns the water lots which surround what is now BBTCA.



From <https://www.porttoronto.com/porttoronto/faqs.aspx>

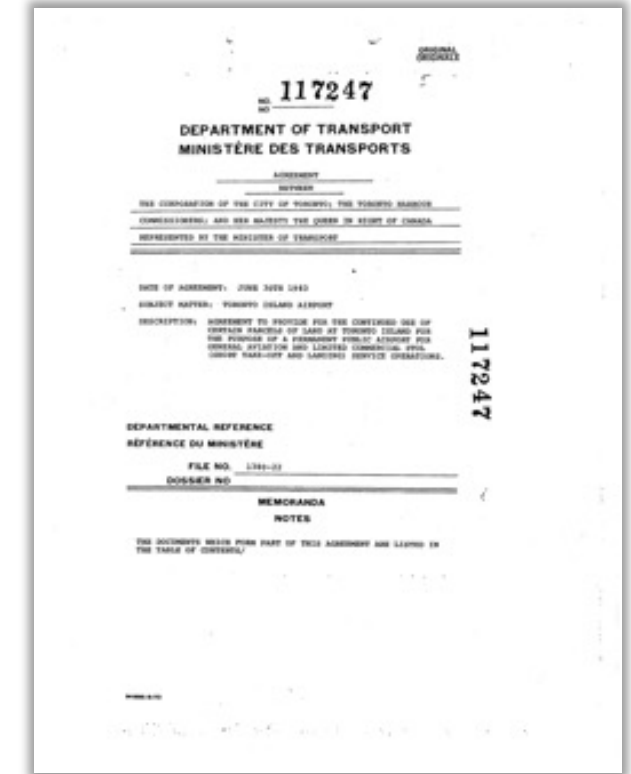
1

What's the decision at hand and when does it need to be made?

Tripartite Agreement between the City of Toronto, Transport Canada, and the Toronto Harbour Commissioners (now the Toronto Port Authority, known as PortsToronto).

The Tripartite Agreement details the conditions under which the BBTCA operates (flight curfew, noise limits, prohibition of jet aircraft, prohibition against any lengthening of the operational portion of the runway, and the rights and responsibilities of each signatory). Without the consensus of all three signatories, no changes can be made to the Tripartite Agreement.

There have been two amendments to the Tripartite Agreement, one in 1985 to allow the flying of the de Havilland Dash 8 and a second time in 2003 to allow the pedestrian tunnel to be built.



1983

2033

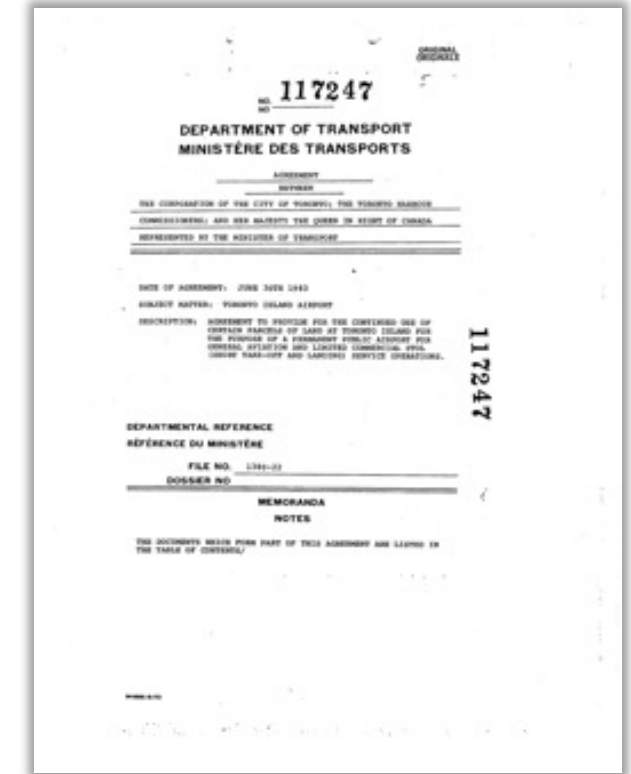
Expiry of
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2022

Transport Canada published regulations requiring 150 m Runway End Safety Area (RESA) for airports with >325,000 commercial passengers annually

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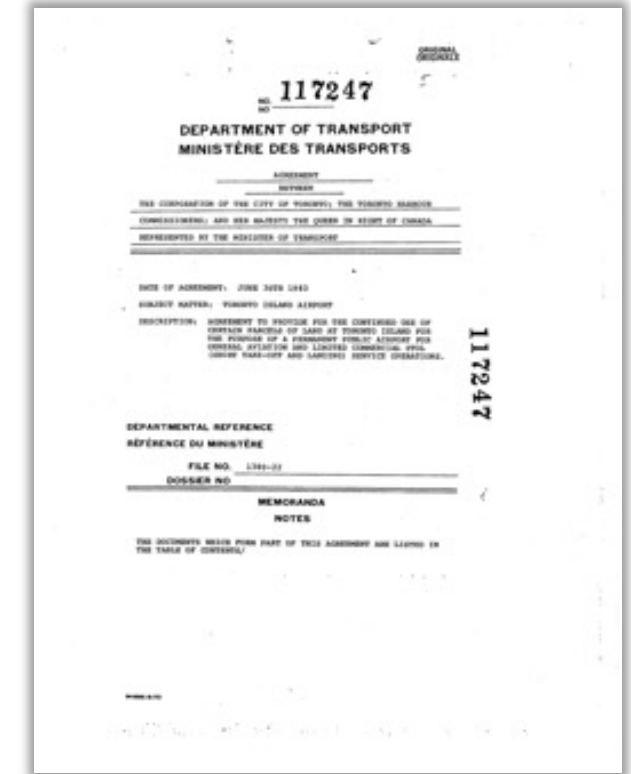
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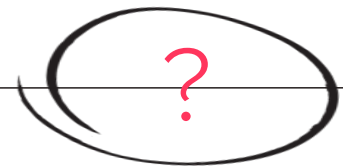
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How does the process meet diverse participants' needs?

2



**Who has the
mandate to
decide and
who has an
interest in
informing the
decision?**

2

Who has the mandate to decide and who has an interest in informing the decision?



Any resident who would like to say something about an important public asset in their city

Island and waterfront communities and businesses, all island and water users

Voices often under-represented in engagement processes such as African, Caribbean and Black communities, LGBTQ2S+, newcomer groups, people with disabilities, youth, seniors, low-income residents, tenants, etc.

Rights-bearing First Nations & Métis Communities and urban Indigenous communities

Decision to be made

Others?

Aviation interests, including those using the BBTCA (Porter, Air Canada, Nieuport Aviation, Toronto Island Pilots Association, General Aviation*, other BBTCA users, Toronto Pearson, Southern Ontario Airport Network, etc.)

Citywide residents and businesses with an interest in decisions related to this significant public asset

Organizations advocating for specific interests, for example, diversity & inclusion, the natural environment, public health, boating and water uses, economic development, transportation, tourism, etc.

**Includes operators of private aircraft, small aircraft rentals, flight schools, and other assorted uses*

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Billy Bishop Toronto City Airport
– Environmental Assessment
Scope Update



Land Use & Built Environment

What will be studied?

- 1. Changes to land use patterns and built environment within the study area.
- 2. Impacts of proposed runway extension and jet operations on land use and built environment.
- 3. Impacts of proposed runway extension and jet operations on existing and future infrastructure.
- 4. Impacts of proposed runway extension and jet operations on existing and future infrastructure.

The Study Area

Socio-Economic

What will be studied?

- 1. Impacts of proposed runway extension and jet operations on the socio-economic conditions of the study area.
- 2. Impacts of proposed runway extension and jet operations on the socio-economic conditions of the study area.
- 3. Impacts of proposed runway extension and jet operations on the socio-economic conditions of the study area.
- 4. Impacts of proposed runway extension and jet operations on the socio-economic conditions of the study area.

The Study Area

Natural Environment

What will be studied?

- 1. Impacts of proposed runway extension and jet operations on the natural environment of the study area.
- 2. Impacts of proposed runway extension and jet operations on the natural environment of the study area.
- 3. Impacts of proposed runway extension and jet operations on the natural environment of the study area.
- 4. Impacts of proposed runway extension and jet operations on the natural environment of the study area.

The Study Area

Marine Navigation

What will be studied?

- 1. Impacts of proposed runway extension and jet operations on marine navigation in the study area.
- 2. Impacts of proposed runway extension and jet operations on marine navigation in the study area.
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The Study Area

Air Quality

What will be studied?

- 1. Impacts of proposed runway extension and jet operations on air quality in the study area.
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- 3. Impacts of proposed runway extension and jet operations on air quality in the study area.
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The Study Area

Noise

What will be studied?

- 1. Impacts of proposed runway extension and jet operations on noise levels in the study area.
- 2. Impacts of proposed runway extension and jet operations on noise levels in the study area.
- 3. Impacts of proposed runway extension and jet operations on noise levels in the study area.
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The Study Area

Archaeology and Cultural Heritage

What will be studied?

- 1. Impacts of proposed runway extension and jet operations on archaeological and cultural heritage resources in the study area.
- 2. Impacts of proposed runway extension and jet operations on archaeological and cultural heritage resources in the study area.
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The Study Area

Transportation

What will be studied?

- 1. Impacts of proposed runway extension and jet operations on transportation systems in the study area.
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The Study Area

Marine Physical

What will be studied?

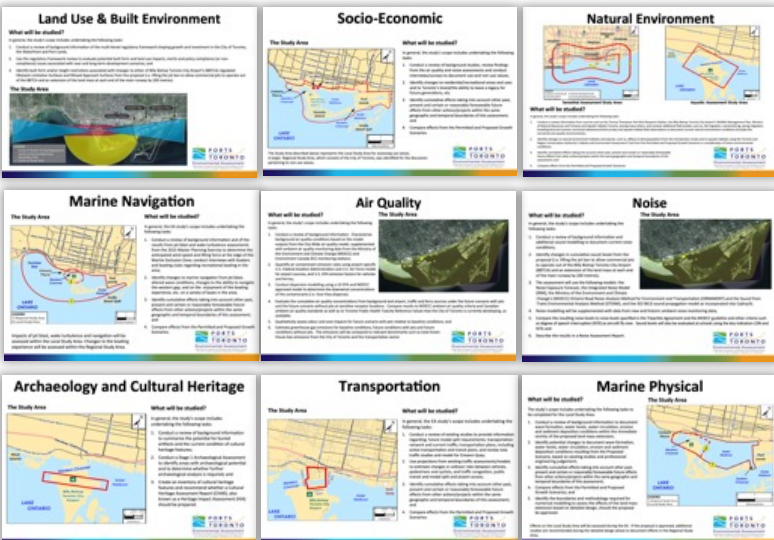
- 1. Impacts of proposed runway extension and jet operations on marine physical conditions in the study area.
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The Study Area

3

What are the
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opportunities?

Billy Bishop Toronto City Airport
– Environmental Assessment
Scope Update



3

What are the issues and opportunities?

Priorities raised by participants during the 2014/2015 Environmental Assessment of the Proposed Runway Extension & Introduction of Jets:

- Participation in the process can not be taken to mean support for the outcome(s)
- Transparent information sharing is critical
- The cumulative effects of existing and future airport operations needs to be understood
- It is critical to explore multiple scenarios
- It's important to ensure a range of perspectives are heard
- It's important to be clear on who-has-the-authority-to-decide-what

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What are the options?

- There is almost always more than one way to respond to an opportunity or challenge (even if it is only to decide to do nothing or do something)
- Robust processes have three parts to the public discussion that demonstrate how feedback from each part has informed each subsequent part

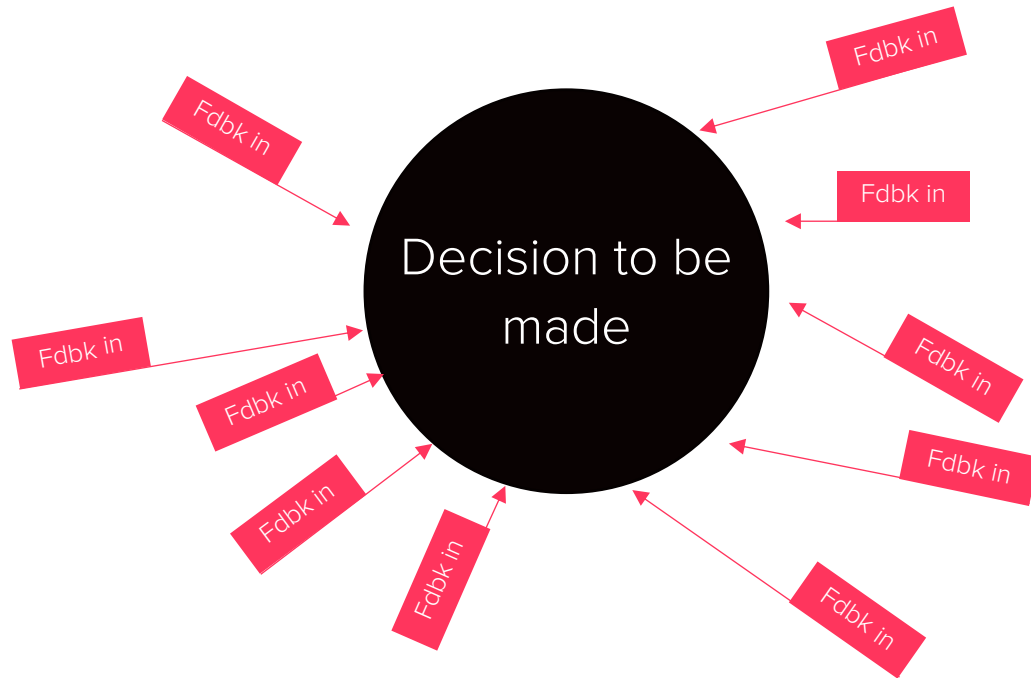
Without a transparent and robust public process, multiple inputs are considered independently from each other, with limited opportunities to share and debate the tensions between priorities and needs, and to understand how multiple priorities and perspectives have been taken into account

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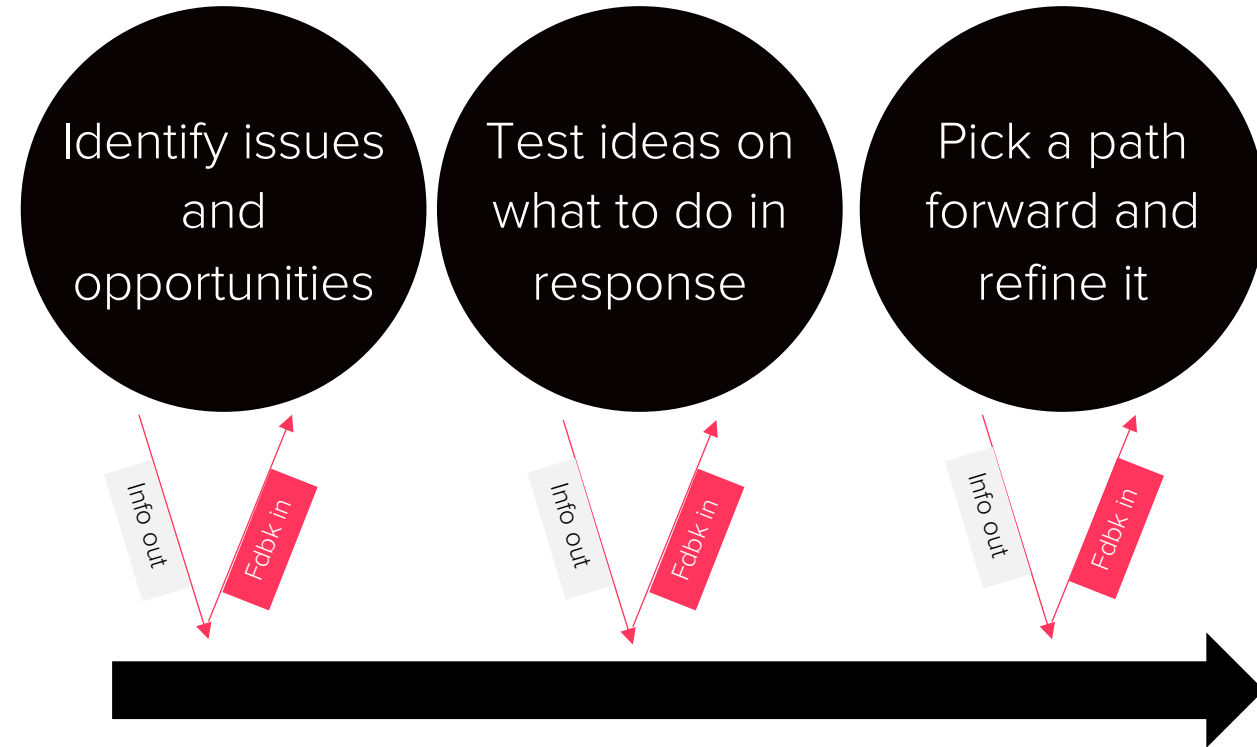
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Transparent processes provide information & seek feedback from a diverse mix of voices and interests, where perspectives are broadly and publicly shared.

If the logic of one specific idea is compelling, well considered, and defensible, then there should be no reluctance to subjecting it to rigorous review – either it will be affirmed, or new information will be revealed that supports a stronger decision.

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What are the reasons behind different points of view?

Yes, I support

No, I object

5

Yes, I support



It depends on
the risks and
the rewards

No, I object

**What are the
reasons
behind
different
points of view?**

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How does the process meet diverse participants' needs?

Acknowledge existing inequities and the barriers to participation often created through engagement processes

- Set goals to reach voices typically underrepresented in engagement processes
- Build trust and focus first on relationships
- Value the lived experience of communities
- Ensure two-way dialogues
- Create opportunities for power-sharing
- Commit to transparency and accountability
- Draw on advice from wealth of useful resources

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“The Government of Canada, in collaboration with civil society, citizens and other partners, is continuing to embark on a journey to increase transparency, accountability, integrity, and citizen participation across the federal government.”

Interconnections with Sustainable Development Goals



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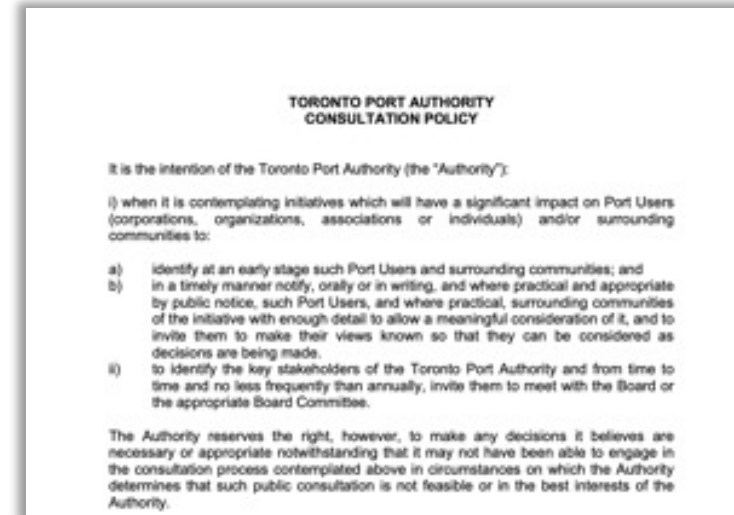


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Interconnections with Sustainable Development Goals



How does the process meet diverse participants' needs?



Transport Canada is committed to listening to the voices and views of Canadians, and to including them in decision making. Effective and meaningful public involvement is essential to enable Transport Canada to fulfil its mandate, deliver programs, launch .

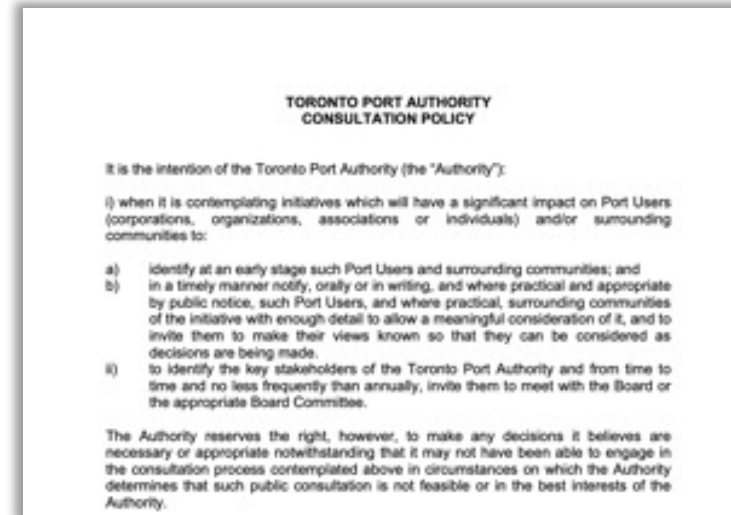
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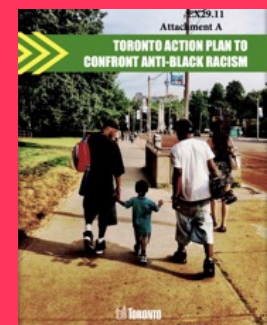
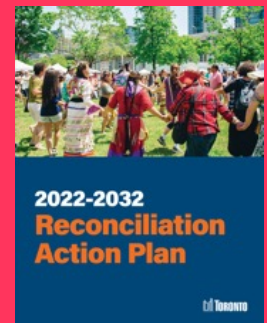
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3. Identify the benefits

A robust public process:

- Makes the decision-at-hand clear
- Broadly distributes accessible and concise information to support meaningful discussion, debate, and learning by all, including decision-makers
- Creates a forum where participants can express the conditions, if any, under which they would accept the projects that would impact the place they live
- Moves beyond polarization to thoughtful reflections shared in a constructive way
- Reaches people who would not normally be reached and disrupts patterns of decision-making that have too often excluded key voices
- Creates a platform for convenors to explain their interest in reflecting thoughtfully and learning
- Brings transparency to the potential benefits and drawbacks of different ideas and options, not hiding from tough discussions
- Can support changes in how we live together

Thank you