



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

**NOISE MANAGEMENT SUB-COMMITTEE
MEETING #10**

MEETING MINUTES

April 1, 2020
7:00 pm - 9:00 pm
Microsoft Teams Online Meeting
Toronto, Ontario

Minutes prepared by:



PORTS TORONTO



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

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Summary of Action Items from Meeting #10

Action Item	Action Item Task	Who is Responsible for Action Item
M#10-A1	Provide the locations of temporary and permanent noise monitors including locations currently installed and planned locations	Gary Colwell & Michael David
M#10-A2	LURA to revise Terms of Reference and 2019 Year in Review within 1 week of tonight's NMSC meeting. NMSC members to provide comments and proposed changes by April 27 th	LURA

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Hal Beck – Co-Chair	York Quay Neighbourhood Association	Present
<i>Vacant position</i>	York Quay Neighbourhood Association	<i>N/A</i>
Max Moore	Bathurst Quay Neighbourhood Association	Present
Lesley Monette	Bathurst Quay Neighbourhood Association	Present
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
PORTS TORONTO REPRESENTATIVES		
Angela Homewood – Co-Chair	PortsToronto	Present
Gary Colwell	PortsToronto	Present
Michael David	PortsToronto	Present
FACILITATION		
Jim Faught – Lead facilitator	LURA Consulting	Present
Alexander Furneaux - Notetaker	LURA Consulting	Present
GUESTS		
Mike Karsseboom	PortsToronto	Present

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Appendix A: Meeting Agenda

Appendix B: Dockwall Rehabilitation Communication, PortsToronto (April 2nd) and City of Toronto (April 4th)

Appendix C: Noise Management Subcommittee Terms of Reference – Revised April 2020

Appendix D: Noise Management Subcommittee 2019 Year in Review

1. Agenda Review and General Updates

Jim Faught (LURA Consulting) welcomed the members of the Noise Management Subcommittee (NMSC) to their 10th meeting held virtually via Microsoft Teams. Mr. Faught provided an overview of the agenda and asked the committee for any additional items or updates to be added to the list of agenda items. The meeting agenda is included in **Appendix A**.

City of Toronto updates

Bryan Bowen (City of Toronto – Waterfront Secretariat) identified that the Bathurst Quay dockwall rehabilitation project would be commencing installation of sheet metal to stabilize the shoreline. Mr. Bowen alerted the subcommittee that the sheet metal will be installed using a vibro-hammer beginning no earlier than 7:00am and finishing around 4:00pm. Mr. Bowen also explained that this work will be conducted in accordance with the City's noise by-law and will be closely monitored by him to mitigate noise impacts where possible. Mr. Bowen identified that work on this portion of the rehabilitation project will proceed for 10 weeks and is considered essential by the project's structural engineer to avoid damage to work conducted on public space enhancements and nearby property during the anticipated spring high waters. Unless otherwise informed by the Province and the City, the project will proceed with measures to promote the safety of workers (such as handwashing stations and physical distancing) to complete the project to a stage where the structural engineer is comfortable pausing work. Non-essential construction such as stone and paving installation will be undertaken when it is deemed safe to do-so.

On April 2nd, 2020 LURA issued a notice on behalf of PortsToronto to the Billy Bishop Toronto Centre Airport (BBTCA) Community Liaison Committee (CLC) about the commencement of construction on the dockwall rehabilitation sheet installation. Following multiple questions and concerns about the project proceeding considering COVID-19, a follow-up notice was issued on April 4th, 2020 by LURA on behalf of Bryan Bowen to clarify the decision to move forward with this construction work. Both notices are included in **Appendix B**.

Mr. Bowen also thanked the subcommittee for their understanding in accepting a rescheduled presentation on noise standards by City staff as these (and other City staff) adjust to a new way of conducting day-to-day business considering COVID-19.

PortsToronto updates

Mike Karsseboom (PortsToronto) provided an update on the two curfew violations that occurred at BBTCA on December 21st 2019 by a Porter aircraft that arrived after 11:00pm, and on February 20th, 2020 by a general aviation aircraft that departed after 11:00pm. Mr. Karsseboom explained that the Porter aircraft had not intended to land late but misjudged its timing. Porter airlines immediately self-reported the curfew violation prompting PortsToronto to issue a one-time reduced fine of \$5,000. The general aviation curfew violation was determined to be the result of miscommunication between the duty manager and the control tower who gave permission for the aircraft to depart after being delayed by a Medivac flight. PortsToronto issued itself a \$1,000 fine

(the fine for individual operators) and briefed the duty manager, control tower, and pilot on the curfew rules so that there is clear and concise communication on the policy.

- Hal Beck (YQNA) inquired why the general aviation fine is only \$1,000 when the fines levied against commercial airlines through the policy are \$10,000 explaining that regardless of whether it was an individual or a corporation, noise impacts the community in the same way.
- Mr. Karsseboom explained that Mr. Beck's method of charging everyone the same fine is generally not how fines work, as applying the commercial rate to individuals is inequitable given the ability of an individual versus a corporation's ability to pay the fine.
- Lesley Monette (BQNA) inquired where the list of curfew violation fine recipients ended up and whether a recipient had been selected for these violations.
- Angela Homewood (PortsToronto) explained that she has the list and will continue to accept suggestions from the CLC and NMSC for organizations that would benefit from these funds. The Porter airlines fine of \$5,000 has been allocated by PortsToronto to support University of Toronto's air quality study.
- Max Moore (BQNA) expressed his hope that the Waterfront Neighbourhood Community Centre was on the list.
- Ms. Monette responded to Mr. Moore that she recalls Mr. Bowen identifying that the Waterfront Neighbourhood Community Centre recently received a generous monetary contribution from the City.
- Mr. Bowen confirmed that the Waterfront Neighbourhood Centre recently received \$400,000 from the City and had suggested previously that other organizations should be prioritized if they had not received funding recently.
- Mr. Faught re-articulated that the receipt of curfew violation funding would be assessed on a case-by-case basis based on which organizations demonstrated a high priority need for these funds.

2. Review of the Subcommittee Terms of Reference and 2019 Year in Review Summary

Mr. Faught introduced the revision of the Terms of Reference and the NMSC's 2019 Year in Review summary for discussion. Beginning with the Terms of Reference, Mr. Faught requested that each member of the NMSC identify whether they wished to approve, abstain, or provide additional commentary on the Terms of Reference. This process was repeated for the Year in Review. Key points from these discussions were as follows:

- a. Concerning revising the Terms of Reference to renew the NMSC's term:
 - Mr. Beck noted that he raised the opening on the NMSC at a YQNA meeting over two months ago. He noted that many were concerned about noise in their community but were reluctant to participate in a technical working committee. He did note that there was significant interest in YQNA involvement in the Air Quality Study being undertaken by University of Toronto.
 - NMSC participants noted several suggestions around terminology, phrasing, and tone incorporated in the revised Terms of Reference included in **Appendix C**.

- b. Concerning revising the 2019 Year in Review:
- NMSC members suggested that the NMSC term be extended by an additional year until the end of 2021 due to disruptions caused by COVID-19.
 - Mr. Beck questioned the need for this document, expressing that the document currently reads as more of a public relations piece for the airport. Specifically, several terms are used inaccurately to convey the work done or not done by the NMSC. Other NMSC members acknowledged Mr. Beck's concern but identified that with revisions this document will be useful to provide a summary for local neighbourhood associations on the work being done by the subcommittee.
 - NMSC members expressed concerns and comments specifically relating to:
 - How the NMSC was portrayed as participating in the Ground Noise Study regarding the suggested placement of terminals, input on the scope of work and deliverables, and communications with the consultant team.
 - The locations of the Permanent Noise Management Terminals.
 - Failing to include concerns raised during the discussion of the Annual Noise Management Report.
 - Desire to see important conversations appended to the Year in Review – notably the Ministry of Environment, Conservation and Parks presentation by Header Merza on provincial noise standards.
 - NMSC participants noted several suggestions around terminology, phrasing, and tone incorporated in the revised 2019 Year in Review included in **Appendix D**.

Detailed feedback on both documents was incorporated into detailed revisions, and provided to the NMSC members on April 9th, 2020. NMSC members were requested to provide comments on both documents by April 27th so they can be finalized and presented to the CLC at their May 2020 meeting.

3. Ground Noise Study Update

Michael David (PortsToronto) provided a brief update on the Ground Noise Study. He identified that as a result of COVID-19 on-site noise measurements would be minimal given that airport activity has been significantly reduced to levels that would not accurately convey normal airport operations. On-site measurements will resume when airport operations begin to reflect more normal conditions. Off-site work is continuing with the consultant team continuing to build the 3D noise propagation model. Currently the team is collecting data from airport stakeholders on equipment that produces noise noting attributes such as make, model, year, running time per day, and more to feed into the noise model.

- Mr. Moore inquired whether there is any possibility to conduct an ambient noise study of the airport when there is no or minimal activity to understand what other noise sources occur in the vicinity of the airport.
- Mr. David responded that this would be interesting however not all of the temporary terminals have been installed. Furthermore, the intent of the Ground Noise Study is to understand what the area around the airport sounds like on a regular day. Due to changes in behaviour and operations as a result of COVID-

19 conditions have been deemed to vary too much from what could be considered normal.

- Mr. Moore followed-up inquiring if the permanent noise terminals could be reconfigured to collect this data.
- Mr. David replied that the team will be able to access whatever data was gathered by the terminals (both permanent and temporary) that are in place.
- Mr. Beck inquired if there are any updates from Burnside on how they are acclimatizing themselves to the airport.
- Mr. David responded that prior to COVID-19 the team from Burnside and Acoustik had been reviewing historical data, and meeting with operators including Air Canada, ORNGE, and Porter Airlines. They intend to continue conducting measurements of noise sources when it is safe to do so.
- Mr. Beck noted that he would like to see what the team has in terms of pre-existing data and is interested to see how much noise in the area surrounding the airport decreased since the start of COVID-19. He noted that it would be interesting to see how much the Gardiner Expressway contributes to noise experienced in the area.
- Mr. Colwell noted that the permanent noise monitors (on Webtrax) are currently reading the following values
 - Between 55-58dBa at the police station;
 - Between 55-58dBa at Kings Landing;
 - Between 51-55dBa at the ferry terminal; and
 - Between 39-40dBa at Algonquin Island.
- Mr. Moore wished to confirm that this means that the permanent noise management terminals are still logging data and that this could be accessed later on.
- Mr. Colwell confirmed that the monitors are continuing to log data which is saved and available through the 'historical function' on Webtrax.
- Ms. Monette noted that the King's Landing terminal has only be in place for a short time so there won't be a way to know the historical data for that site.
- Mr. Moore suggested that the April 2020 noise report be referred to as the "Quiet April Report"
- Mr. Beck requested that two plans be created showing the locations in detail (specific location in three dimensions) for both the temporary noise monitors and the permanent noise management terminals.
- Mr. Colwell and Mr. David explained that they have this information and can provide it to the NMSC.

M#10-A1 Provide the locations of temporary and permanent noise monitors including locations currently installed and planned locations

- Mr. Beck expressed that he feels the NMSC has been kept in the dark about the scope of work and study deliverables for the Ground Noise Study and requested that these be shared with the NMSC.

- Mr. David explained that these have been developed however as the team continues its work, they are developing the scope and deliverables iteratively.
- Mr. Beck requested that at a minimum the draft scope and deliverables should be shared.

4. Permanent Noise Management Terminal Installation Update

Gary Colwell (PortsToronto) provided an update on the installation of permanent noise management terminals informing the subcommittee that a permanent noise terminal has been installed at Kings Landing Condominium. Another permanent noise terminal is approved to be installed at Ontario Place however installation is currently on hold due to COVID-19.

- Mr. Beck requested to reconvene with Mr. Colwell later in April to discuss installation of another permanent noise terminal on the Windward Co-op.
- Mr. Colwell expressed that he believes the Windward installation would likely not proceed until the summer as this work is considered “non-essential” by the Province. Mr. Colwell committed to maintaining communication with Mr. Beck in the interim to move approvals and permission for installation as far forward as possible.

5. Business Arising

Mr. Faught concluded the meeting with the proposal to continue to aim for a CLC meeting in May 2020. Leading up to this meeting, the NMSC shall finalize the revised Terms of Reference and the 2019 Year in Review.

M#10-A2 LURA to revise Terms of Reference and 2019 Year in Review within 1 week of tonight’s NMSC meeting. NMSC members to provide comments and proposed changes by April 27th.

- Mr. Beck (YQNA) requested that considering COVID-19, the next NMSC meeting be scheduled in September 2020.
- Mr. Bowen reminded the NMSC that he will be on-site for the first day of dockwall sheet installation to understand the noise impacts this work has on the surrounding community. He requested that if community members are experiencing discomfort due to the noise associated with this construction that they email him. He reiterated that as the work is being conducted with a vibro-hammer the sound should sound like a buzz or drone rather than a banging.
- Mr. Beck responded to Mr. Bowen expressing that it is helpful to let people know this information and that he is appreciative of knowing these details. He will send an email to the YQNA planning team to inform them and spread the message within the association.

The meeting adjourned at approximately 9:15 p.m.