

**Toronto  
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de Toronto**

**TORONTO PORT AUTHORITY  
AND  
BILLY BISHOP TORONTO CITY AIRPORT**

**COMMUNITY LIAISON COMMITTEE  
MEETING #16**

**MEETING MINUTES**

Tuesday November 25, 2014  
Harbourfront Community Centre  
Toronto, Ontario

Minutes prepared by:



*These meeting minutes were prepared by Lura Consulting. Lura is providing neutral third-party consultation services for the Toronto Port Authority Community Liaison Committee (CLC). These minutes are not intended to provide verbatim accounts of committee discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from the committee meetings. If you have any questions or comments regarding the Meeting Minutes, please contact either:*

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OR

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TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #16  
Minutes – Thursday November 25, 2014, 6:30 p.m. – 8:30 p.m.

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**Summary of Action Items from Meeting #16**

<b>Action Item #</b>	<b>Action Item Task</b>	<b>Who is Responsible for Action Item</b>
M#16-A1	Distribute Eireann Quay traffic data to CLC	TPA/ City of Toronto
M#16-A2	Finalize CLC #15 meeting minutes and post to TPA website.	Lura/TPA
M#16-A3	Distribute By-law agreement letter to CLC.	TPA
M#16-A4	Distribute demarcation boundary to CLC.	TPA/ Forums Equity Partners
M#16-A5	Verify CLC 2015 meeting dates do not conflict with City Council meeting dates.	Lura/TPA

**Appendices**

Appendix A1-1: Pedestrian Tunnel Construction Committee Update

Appendix A1-2: Emergency Response Simulation Presentation

Appendix A1-3: Environmental Assessment Presentation

TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #16  
Minutes – Thursday November 25, 2014, 6:30 p.m. – 8:30 p.m.

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**List of Attendees**

<b>Name</b>	<b>Organization (if any)</b>	<b>Attendance</b>
<b>COMMITTEE MEMBERS</b>		
Glenn Gustafson	Con. Pam McConnell's Office	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Brad Cicero	Porter Airlines	Present
Heino Molls	Bathurst Quay Neighbourhood Association (BQNA)	Present
Carol Jolly	Waterfront Business Improvement Area (WBIA)	Present
Robert Kearns	Ireland Park	Absent
Con. Pam McConnell	City of Toronto, Ward 28	Sent regrets
Warren Lampitt	Air Canada	Absent
David Whitaker	Tourism Toronto	Absent
Christian Illumin	Sky Regional Airlines	Absent
Con. Joe Cressy (elect)	City of Toronto, Ward 20	Present
Mario Silva	Toronto District School Board	Present
<b>GUEST SPEAKERS AND SUBJECT EXPERTS</b>		
Ryan Gow	Forum Equity Partners	Present
Christopher Dunn	City of Toronto	Present
Nicole Swerhun	AECOM/Swerhun Facilitation	Present
Paul Murray	AECOM	Present
Leah Weller	AECOM	Present
<b>TPA REPRESENTATIVES</b>		
Gene Cabral – Chair	Toronto Port Authority	Present
Ken Lundy	Toronto Port Authority	Present
Deborah Wilson	Toronto Port Authority	Present
Angela Homewood	Toronto Port Authority	Present
Pat Fagnano	Toronto Port Authority	Present
Helen Oel	Toronto Port Authority	Present
Sylvain Theriault	Toronto Port Authority	Present
<b>MEMBERS OF THE PUBLIC</b>		
Gautam Mankani	Public	Present
<b>FACILITATION AND SECRETARIAT</b>		
Jim Faight	Lura Consulting	Present
Nishanthan Balasubramaniam	Lura Consulting	Present

## 1. WELCOME AND INTRODUCTIONS

Mr. Jim Faught, Lura Consulting, welcomed members of the Billy Bishop Airport Community Liaison Committee (BBTCA - CLC) to the sixteenth committee meeting. Mr. Faught facilitated a round of introductions.

## 2. BATHURST QUAY PRECINCT PLAN UPDATE

Christopher Dunn, City of Toronto, provided a brief update on the Bathurst Quay Precinct Plan. Key points from the presentation include:

- The Bathurst Quay Precinct Plan will develop a transportation improvement plan, public realm plan and an implementation strategy. The plan will develop a long-term vision for the community and focus on the Canada Malting Site.
- Planning staff will host a public meeting on December 10, 2014 and will develop an advisory committee to help work through the engagement process.
- The Bathurst Quay Precinct Plan will consider the recommendations from the 2009 Canada Malting Review, 2012 Strategic Transportation Study and the 2013 BBTCA Porter Airlines Proposal. The Bathurst Quay Precinct Plan will incorporate studies under review such as the BBTCA Master Plan, Coronation Park Master Plan and the TDSB School Yard Plan.
- The consulting team, consisting of Urban Strategies, BA Group, Plant Architects and Vermeulens have conducted background research and identified key issues.
- Study completion is targeted for June 2015 followed by a report to City Council.

Below is a summary of the comments and questions raised by committee members regarding the Bathurst Quay Precinct Plan update presentation:

- *The BQNA representative expressed disappointment that the Bathurst community has not been involved in the early stages of the Bathurst Quay Precinct Plan.* Mr. Dunn informed the representative that the first community meeting will be held in December and the community will be invited. As the development of the plan progresses the community will be heavily involved.
- *The BQNA representative is upset with the suggested six month timeline to complete the study. The representative noted that six months will not provide enough time to gather all the necessary input.* Mr. Dunn responded that if more time is required by city staff to complete the plan, they will extend the timeline.
- *The YQNA representative requested a copy of the Eireann Quay traffic count data from the city and the traffic study completed by Dillon Consulting.* Mr. Dunn stated that he will provide the CLC with a copy of the raw traffic count data.

### **Actions:**

M#16-A1. Distribute Eireann Quay traffic data to CLC

- *The BQNA representative requested an update on the Canada Malting silos.* Mr. Dunn informed the committee that Toronto planning staff believes the silos should be preserved. The planning

staff will obtain the public's feedback on the silos throughout the Bathurst Quay Precinct Plan process.

- *The YQNA representative asked if the Canada Malting Site design charrette conducted in 2009 will be used in the Bathurst Quay Precinct Plan.* Mr. Dunn responded that all the data from past projects and studies will be used in the development of the Bathurst Quay Precinct Plan.
- *The YQNA representative raised concerns with the City of Toronto's past community consultation processes in fall 2013 to spring 2014. The representative requested the city staff be aware that there was no substantive public process on any revisions made subsequently to the City's draft working reports. All members of the community have not reviewed past strategies and reports and the presentation information should be easily understandable to all community members.*

### **3. REVIEW OF PREVIOUS MEETING MINUTES**

Mr. Gene Cabral, Toronto Port Authority (TPA), reviewed the minutes from CLC meeting #15. Mr. Cabral noted that draft meeting minutes from meeting #15 were distributed via email to committee members for review. Mr. Cabral also explained that all efforts will be made to ensure meeting agendas and materials are provided to committee members electronically ahead of each meeting.

- *The BQNA representative expressed concern that the comments from a member of the public, Adam Vaughan, were not captured correctly in the CLC Meeting # 15 minutes.* Mr. Cabral added that CLC members can submit amendments to the minutes during the review time period.
- *The BQNA representative requested clarification on the Toronto City Councils April 1, 2014 motions for the TPA to conduct an EA.* Mr. Cabral stated that the EA was one of the conditions from City Council on the April 1<sup>st</sup>, 2014 motions.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EX40.1>)

#### **Actions:**

M#16-A2. Finalize CLC #15 meeting minutes and post to TPA website.

### **4. BBTCA- EMERGENCY RESPONSE SIMULATION/EXERCISE**

Mr. Sylvain Thériault, Toronto Port Authority Fire Chief, provided a presentation on the emergency response simulation/exercise (ERE) at BBTCA. Key points from the presentation include:

- An ERE is mandated by Transport Canada via the Canadian Aviation Regulations 302.208. Transport Canada also regulates that a security exercise be conducted annually. The TPA must complete a full scale ERE every 2 years.
- The 2014 ERE will be conducted on November 29, 2014 at 9:30 a.m. The ERE will simulate a major emergency on board an aircraft and will involve an evacuation of the aircraft. The ERE will involve the deployment of Toronto Fire Services, EMS, BBTCA Fire Department, Toronto Police, TPA security personal and the Toronto Police Marine Unit.
- The TPA will activate the Emergency Operations Centre to manage all levels of first responders. The ERE will test the BBTCA ability to manage, and work within a multilevel emergency structure.
- Emergency Response vehicles will not turn on sirens when approaching the BBTCA. The roads on the mainland will not be affected by the ERE. The TPA has distributed a press release to the

media informing them about the ERE as well as notices to stakeholders. The ERE will not cause any delays to flight service and may delay the ferry between 9:30 am-10:00 am.

Below is a summary of the comments and questions raised by committee members regarding the BBTCA emergency response simulation/exercise presentation:

- *The TDSB representative inquired if all the TPA's emergency facilities are on the island.* Mr. Thériault informed the CLC that all the TPA emergency resources are on the island. The TPA Fire Department can perform ice and cold water rescues and assist in smaller scale emergencies on the island.
- *The TDSB representative inquired if the road network is important to access the island during emergencies.* Mr. Thériault responded that the TPA emergency services do not use the mainland unless there is an emergency at the mainland terminal. Toronto Fire Services will respond to mainland issues and the TPA Fire Department will assist. *The TDSB representative informed the committee that the information from the ERE presentation will be passed along to the safety and security staff at the TDSB and to parent council meetings.*
- *The TDSB representative inquired about the process of learning and improving from the ERE.* Mr. Thériault responded that all emergency responders meet the following week for a debrief on the ERE.
- Mr. Cabral informed the committee that the TPA wanted to show transparency by informing the CLC before the ERE as well as identifying the purpose and objectives of an ERE.
- *The YQNA representative inquired how the community will be informed about the ERE.* Ms. Wilson stated that the media has been informed about the ERE and a public notice was sent to community groups and representatives. Councillors have received a letter from the TPA informing them about the ERE. The TPA will inform community members through social media and the TPA website. A TPA representative will be fielding phone inquiries on the day of the ERE.
- *The BQNA representative suggested posting notices on neighbouring condominium bulletin boards and sharing the notice with schools.*
- *The representative from Councillor McConnell's office suggested posting notices at the Jack Layton Ferry Terminal.*

## **5. TUNNEL CONSTRUCTION COMMITTEE MEETING – PEDESTRIAN TUNNEL CONSTRUCTION UPDATE**

Mr. Ryan Gow, Forum Equity Partners, provided a presentation on progress with the pedestrian tunnel being constructed from the mainland to BBTCA. Key points from the presentation include:

- Over the past two months, construction crews installed waterproof slabs, core walls, strut plates and form walls for the elevators. Work continued on the mechanical, electrical and fire protection rough-ins as well as installing the moving walkways.
- Construction activities planned for the next two months include the completion of the ground floor slab and the erection of the mainland building. Waterproofing and installing structural steel will be completed on the mainland building. Construction crews will complete the installation of the escalators, moving walkway and the elevator. Finally, the crews will complete

the tie-ins of new building on the island side and existing terminal building. The project is expected to be complete in early 2015.

- The Ministry of Environment and Climate Change (MOE) Environmental Noise Guideline: Stationary and Transportation Sources serves four purposes:
  1. To provide sound level limits that are applied by the MOE to stationary sources, such as industrial and commercial establishments and auxiliary transportation facilities.
  2. To provide advice, sound level limited and guidance that may be used when land use planning decisions are made under the Planning Act and the Niagara Escarpment Planning and Development Act. The MOE has no authority under the Planning Act and has no direct role in the land use planning process.
  3. To provide sound level limits that may be incorporated into noise control by-laws, which may be developed by municipalities in accordance with the Municipal Act and/or other enabling legislation.
  4. To provide sound level limits that may be applied under the provisions of the Aggregate Resource Act.
- Airport facilities do not require MOE approval because most aspects of the facility are solely regulated by the federal government. The tunnel project requires Forum Equity Partners to meet numerous noise and vibration criteria and requirements including that the facility comply with Good Industry Practice and all relevant municipal By-Laws and standards. In particular, with respect to vibration the construction of the facility must remain in compliance with by-law 514-2008.
  - **Escalators:** *Maximum transmitted airborne noise level for each escalator shall be 65 dBA at a point approximately 1500mm above the step treadway throughout the length of the escalator's travel. Measurements shall be made with only one unit running.*
  - **Moving Walkways:** *Maximum transmitted airborne noise level for each moving walk shall be 65 dBA at a point approximately 1500 mm above the pallet treadway throughout the length of the moving walk's travel. Measurements shall be made with only one unit running.*
  - **Exterior Noise:** *Exterior noise will be in compliance with noise requirements of local Governmental Authorities and, no more than 6dB above ambient at any point along the Demarcation Boundary, or area frequented by visitors, or used for outdoor activities.*
  - **Service Period Requirements:** *Establish baseline STC exterior environmental noise levels at Service Commencement by conducting sound measurements using Sound Transmission Class (STC) tests at rooms and areas, delineated below, using a methodology in general accordance with ASTM E336 Standard Test methods for measurement of Airborne Sound Insulation in buildings. Maintain and improve upon baseline Good Industry Practice baseline background noise levels, as established through the applicable commissioning procedure at Service Commencement for: Elevator lobbies, Areas adjoining Emergency Generators, Outdoor (Public) Areas, and Service rooms at ground level*

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

- *The YQNA representative inquired if the community should expect unusual loud noises during above ground tunnel construction. Mr. Gow informed the representative that there will be no loud noises after 11 pm. If there are plans for construction activities which may create loud noises, the TPA will inform the community.*
- *The BQNA representative stated the construction crews have consistently generated noise after 7 pm. The representative requested an amendment to the By-law which prohibits construction noise until 11 pm. The representative feels that the Bathurst community is being ignored. Mr. Cabral informed the representative that the CLC has articulated the letter of agreement with the City of Toronto to address the BQNA representatives concerns at previous meetings and this has already been documented in previous CLC minutes.*
- *The YQNA representative requested that the Noise By-law agreement letter between the TPA and the City of Toronto be included in CLC meeting minutes #16.*

**Actions:**

M#16-A3.       Distribute agreement letter to CLC.

- *The YQNA representative requested clarification on the demarcation boundary as well as an explanation on how the 6dB external noise figure was calculated. Mr. Gow will provide the CLC with the demarcation boundary specification.*

**Actions:**

M#16-A4.       Distribute demarcation boundary to CLC.

- *The YQNA representative inquired if the noise from the permanent tunnel ventilation system and elevators will be below 45dB during sleeping hours. The representative stated that the presentation did not address noise concerns. NPC-300 and LUL-131 state that noise from stationary noise sources cannot exceed 45dB at window pane level during sleeping hours. Mr. Lundy inquired if the specification is Ontario wide or site specific. The YQNA representative stated that the specifications are Ontario wide, and the specific table in the MOE noise requirements being referenced by YQNA during the meeting is LU-131, Table 7, page 11. Forum Equity Partners, Mr. Gow confirmed that the City Bylaw does not exempt itself from any provisions of the MOE criteria LU-131 or NPC-300.*
- *The YQNA representative stated that the request for Tunnel Construction Committee meeting minutes #12 and #13 to be updated with comments submitted by the representative have not been completed by Forum Equity Partners. Mr. Gow responded that the minutes will be updated with the representative's comments.*
- *The BQNA representative informed the committee that the TPA received \$35 million to not develop a fixed link between the island and the mainland before the TPA obtained approval for a tunnel link from the Government of Canada. The representative inquired if the TPA will return the money. Mr. Cabral stated that the representative's has raised the same concern in previous meetings and the TPA has addressed the issue.*

## 6. ENVIRONMENTAL ASSESSMENT UPDATE

Nicole Swerhun, Swerhun Facilitation, and Paul Murray, AECOM, provided an update on the Environmental Assessment (EA) to evaluate potential impacts of the Porter Airlines Proposal to introduce next-generation jet aircraft to Billy Bishop Toronto City Airport. Key points from the update include:

- The consulting team has held pre-consultation meetings with a number of stakeholders to gather prospective on the objectives of the EA and suggestions on the EA process. The consulting team has published a “what we heard” document on the EA website (<http://www.bbtcарunwayea.org/>). The document summarizes all the feedback to date as well as highlights the EA process.
- The Agency Advisory Committee (AAC) has been created to help guide the overall process. The purpose of the AAC is to provide a place where representatives of government, ministries and public agencies can share their perspectives and advice with the TPA at key points throughout the EA process. There are 12 members on the committee including the City of Toronto, Transport Canada, Waterfront Toronto, Build Toronto, TDSB, Toronto Transit Commission, Province of Ontario and the Greater Toronto Airport Authority. A summary of the AAC meetings are available online on the EA website.
- The consulting team held a briefing to inform representatives from the pre-consultation conversations on the agenda and format for the public meeting. The aim of the briefing was to generate a level of comfort for the public to attend the meetings as well as obtain feedback on the meeting presentation. Over 100 organizations were invited to the briefing.
- At the debriefing, the public indicated that the presentation did not clearly identify the purpose or the need for the EA. Labeling the study as an EA was problematic because although the City of Toronto requested an EA, the provincial and federal governments do not require an EA. The public requested more information from the TPA regarding the Master plan, and that the presentation lacked visuals and required more graphics to help the public understand the process.
- The consulting team is working on designing a full in-depth consultation event which will address all priority issues for the EA such as traffic, noise, TPA master plan etc. The consulting team will host another evening meeting the following week to obtain feedback.
- There are four decisions that need to be determined for designing the EA scope. What is the proposal? What is the baseline? What are community assets that could be impacted? What needs to be measured to assess the impacts?

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

- *The YQNA representative suggested that having two public meetings, one for the EA on Dec 9 and the Bathurst Quay Precinct Plan on Dec 10 is difficult for the community to attend in one week.* Ms. Swerhun indicated that the meeting dates were selected with the City of Toronto staff.
- *The BQNA representative requested clarification on the intervener funding. The BQNA representative inquired if the TPA should provide funding for the community to hire an expert.* Mr. Cabral noted that the TPA has approached the ACC seeking advice about *intervener funding*.

The ACC stated that the organizations on the Agency Advisory Committee do not provide intervener funding.

- *The Waterfront BIA representative stated that the BIA participated in the pre-consultation conversations and do not wish to remain anonymous.*

## **7. OTHER BUSINESS**

Mr. Cabral informed committee members the tentative meeting dates for the 2015 calendar year are: March 12, May 20, September 23, Nov 25. Committee members were asked to submit feedback about the proposed dates.

- *The representative from Councillor McConnell's office informed the CLC that City Council dates will be confirmed and published the first week of December. He suggested that the CLC verify that 2015 meeting dates do not conflict with City Council meeting dates.*

### **Actions:**

M#16-A5.      Verify CLC 2015 meeting dates do not conflict with City Council meeting dates.

- The YQNA representative requested that TCC 2015 meetings align with the 2015 CLC meeting dates.

Mr. Cabral informed the committee members of tentative 2015 agenda topics that have been raised in 2014 meetings. The 2015 topics will include updates from the City of Toronto, TDSB and Waterfront Toronto, as well as TPA airside and groundside roles and responsibilities.

- *The YQNA representative requested that the agenda topics from CLC #13, annual noise management review and update on the Porter Airlines Proposal be added to the list of 2015 CLC agenda topics. The representative also requested the CLC discuss [billybishopfacts.ca](http://billybishopfacts.ca) website in 2015 and the TPA Web Trak press release.*

Mr. Cabral invited CLC members to request smaller neighbourhood association meetings with TPA staff to address community concerns. Lura Consulting will attend the meetings to document the discussion.

Mr. Jim Faught, Lura Consulting informed that committee that the search for a new resident member-at-large is concluding. A newspaper advertisement was published in the Toronto Star and on the TPA website for a BBTCA CLC resident member-at-large. Lura Consulting has received over 50 applications and will narrow down the applicants to 5 members for interviews. The new resident member-at-large committee member will be invited to future meetings in 2015. Mr. Faught indicated that the BBTCA CLC terms of reference will be updated to include the new members of the committee and will clearly indicate the objectives of the committee.

## **8. WRAP UP**

Mr. Faught thanked CLC members for attending the meeting, and reminded members that the next meeting will be held on March 12, 2014, 18:30 to 20:30.

**ADJOURN**

**Appendix A1-1**  
Pedestrian Tunnel Construction Committee Update



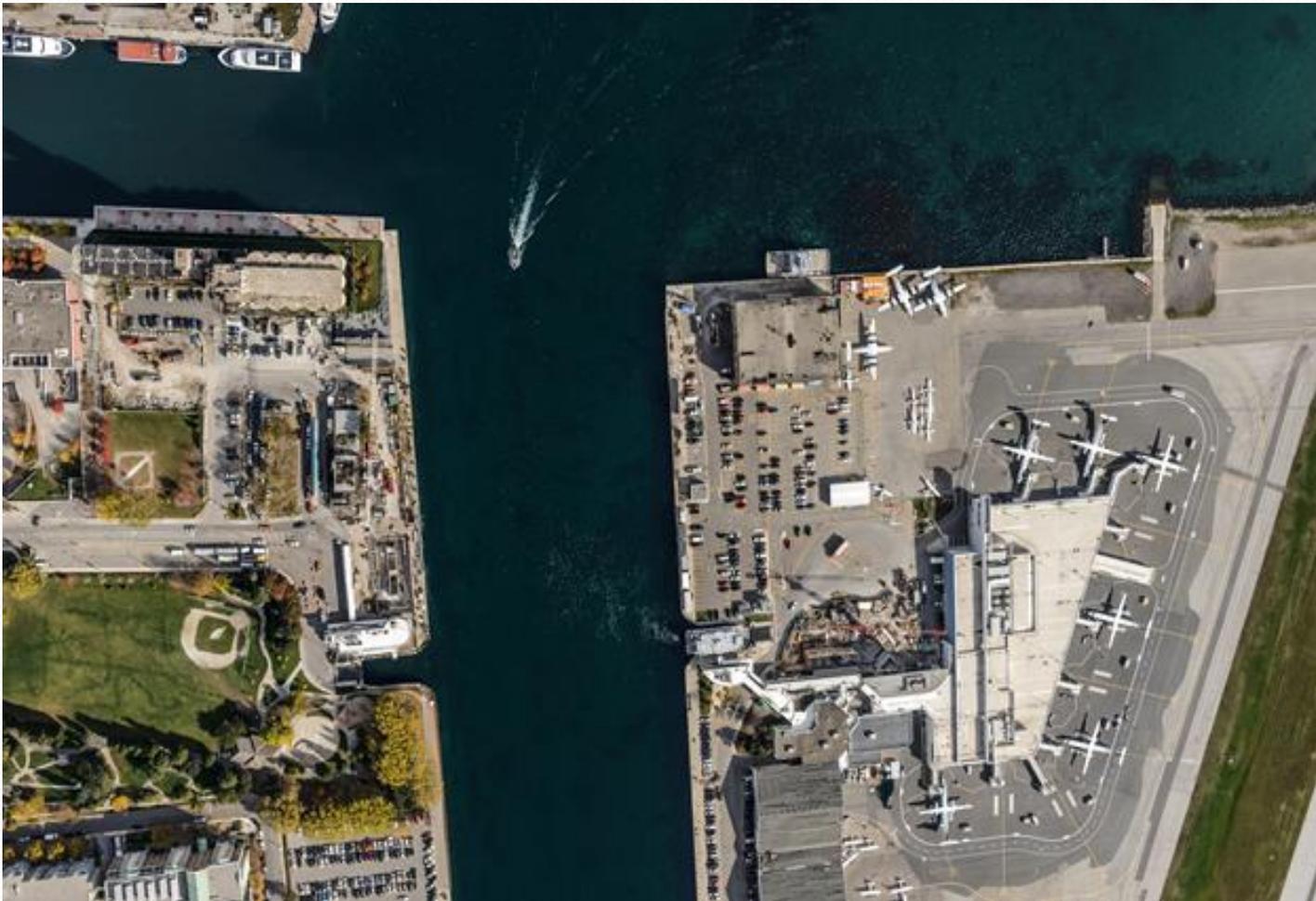
# **The Billy Bishop Toronto City Airport Tunnel Project**

## **CLC Meeting Tunnel Construction Update**

**Tuesday November 25, 2014**

# Two Month Look-Back

1. Waterproofing slabs and core walls in the tunnel will continue.
2. Installation and preparation of strut plates and form walls for all elevators.
3. Continued mechanical, electrical and fire protection rough ins/installations.
4. Continued moving walkway installation.
5. Continued finishing in the tunnel (i.e. ceiling grid, walls, etc.)



Mainland and Island Site



Mainland Site



Tunnel



Island Site

# Two Month Look-Ahead

1. Completion of ground floor slab on mainland site.
2. Erection of mainland building.
3. Completion of structural steel for mainland building.
4. Completion of waterproofing the mainland building.
5. Completion of tunnel finishes.
6. Completion of escalator, moving walkway and elevator installation.
7. Completion of tie-in of new building on island side and existing terminal building.
8. Completion of waterproofing.

# Noise & Vibration

## **MOE Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning (NPC-300)**

The NPC-300 guideline serves four purposes:

- 1) To provide sound level limits that are applied by the MOE to stationary sources, such as industrial and commercial establishments and auxiliary transportation facilities.
- 2) To provide advice, sound level limited and guidance that may be used when land use planning decisions are made under the Planning Act and the Niagara Escarpment Planning and Development Act. The MOE has no authority under the Planning Act and has no direct role in the land use planning process.
- 3) To provide sound level limits that may be incorporated into noise control by-laws, which may be developed by municipalities in accordance with the Municipal Act and/or other enabling legislation.
- 4) To provide sound level limits that may be applied under the provisions of the Aggregate Resource Act.

The following sources are examples of stationary sources that usually do not require MOE approval because most aspects of the facility are solely regulated by the federal government:

- Federally-regulated railway yards;
- Airport facilities;
- Port facilities and marine shipping activities; and
- Nuclear facilities.

# Noise & Vibration

## **OBLIGATIONS UNDER THE PROJECT AGREEMENT (KEY EXTRACTS)**

The tunnel project requires Project Co to meet numerous noise and vibration criteria and requirements including that the facility comply with Good Industry Practice and all relevant municipal By-Laws and standards. In particular, with respect to vibration the construction of the facility must remain in compliance with by-law 514-2008.

***Escalators:*** Maximum transmitted airborne noise level for each escalator shall be 65 dBA at a point approximately 1500mm above the step treadway throughout the length of the escalator's travel. Measurements shall be made with only one unit running.

***Moving Walkways:*** Maximum transmitted airborne noise level for each moving walk shall be 65 dBA at a point approximately 1500 mm above the pallet treadway throughout the length of the moving walk's travel. Measurements shall be made with only one unit running.

***Exterior Noise:*** Exterior noise will be in compliance with noise requirements of local Governmental Authorities and, no more than 6dB above ambient at any point along the Demarcation Boundary, or area frequented by visitors, or used for outdoor activities.

***Service Period Requirements:*** Establish baseline STC exterior environmental noise levels at Service Commencement by conducting sound measurements using Sound Transmission Class (STC) tests at rooms and areas, delineated below, using a methodology in general accordance with ASTM E336 Standard Test methods for measurement of Airborne Sound Insulation in buildings. Maintain and improve upon baseline Good Industry Practice baseline background noise levels, as established through the applicable commissioning procedure at Service Commencement for: Elevator lobbies, Areas adjoining Emergency Generators, Outdoor (Public) Areas, and Service rooms at ground level

**Appendix A1-2**  
**Emergency Response Simulation Presentation**



# Community Liaison Committee Briefing

Date: 25 November, 2014

Time: 1830

Location: Harbourfront Community Center

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# AGENDA

- Regulatory requirements
- Description of Exercise Dragonfly
- Objectives of the exercise
- Stakeholders involved
- What to expect
- Question period

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# Regulatory Requirements

- Full scale exercises are regulated by Transport Canada via Canadian Aviation Regulations (CARs).
  - 302.208 The exercise must include a “major aircraft accident and, at a minimum, the exercises shall include the assembly and deployment of fire-fighting, policing and medical services organizations”.
- Transport Canada also regulates that a security exercise be conducted annually.
  - Exercise Dragonfly will also meet the requirements for the security exercise.

# Exercise Dragonfly

## Timeline:

- *Location:* Billy Bishop Toronto City Airport runway 06/24
- *Date:* Saturday 29 November, 2014
- *Time:* from 09:30 to 11:30

## Exercise Dragonfly will include:

- A simulated major emergency on board an aircraft.
- A partial evacuation of the aircraft.
- The deployment of internal and external emergency services.
- The integration of Toronto Fire Services and the BBTCA Fire Department to perform interior rescue operations.
- The initiation of a Unified Command Structure.
- The activation of the airport Emergency Operations Centre.
- Activation of the Marine Unit EOC.
- Simulated Triage of injured passengers.
- The initiation of a HazMat protocol by command.
- Escalation to a CBRN event.

# Objectives



## Objectives of Exercise Dragonfly

- Test the Airport Emergency Response Plan.
- Test our multi-layered communication systems.
- Test our ability to work within a Unified Command structure.
- Test our ability to integrate airport and external emergency services.
- Test the ability to manage an emergency at the EOC level.

# Stakeholders involved



## External Stakeholders:

- Toronto Fire Services which will include –
  - Pump crews, rescue units, Aerials, fire boat, units from the island, Command units, and the HazMat team.
- Toronto Police Services which will include –
  - Marine Unit (including their paramedic),
  - MU Emergency Operation Centre,
  - CBRN Sgt.
  - 14 Division Sgt.
- Toronto Paramedic Services

# Stakeholders involved



## Internal Stakeholders:

- ORNGE if they are not called out on an actual emergency
- Nav Canada,
- CBSA,
- CATSA,
- G4S,
- Porter, Trans Capital Air, and Sky Regional.
- Stolport
- The TPA will provide:
  - Managers to run the Emergency Operation Centre (EOC),
  - Maintenance personnel,
  - Ferry staff,
  - Greeters,
  - Emergency response personnel to cover the exercise, actual emergencies, and to plan and control the exercise.



# What to expect

## The morning of the 29<sup>th</sup> you will see:

- Various Emergency services responding to the Airport
- A plane with smoke escaping from it.
- Evacuation of passengers which will include injured (simulated) people.
- Deployment of the marine Unit and the Fire boat.
- Deployment of the TFS HazMat team
- Various actors pretending to be family members or media

## Impact on the airport:

- No impact on flights.
- Might experience slight delays on the ferry between 09:30 and 10:00.
- No Impact on the community protection – actual emergencies have priority.



THANK  
YOU

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# Q&A

**Appendix A1-3**  
**Environmental Assessment Presentation**

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# BBTCA Runway EA Scope Development and Stakeholder Feedback



Define the need for the proposal and what problem is will solve

# Why we are here tonight

Request to change name of study. City will consider allowing a study under a different name.

- Porter proposal to introduce jets and extend the runway at BBTCA in 2013
- City Council consideration of the proposal in 2013 and 2014 led to requirement for:
  - Reviewing current conditions in order to address current issues
  - Considering the potential impacts of proposed future operations with an expanded runway and jets
  - Additional monitoring, reporting and consultation requirements

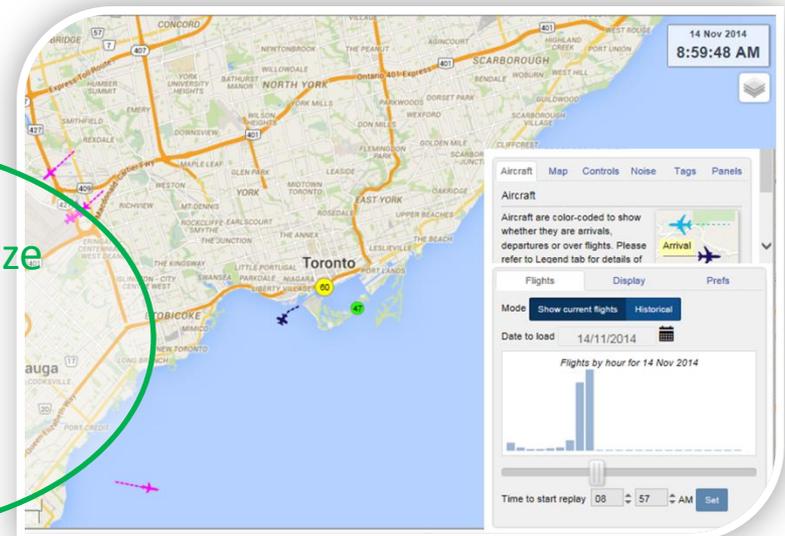
Explain who the TPA is, their mandate, and what that means for waterfront



# Addressing existing issues

- City Council requested the TPA address existing issues related to traffic, noise, nuisance and other impacts of BBTCA operations.
- TPA has committed to working collaboratively to address these issues.

Clearly summarize the Council resolution requirements



Show how  
GTAA study  
affects and is  
affected by this  
EA

# Studies Underway

- **BBTCA Runway Environmental Assessment Study**
- BBTCA Preliminary Runway Design
- BBTCA Master Plan
  - Final draft Q400-only Master Plan
  - New Master Plan that contemplates the introduction of jets
- Bathurst Quay Precinct Plan Study

Define a  
“Master  
Plan”

Clarify the scopes  
of each of the  
studies (MP, EA,  
Design), and  
difference  
between old and  
new MP

# What is the Tripartite Agreement?

- An agreement that details the conditions under which BBTCA operates
- The three signatories to the Tripartite Agreement, all of whom own land at the airport, include:
  - City of Toronto
  - Transport Canada
  - Toronto Port Authority

The TPA is the majority land owner at BBTCA

- No changes can be made to the Tripartite Agreement unless all three parties agree to the changes

ORIGINAL  
ORIGINALE

NO. 117247  
NO.

DEPARTMENT OF TRANSPORT  
MINISTÈRE DES TRANSPORTS

AGREEMENT  
BETWEEN

THE CORPORATION OF THE CITY OF TORONTO; THE TORONTO HARBOUR  
COMMISSIONERS; AND HER MAJESTY THE QUEEN IN RIGHT OF CANADA  
REPRESENTED BY THE MINISTER OF TRANSPORT

DATE OF AGREEMENT: JUNE 30TH 1983  
SUBJECT MATTER: TORONTO ISLAND AIRPORT

DESCRIPTION: AGREEMENT TO PROVIDE FOR THE CONTINUED USE OF  
CERTAIN PARCELS OF LAND AT TORONTO ISLAND FOR  
THE PURPOSE OF A PERMANENT PUBLIC AIRPORT FOR  
GENERAL AVIATION AND LIMITED COMMERCIAL STOL  
(SHORT TAKE-OFF AND LANDING) SERVICE OPERATIONS.

DEPARTMENTAL REFERENCE  
RÉFÉRENCE DU MINISTÈRE

FILE NO. 1380-22  
DOSSIER NO.

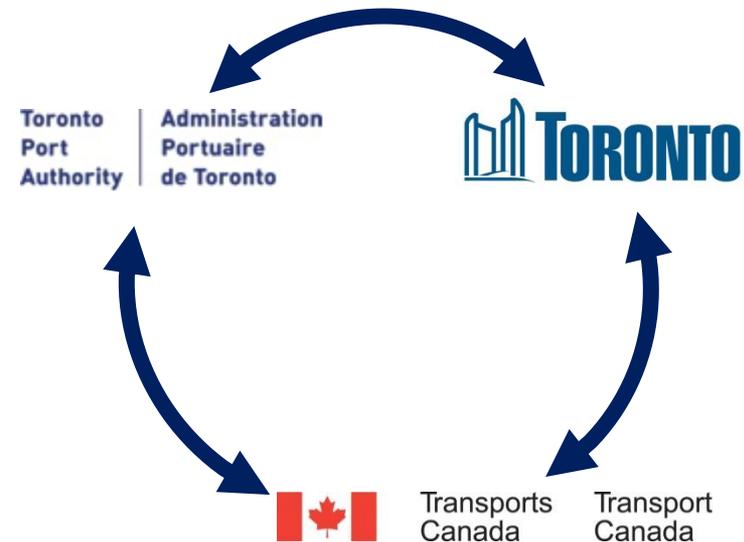
MEMORANDA  
NOTES

THE DOCUMENTS WHICH FORM PART OF THIS AGREEMENT ARE LISTED IN  
THE TABLE OF CONTENTS/

117247

# Why Does the Tripartite Agreement Matter?

- Limits daily operations and annual activity (e.g. the curfew, the NEF requirements, the prohibition on the use of jet aircraft, the prohibition against any lengthening of the operational portion of the runway).
- Sets rights and responsibilities for each of the signatories



Need clear illustration of proposal, with RESA, MEZ, etc., in context of broader area

# What is Being Proposed

## The Porter Proposal:

- Introduce new-technology jet aircraft
- Extend land mass at each end of the main runway by 200m



## Why TPA is studying the runway extension and jets:

- Response to major tenant request for amendments to the Tripartite Agreement
- Need to understand request in context of overall airport operations
- Informing the discussion between all stakeholders
- Response to Council request

Clarify “lifting of jet ban” not exemption for CS100

# Process for the Runway Extension EA

The EA will be Completed in 2 Parts:

<b>1</b>	<b>Scope</b>
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<b>2</b>	<b>Analysis &amp; Assessment</b>
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# Decisions to be made during the EA scoping phase

1. The proposal that will be studied during the EA
2. The baseline that the proposal will be measured against
3. The community assets (social, natural, economic) that may be affected by the proposal
4. What is needed to assess potential impacts on community assets

# What is the BBTCA Runway Extension Environmental Assessment?

- An environmental assessment (EA) is a study which assesses the potential environmental, social and economic effects (positive or negative) of a proposal.
- There is no statutory requirement at the provincial or the federal level for the TPA to complete this EA study.
- This EA study will provide the TPA and others with the information required to determine the impacts and mitigation measures of the proposed runway expansion and operation of jets.

Reiterate City's legal opinion on statutory EA requirements

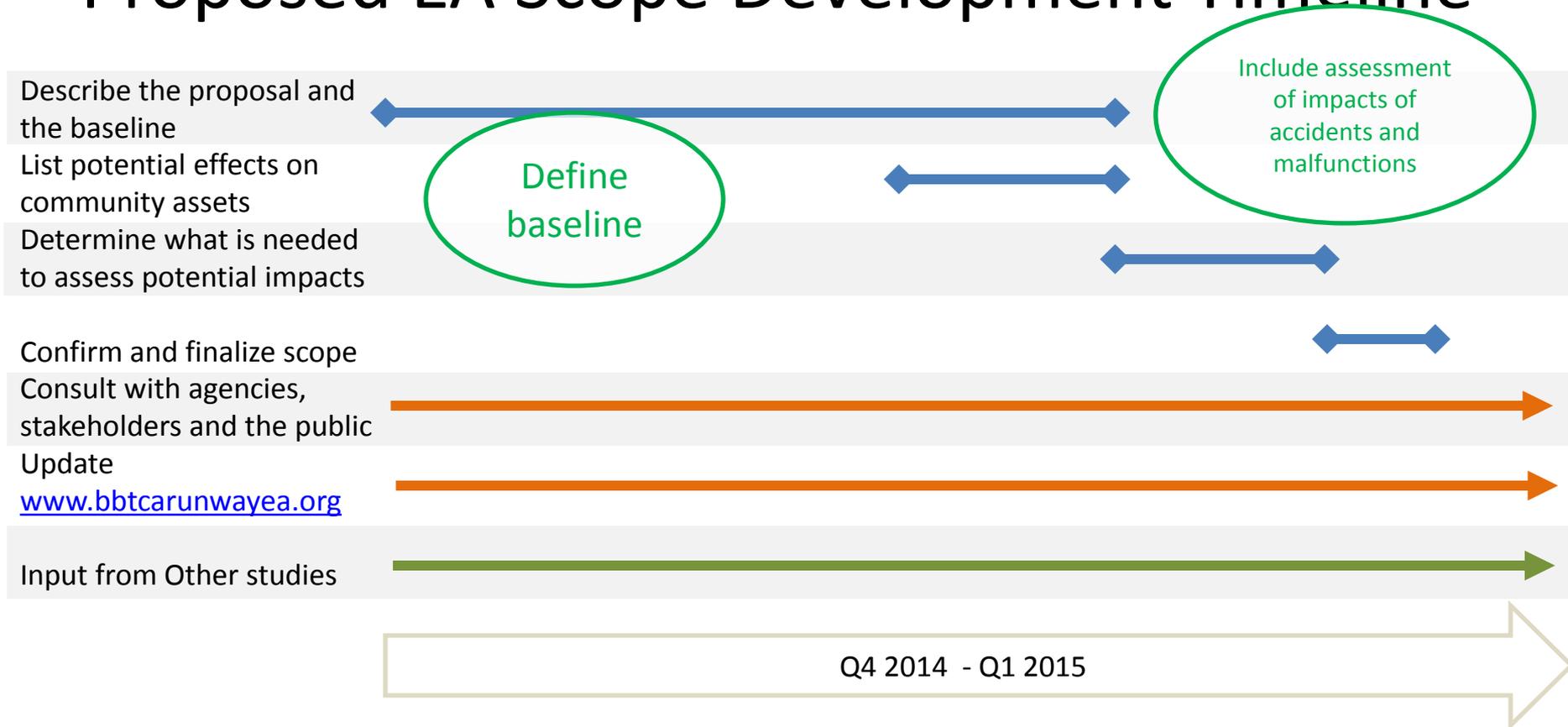
Clearly explain why MOE/CEAA will not be reviewing this EA. Note request for co-proponency or Ministerial oversight, and that TRCA/WT considered trusted overseers

Request for  
detailed  
comparison

# Comparing EA Processes

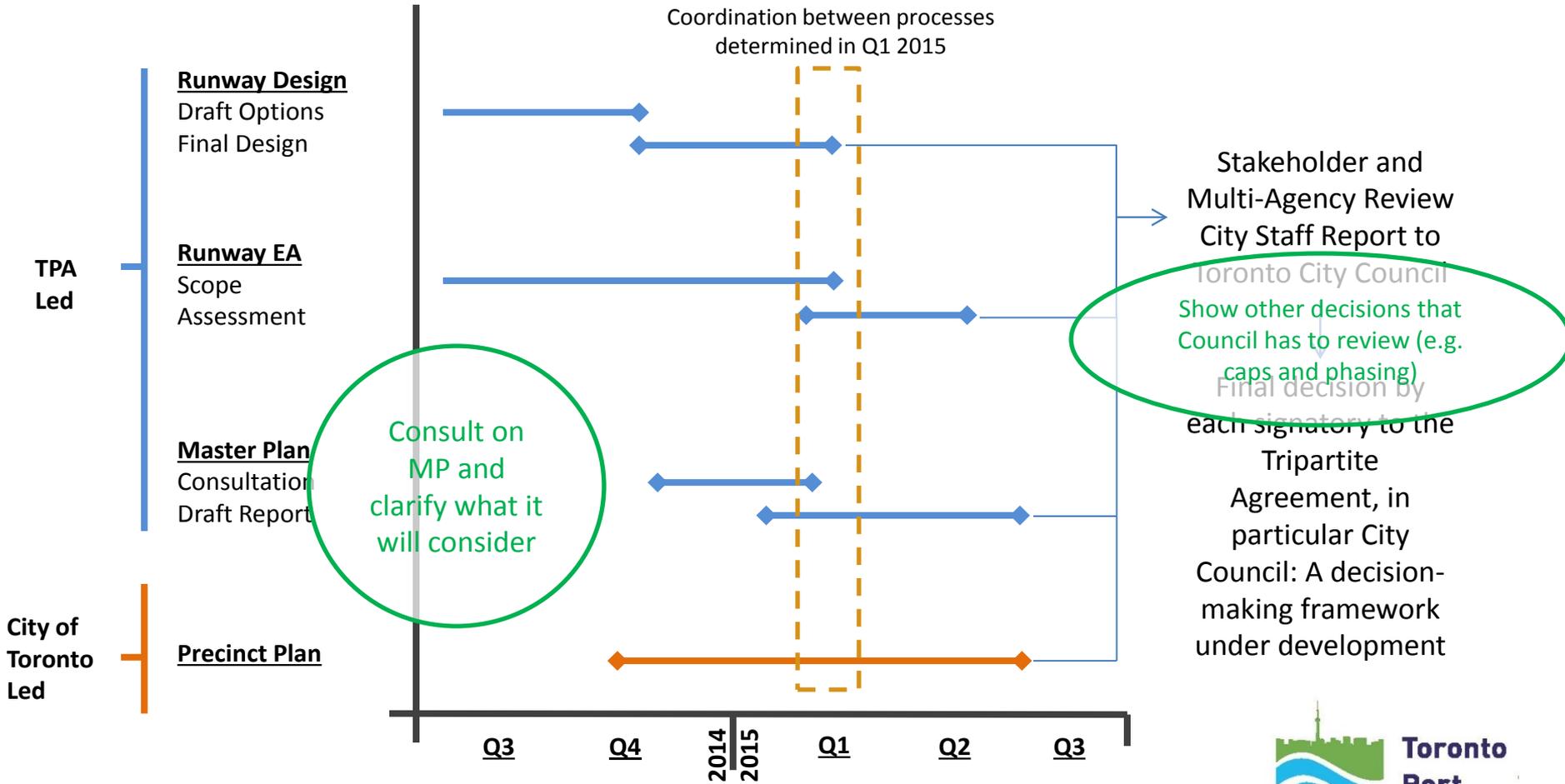
	Federal EA	Full Provincial EA	BBTCA EA
Terms of reference		✓	✓
Consultation on terms of reference		✓	✓
Analysis of “do nothing”		✓	existing conditions
Analysis of multiple alternative scenarios		✓	
Cumulative effects assessment	✓		✓
Impacts of accidents and malfunctions	✓		✓
Consultation on assessment methods		✓	✓
Consultation on assessment outcome	✓	✓	✓
Proponent is the final decision-maker	✓		

# Proposed EA Scope Development Timeline



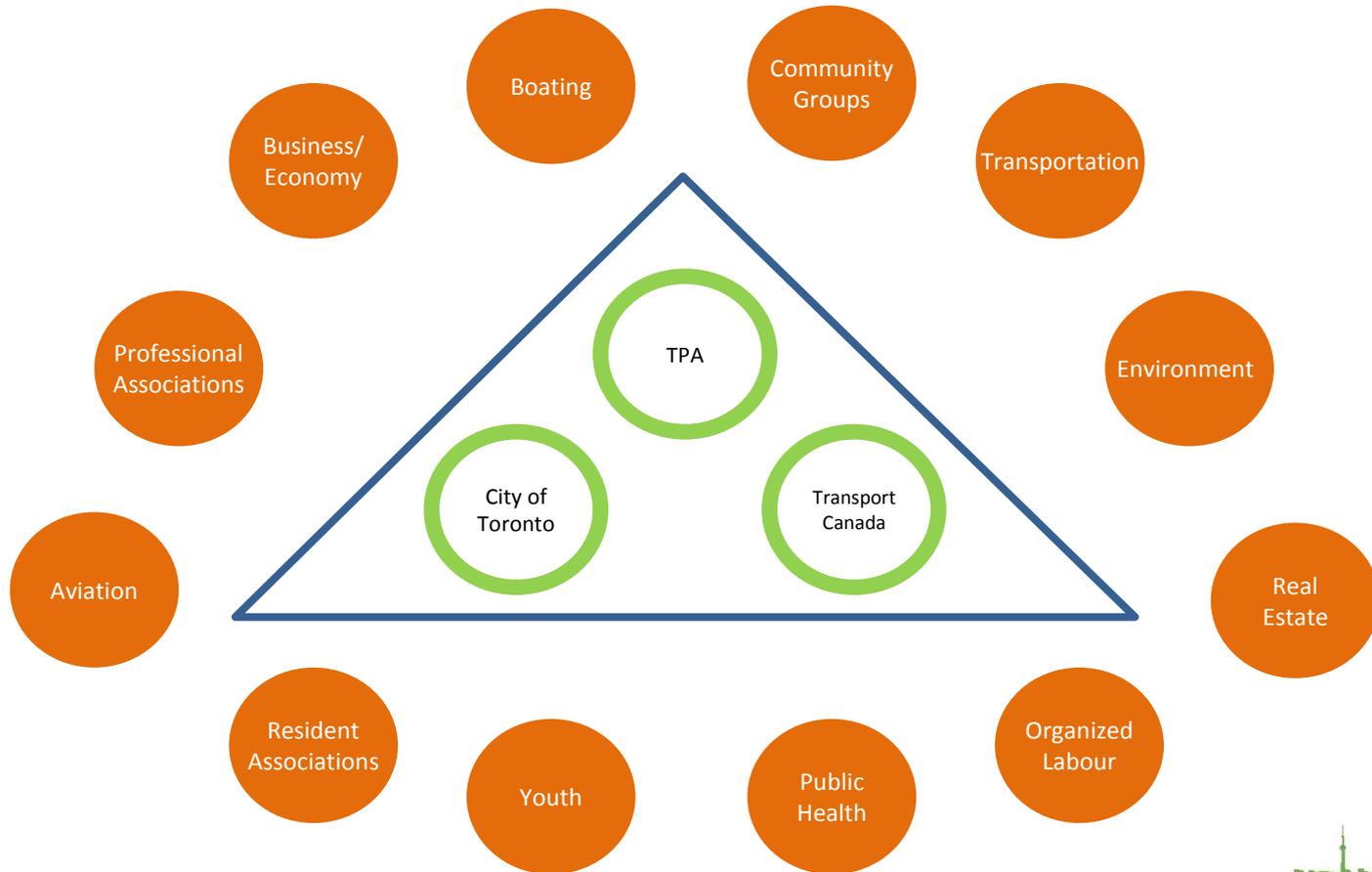
-  Proposed timeline
-  Coordination with other studies (i.e. Master Plan, Design, Precinct Plan, previous studies)
-  Review and feedback from agencies, stakeholders, the public and First Nations/Métis communities

# Connections between the 4 studies





# Engaging Communities



# Early Engagement Activities

- Pre-consultation conversations outlined in “What we heard” report and on website [www.BBTCArunwayEA.org](http://www.BBTCArunwayEA.org)
- Agency Advisory Committee meetings

# Initial List of Priority Issues for EA to address

- Noise
- Air quality
- Changes (if any) to Marine Exclusion Zone
- Jet blast and wing tip vortexes
- Safety
- Birds, wildlife, marine life
- Traffic and parking
- Fit and balance with waterfront revitalization
- Waterfront and Port Lands revitalization
- Future of general aviation at BBTCA
- Economic benefits/costs

Show all issues.  
Request to examine  
air-source and  
ground-source noise,  
public health,  
chemical/fuel  
use/handling, GA,  
international carrier  
operational  
requirements

# Initial feedback on EA Process

## Requests for:

- Clear timelines, including connections to other studies
- Clear identification of decision makers – who will need to make decisions and when?
- Clear vision for the future of BBTCA
- Publication of consultation submissions and draft EA report
- Meetings conducted throughout the city (not only on the waterfront)
- Request for briefings for non-professional participants on technical issues
- Request for participant/intervenor funding
- Identification of a way to discuss issues and move beyond a war between “sound bites”

# Next Steps

- First public meeting to introduce EA study and seek early input; December 9, 2014
- Second public meeting in 2015 to review draft scope
- Create Stakeholder Advisory Committee
- Draft scope based on feedback from agencies, stakeholders and public