



**PORTSTORONTO**

**BILLY BISHOP TORONTO CITY AIRPORT  
COMMUNITY LIAISON COMMITTEE**

**MEETING #38**  
**MEETING MINUTES**  
May 27<sup>th</sup>, 2020

Virtual Meeting  
Toronto, Ontario  
Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA is providing neutral third-party consultation services for the Ports Toronto 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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**Summary of Action Items from Meeting #38**

<b>Action Item</b>	<b>Action Item Task</b>	<b>Who is Responsible for Action Item</b>
M#38-A1	Finalize CLC Meeting #37 Minutes and post to the PortsToronto website.	<b>LURA</b>
M#38-A2	Angela Homewood to send the page number and link to the report to show where the comments have been addressed.	<b>PortsToronto</b>
M#38-A3	Gene Cabral to communicate an update on the BBTCA Master Plan comment tracking sheet.	<b>PortsToronto</b>
M#38-A4	Gene Cabral to report on weekend slot reductions at CLC Meeting #39 scheduled for September 2020.	<b>PortsToronto</b>
M#38-A5	Air Quality Study presentation to be added to CLC #39 agenda.	<b>LURA</b>



**List of Attendees**

<b>Name</b>	<b>Organization (if any)</b>	<b>Attendance</b>
<b>COMMITTEE MEMBERS</b>		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Present
Nicole Waldron	On behalf of MP Adam Vaughan, Spadina-Fort York	Absent
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
David Stonehouse	City of Toronto – Waterfront Secretariat	Absent
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Scott Brownrigg	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Regrets
Jonathan Bagg	Nav Canada	Absent
Dave Purkis	Nav Canada	Present
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Present
<b>PORTSTORONTO REPRESENTATIVES</b>		
Angela Homewood	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Absent
Mike Karseboom	PortsToronto	Present
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Gary Colwell	PortsToronto	Absent
<b>FACILITATION</b>		
Jim Fought	LURA Consulting	Present
Alexander Furneaux	LURA Consulting	Present
<b>Guest(s)</b>		
Holly Campbell	PortsToronto	Present
Mike MacWilliam	PortsToronto	Present
Ulla	York Quay Neighbourhood Association (YQNA)	Present
Lesley Monette	Bathurst Quay Neighbourhood Association (BQNA)	Present



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### **Appendices:**

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Appendix B – BBTCA Capital Program Update

Appendix C - Community Update Questions, Part 3

Appendix D – Noise Management Subcommittee 2019 Year In Review

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## 1. Welcome and Introductions

Jim Faught (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) to the 38<sup>th</sup> committee meeting and provided an overview of the agenda. Gene Cabral (PortsToronto) facilitated a round of introductions. The full meeting agenda is included in **Appendix A**.

## 2. Review of Previous Meeting Minutes

Mr. Faught reviewed the status of the meeting minutes from CLC Meeting #37 held on February 26<sup>th</sup>, 2020. Mr. Faught and Mr. Cabral acknowledged that the draft meeting minutes were only recently distributed and that LURA has requested CLC members review the minutes by Sunday June 14<sup>th</sup>, 2020.

M#38-A1 Finalize CLC Meeting #37 Minutes and post to the PortsToronto website.

## 3. PortsToronto Updates

Mr. Cabral provided an update on operations at BBTCA since the previous meeting with emphasis on the impact of COVID-19 on operations at the airport. Key points from Mr. Cabral's updates include the following:

- PortsToronto has only one recorded case of COVID-19 which was contracted outside of the workplace. The individual has recovered and has since returned to work.
- Across Canada the aviation industry is seeing significant impacts due to COVID-19 on the order of an over 90% reduction in passenger volumes year-over-year.
- Both Porter Airlines and Air Canada has suspended operations at BBTCA resulting in a 100% reduction in passengers at the airport. Porter Airlines and Air Canada have indicated that they will continue to suspended their BBTCA operations until late July 2020.
- While commercial aviation has decreased significantly, ORNGE continues to operate its medivac flights as usual.
- PortsToronto has implemented a range of mitigation efforts to stop the spread of COVID-19 in the workplace such as increased cleanliness which continues in places where people are present.
- The ferry continues to operate to bring essential personnel and vehicles across to the Island.

Deborah Wilson (PortsToronto) added that PortsToronto has released its 3<sup>rd</sup> Sustainability Report for BBTCA which can be accessed on the PortsToronto.

[Read the 2019 BBTCA Sustainability Report](#). Mr. Cabral recommended that CLC members read the document as it provides a good overview of PortsToronto's initiatives and programs related to sustainability.

The YQNA representative noted that the Sustainability Report reads as a highly graphic document that has a high page count and use of colour, suggesting that in the interest of

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sustainability that future reports consider fewer pages to reduce the environmental cost of production. Ms. Wilson responded that the BBTCA Sustainability Reports are prepared with the assumption that they will be read online. The BQNA representative commended PortsToronto on the ease of legibility of the document. She expressed concern that on Page 44, comments relating to air quality do not include the qualitative points made by the community at a Public Health Presentation held at CLC Meeting #26 (May 3, 2017). Immediately following the Toronto Public Health's presentation 3-4 Bathurst Quay community members made prepared presentations about the poor air quality and the adverse effect on their community's health. The BQNA representative indicated that she felt that PortsToronto chose to dismiss input on the Master Plan and in the Sustainability report that was provided at CLC Meeting #26. The BQNA representative requested that an additional comment be provided in the Sustainability Report and the Master Plan to follow the Toronto Public Health citation that indicates community members held different views on air quality in their presentations they made at the same meeting. Ms. Wilson noted that the Sustainability Report and the Master Plan are different documents and that the Sustainability Report specifically references what was said by Toronto Public Health at that meeting.

The BQNA representative also inquired why there was little to no mention of the University of Toronto Air Quality Study in the Sustainability report. Deborah Wilson (PortsToronto) replied that PortsToronto is very proud of this initiative and that a section detailing the Air Quality Study can be found at the top of page 45 of the report under the heading "Air Quality Study".

The BQNA representative indicated that she also recalled a commitment from Mr. Cabral when the Master Plan report was presented at CLC Meeting #36 (November 27, 2019) to provide a summary of the feedback provided to the Master Plan to show how each comment was addressed.

The BQNA representative again inquired whether there is a spreadsheet of comments available containing feedback from the draft Master Plan process, whether these comments were taken into consideration, and whether this spreadsheet would be available for community review based on a commitment from Mr. Cabral when the Master Plan report was presented at CLC Meeting #36 (November 27, 2019). Mr. Cabral indicated that everything received as part of the Master Plan process was taken into consideration. Ms. Homewood indicated there is a spreadsheet with all the comments and how they were addressed. Specifically, Ms. Homewood reached out to Barbara Lachapelle (Toronto Public Health) and Bryan Bowen (Waterfront Secretariat). In the final Master Plan, PortsToronto got their specific wording from Toronto Public Health. Mr. Cabral added that the BQNA representative's comments were received however the wording reflecting what was put on the public record by the City ultimately came from Toronto Public Health as they were the organization that conducted this work.

M#38-A2      Angela Homewood to send the page number and link to the report to show where the comments have been addressed.

Mr. Cabral identified an issue that was discussed around confidentiality for the spreadsheet of comments and will confirm whether a version of this spreadsheet can be shared with the CLC.

M#38-A3 Gene Cabral to communicate an update on the BBTCA Master Plan comment tracking sheet.

The BQNA representative expressed concern that they were not contacted as part of the review with Babara Lachapelle and Bryan Bowen, when they were the ones who requested the presentation. The BQNA representative wished to convey that the statement in the Sustainability Report does not reflect the community input and the time it took to prepare this input. Mr. Cabral indicated that PortsToronto gathered community input and that as part of the process, these inputs were verified by Toronto Public Health.

The YQNA representative also indicated that since Barbara Lachapelle's presentation he also felt that there were some "errors and omissions" relating to locational specific data to the airport, and that there were some concerns from the community that have not been reviewed. The YQNA representative identified that it is their understanding that the nuances from the Master Plan's discussion of air quality (which was not a complete statement at the time) should have been reflected in the Sustainability Report.

The BQNA representative also inquired about an increase in Greenhouse Gas (GHG) Emissions considering Federal requirements for GHG emissions be 17% below what they were in 2005. Following the meeting, Ms. Homewood identified in an email PortsToronto will be providing an update on their progress to reduce GHG emissions in the 2020 Sustainability Report.

#### 4. PortsToronto Capital Program Update

Bojan Drakul (PortsToronto) provided an update on capital projects taking place at BBTCA. Mr. Drakul noted that many capital projects have been delayed (such as the electrification of the ferry) or put on hold due to COVID-19 while others are proceeding ahead of schedule given reduced day-to-day operations of the airport to work around (such as the City-side modernization<sup>1</sup> work on Eireann Quay). Mr. Drakul's full presentation is included in **Appendix B**.

The YQNA representative inquired what is involved in the Glycol Management Study and whether there are any reports from previous studies that the CLC could review. Mr. Drakul explained that high water levels in 2017 and 2019, combined with concerns of standing water, and aging infrastructure at the airport (particularly the performance of pipes installed during the airport's original construction) has prompted PortsToronto to monitor the this infrastructure and explore how to proceed with any necessary repairs. The intent is to ensure that whatever is shown in the airport master plan can be accommodated, avoiding issues of overwhelming stormwater management infrastructure.

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<sup>1</sup> Bryan Bowen (City of Toronto) added later in his updates that City-side Modernization (the project name used by PortsToronto) and Transportation Improvements (the project name used by the City of Toronto) refer to the same area of work on Eireann Quay being revitalized. The north part of the roadway is being reconstructed by the City while the southern end near the ferry terminal and access to the pedestrian tunnel is being reconstructed by PortsToronto.



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The BQNA representative informed the committee that there have been several complaints regarding lighting of the new Stolport hangar that were shared with Gary Colwell. The representative inquired whether it is necessary to keep the lights on all night in the hangar and behind the terminal building, considering reduced activity at the airport. Michael Antle (PortsToronto) replied that these lights are required in the evening and night for safe operating conditions around the apron area. Mr. Antle informed the committee that he would follow-up on this information and ask about aircraft activity on the gate. Mr. Angle explained that he spoke with Stolport to redirect lights where possible and will follow-up with them.

The BQNA representative wished to clarify that the ferry electrification would be delayed to 2021 not 2020 as mentioned on the slide. The YQNA representative inquired whether the delay stemmed from issues attributable to COVID-19 and equipment being procured from Germany and Italy. Mr. Drakul explained that the delay comes from a combination of delays getting parts and the inability of the ferry to go into the dry-docks during winter due to ice.

The BQNA representative identified that it would be interesting to measure noise at the airport while it is effectively not operating. The YQNA representative indicated he raised this point at the last Noise Management Subcommittee meeting. Michael David (PortsToronto) indicated during the subcommittee meeting that the point of understanding this “quiet time” was of interest and was considered and discussed by the subcommittee. Any data that PortsToronto would have on this time would come from the permanent noise monitors as the temporary monitors have not been installed yet. Mr. Colwell confirmed at a previous subcommittee meeting that he can access noise measurements going back several years.

## 5. Community Updates and Questions

Representatives from BQNA and YQNA provided a list of questions for PortsToronto staff pertaining primarily to the impact of COVID-19 on BBTCA’s operations and efforts PortsToronto and tenants of BBTCA are taking to reduce the spread of COVID-19. Using the time allocated in the agenda to this item, Mr. Cabral (PortsToronto) answered the questions provided by BQNA and YQNA. Any remaining unanswered questions would be answered by Mr. Cabral following the meeting in writing, sent to committee members, and attached in **Appendix C** The questions and the responses from Mr. Cabral are included as follows:

### I. Questions about BBTCA during current Covid-19 social distancing Employee Impacts

#### 1. Are Porter and Air Canada getting federal support during the COVID-19 time and for start-up?

Mr. Cabral explained that in the context of airports throughout Canada (Mr. Cabral also sits on the Canadian Airports Council Policy Board), many programs have been announced by the Federal government including airport rent relief. The sector has looked at which programs airports would be eligible for. Billy Bishop applied to the wage subsidy program and was approved, however there are some inconsistencies meaning that not every airport would be eligible for these programs. Specific to airport rent relief, 21 airports and PortsToronto are receiving relief from March 2020 to December 2020. All other programs have helped but not to the impact that the pandemic has been felt in the aviation sector.

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Air Canada has publicized that they have applied for the wage subsidy program but even considering this they have seen a staff reduction of between 50-60%.

Brad Cicero (Porter Airlines) added that Porter Airlines is accessing the wage subsidy program and has arranged for a commercial loan with Export Development Canada for \$135 million on commercial terms secured against Porter Airlines' aircraft. This loan will be repayable with interest and was taken out to provide additional financial flexibility to capital reserves to get through the pandemic and resume operations when appropriate. The YQNA representative inquired whether this would mean that Porter Airline fees would increase. Mr. Cicero replied that it would be factored into the cost of doing business and that he could not comment on what the price of a ticket would look like going forward. Mr. Cabral added that across the country there has been a 90% reduction in passenger and aircraft movements, where for the most part across the country, fees are collected. For instance, NAV Canada has announced a 30% increase in their rates for airlines which are ultimately incorporated into what the airlines would charge. The airport impact alone this year is over \$2 billion across Canada not to mention all the jobs associated with it.

2. Are job losses permanent or temporary for BBTCA staff and for airport users? Impact on Air Canada, Porter and smaller carriers.

Mr. Cabral indicated that at a macro level, businesses at BBTCA have invoked a combination of temporary layoffs and/or redeployment. PortsToronto has reduced staffing hours of third-party contracts and implemented cost reduction efforts. Several PortsToronto staff have been transitioned temporarily into support roles typically done by third parties. Canada Border Services staff have also been redeployed elsewhere. Layoffs have been more common amongst tenants of the airport. NAV Canada continues to operate with their full staff under tight protocols to protect the health of these staff.

3. Are employees practicing social distancing? Which employee activities at Island Airport are hardest to incorporate social distancing (with other employees or the passengers)?

Mr. Cabral indicated that PortsToronto has implemented the following measures based on the most current advice from Public Health:

- Limiting interaction of crews in work areas and cross-over points;
- Sign-in for visitors;
- Stand-by shift crews;
- Use of Personal Protective Equipment (masks); and
- Additional cleaning measures.

As mentioned in Item #1, PortsToronto has recorded only one (1) case which was contracted outside of the workplace. PortsToronto is preparing plans for reopening based on emerging direction from the Province and the City.

## **Airport use and current/projected traffic**

1. What is the impact on private planes using the airport compared to pre-COVID 19 controls?

Mr. Cabral indicated that at this time of year BBTCA would typically see 8,000 small aircraft movements (non-commercial) in one month. In April 2020, BBTCA only had 700 movements, though recent months have seen a slight increase in movements. All aircraft still operating must abide by Public Health policy.

2. Is there more private plane use at BBTCA?

Mr. Cabral indicated there has been a 90% decrease year-over-year in private plane use in April and May 2020 compared to the same time last year.

3. Are there metrics on:

- traffic reduction to the airport
- effects on ferry and tunnel use.

Mr. Cabral replied that there has been a 95% decrease in air traffic as well as a significant decrease in vehicle traffic travelling to and from the airport. The ferry continues to operate despite reduced hours in the morning and evening seeing approximately 200 to 250 vehicle movements per day – down from a normal average of 500 to 600 movements of vehicles per day. The ferry passenger deck was closed at the on-set to reduce exposure to crew members. The pedestrian tunnel remains open for staff and other workers who need to access the airport. Airport shuttle service has been suspended.

4. Are there increased medivac flights to transport COVID-19 patients to Toronto Hospitals? If so, do you anticipate this will continue into the future?

Mr. Cabral identified that ORNGE has not seen an increase in flights, however they tend operate more frequently when the weather improves over summer months for trauma calls. There is no way to anticipate any further increase or decrease in flights caused by COVID-19.

## **II. Questions about BBTCA once flying is resumed**

1. Long distance airlines are cutting back. Growth in regional traffic and use of Island Airport as a transfer point might be anticipated. Will this result in increased small commercial aircraft at Island Airport?

Mr. Cabral identified that at a macro level there are different views within the aviation sector on what recovery will look like and how long it will take, and that many of these factors will be driven by local, provincial and national public health policies and restrictions. For instance, PEI and New Brunswick have restrictions that do not allow people to come into the province unless they are essential services which limits flights to these destinations. In terms of recovery, it's estimated that it will be two to four years before the industry is expecting to see pre-COVID (2019) passenger volumes to resume, factored by public health protocols and progress on a vaccine. Overall, it is too early to tell the impact on local and regional operators.

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2. There will be lingering avoidance by passengers of using the free Porter shuttle bus due to virus concerns. This will lead to increased circling traffic congestion in the waterfront and idling pollution. How will both the pre-existing concerns and the additional anticipated concerns be addressed?

Mr. Cabral indicated that given the reduced passenger volumes this may not be an issue however PortsToronto will continue to monitor this. Tight protocols will be in place including the potential for face coverings and physical distancing. Mr. Cabral also indicated that with the redesign of Eireann Quay, they believe there will be sufficient capacity to accommodate these measures.

3. When will rooms in hotels nearby the waterfront be reserved in advance for the mandated 2-week quarantining of international passengers arriving at Island Airport?

Mr. Cabral indicated that with the U.S. border closed this does not apply even if BBTCA was operating. PortsToronto would not be booking hotels as this would be a function that is run by government and local public health units.

4. When passenger air traffic resumes, how long do you expect passenger numbers to resume to previous levels of flight use? Or will they? What impact will this have on the financial viability of Porter?

Mr. Cabral referred back to his response that the aviation industry anticipates it will take between two to four years for passenger volumes to recover to 2019 levels. Domestic travel may resume more quickly with regional airports servicing these markets.

5. How will social distancing be addressed on the aircraft? What protective measures for passengers will you be taking such as mandatory face masks, protection for flight attendants, spacing between seats?

Mr. Cabral indicated that the aviation industry will be follow public health guidelines and is looking to the federal government for consistency on what these guidelines will be. Currently, aircraft operating at other airports (such as Air Canada at Pearson Airport) require passengers to wear face coverings during their flight, this may be extended to passengers in the terminal buildings. Announcements on public health policies will come from a combination of government and individual carriers such as Air Canada and Porter Airlines.

6. Will the PPE be reusable or disposable? What measures are in place to encourage people to not discard these items when they leave the airport but rather continue to wear them when travelling from airport via foot, car, or shuttle?

Mr. Cabral indicated that staff use reusable face coverings. Exceptions include first responders who are using medical grade face coverings and other PPE. It is anticipated that passengers will likely use reusable face coverings based on mitigation efforts currently in place at other airports such as Pearson.

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7. Will there be twice the number of planes taking off if the capacity needs to be reduced to one-third to accommodate social distancing? Will this increase the number of takeoffs and landings?

Mr. Cabral indicated that this would not be the case as the airport is limited to 202 Air Carrier daily slots. While there was some opportunity for expansion identified in the Master Plan however PortsToronto does not anticipate that the number would change in the near future. Rather it is anticipated that there would be a gradual increase from the current zero used today in the slots as passenger volumes return to 2019 levels. Regarding physical distancing on aircraft, the reality of consultant reports dealing with revising seating configurations is that there are other measures that are in place today in place of seat configuration that would be less impactful on the economic viability of carriers.

Mr. Cabral also noted that as was mentioned in the Master Plan, PortsToronto is looking at a reduced slot capacity on the weekend and can report back on progress on this item at the September 2020 meeting.

M#38-A4 Gene Cabral to report on weekend slot reductions at CLC Meeting #39 scheduled for September 2020.

8. Will the future capacity for larger planes grow as a consequence of ORNGE leaving? Will a new business be invited to take the place of ORNGE?

Mr. Cabral identified that ORNGE is not leaving BBTCA. There were some rumours of plans for ORNGE to go elsewhere, however these were contingency plans in the event that BBTCA was closed temporarily.

In the interest of keeping on schedule, questions from **Section III – Longer Term Impacts** were moved to the final agenda item of the meeting **7. Business Arising (Page 13)** for participants who wished to stay past 8:30 p.m. to ask additional questions or seek clarification. The BQNA representative thanked Mr. Cabral for going through the list of questions provided by the community.

#### 6. City of Toronto – Waterfront Secretariat Updates

Bryan Bowen (City of Toronto – Waterfront Secretariat) provided an update on City of Toronto projects underway or planned to begin soon as part of the Bathurst Quay Neighbourhood Plan. He also noted that while this is a construction update, many of these projects are reaching a point where additional detailed design consultation is preparing to take place this year. These projects include:

##### a. Dockwall Rehabilitation

- Dockwall rehabilitation is the first of seven projects being undertaken by the City of Toronto as part of the Bathurst Quay Neighbourhood Plan.

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- Information on the sheet piling process was circulated in early April. Mr. Bowen noted he received several questions about the process and precautions being taken due to COVID-19 but that there were only a few comments during the construction related to noise.
  - Noise from the sheet piling activity was noticeable but minor. Mr. Bowen noted that future finishing work including the laying of unit pavers will be less impactful, contained on the immediate site, and well shielded.
  - Sheet piling activity has finished, 3 weeks ahead of schedule with an anticipated ribbon cutting of the completed dockwall rehabilitation in October 2020.
- b. Transportation Improvements (City of Toronto)/City-Side Modernization (PortsToronto)
- Improvements to the taxi corral are being carefully coordinated with the development of the new plaza on Bathurst Quay and the site improvements to the Canada Malting site area.
  - The site has gone through a rigorous site plan approval process to remove asphalt and infrastructure installed in 2010 to create a smaller parking lot and a more consolidated taxi corral to create space for the future Bathurst Quay Plaza.
  - Work on cataloguing and removing infrastructure is proceeding ahead of schedule due to fewer day-to-day operations of the airport to work around due to COVID-19.
  - Space for the Bathurst Quay Plaza will be cleared by next year allowing people to see the unfinished area of the new plaza and get a sense of its size.
- c. Canada Malting Head Office Renovations (Ireland Park Foundation Headquarters)
- The City has signed a nominal lease with the Ireland Park Foundation to use the former Canada Malting Head Office (to be named the Corleck Building) at the foot of Bathurst Quay as their headquarters along with other community uses.
  - [Bespoke Collective](#) has been retained to develop programming, feasibility, and an outreach program for the site. They will be reaching out to stakeholders for input on the extension of the space's use for artistic and cultural experiences (an expanded function of the Ireland Park Foundation) soon.
- d. Bathurst Quay Plaza
- The City is currently developing the Terms of Reference for the detailed design of the plaza which will build on the conceptual designs in place.
  - The design will emphasize hardscaped (paved) surfaces with some softscaped (plants, trees, and other vegetation).
  - Design work and consultation on the detailed design is expected to proceed in Fall 2020.
  - The plaza will be built in two phases – the first phase being the southern end closest to the Corleck Building with the northern portion of the plaza to be completed following silo rehabilitation work to the Canada Malting site. Phase Two of the plaza construction will align with work being done to revitalize the playground of the City School.
- e. Eireann Quay Redesign
- Contractors are already rebuilding the western side of Eireann Quay with the eastern side to follow. The redesign will widen spaces for pedestrians and keep them away from the road with the addition of new street trees.

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- The City is completing the reconstruction of the northern portion of Eireann Quay, while PortsToronto will be completing the reconstruction of the southern portion aligning with their Transportation Improvements/City-side modernization work.

f. Canada Malting Silos Stabilization

- The City has issued a Request for Qualifications for a team of engineers, architects, and heritage consultants to complete detailed design and construction on the Canada Malting silos to stabilize the exterior façade to permit the removal of the perimeter fence.
- Stabilization work on the silo will provide additional useable public space in the new plaza and serves as a stepping stone towards a City-led (specifically led by CreateTO, the City's real estate arm) Expression of Interest process on potential uses for the interior of the silo.
- The City is developing Terms of Reference for the internal and external rehabilitation processes which will likely draw on community input.
- City Council may also consider a connection to Marina Quay.

The YQNA representative thanked Mr. Bowen for the update.

7. Noise Management Subcommittee Update

Co-Chairs Angela Homewood (PortsToronto) and Hal Beck (YQNA) provided an update on the activities of the Noise Management Subcommittee including the following:

- There have been minor changes to the Terms of Reference reflecting changes in membership and increased clarity on conditions for disbandment. Wayne Christian from the YQNA has moved out west and will now only join the subcommittee in an advisory role. A space on the subcommittee is open to another member of one of the community associations in the area on the subcommittee however subcommittee members should be prepared to focus on technical details of noise rather than simply broad concerns.
- The Ground Noise Study is currently paused due to changes in airport activity due to COVID-19 that do not present a "normal" amount of noise.
- Subcommittee members have prepared a list of topics to consider at future meetings to expand their knowledge on noise propagation and land use impacts including but not limited to the following:
  - Examining the installation and information from permanent noise monitors;
  - Reviewing the 2019 PortsToronto Annual Noise Management Report;
  - Opportunities for presentations on the technical noise criteria in the Federal and Provincial EA process, fly-by noise impacts associated with airport slot regulation, TP-1247, and NEF modelling and associated principles/assumptions.

The Noise Management Subcommittee developed a Year in Review document identifying accomplishments and future directions for their mandate. The document can be found in **Appendix D**.

The BQNA representative identified that they look forward to reading the Year in Review summary.

## 8. Business Arising

Mr. Faught (LURA Consulting) asked CLC members if there were any outstanding items to address at this meeting.

The BQNA representative indicated that on Friday June 29<sup>th</sup> there would be a presentation on some of the results of the Air Quality Study from a 3-week testing period on the Arcadia building and near the Yacht club. The YQNA representative inquired about the usefulness of this data and worried about the study using up its funds too quickly. The BQNA representative and Ms. Homewood (PortsToronto) informed the CLC that these findings will show air quality when the airport and the Gardiner were operating and would be part of the study's 18 month study process. The study does not employ outside consultants and is being led by the University of Toronto. Information on the study will be shared in accordance with a Terms of Reference for understanding and analyzing the findings. The BQNA representative added that the study committee has a close understanding of the budget and how money is being spent. Ms. Homewood suggested that an Air Quality presentation may be relevant for the next CLC meeting in September 2020.

M#38-A5 Air Quality Study presentation to be added to CLC #39 agenda.

The meeting formally adjourned at 8:40pm. Several CLC members stayed behind to continue their discussion of **Agenda Item #5 Community Updates (continued from Page 6-10)**.

The YQNA representative expressed concern that people getting off planes will not take their masks with them or properly discard them upon exiting the airport. Mike Karsseboom (PortsToronto) responded that there are protocols in place for identifying where individuals are advised to wear a face covering while at the airport. Airlines are currently not providing face coverings to passengers, making it the responsibility of the passenger traveling to bring their own. Mr. Karsseboom indicated that we are currently seeing that individuals are advised to wear a face covering during flights, in lounge areas, when going through screening, and in any other situation where physical distancing measures are not possible. Currently, all PortsToronto can do is advise passengers based on Public Health's recommendations, and Transport Canada has set a standard for passenger health and safety. Mr. Cicero (Porter Airlines) indicated that Porter Airlines is currently in the process of developing health and safety guidelines for their passengers and staff.

In the context of the BQNA's request to do a presentation on traffic on Bathurst Quay, the YQNA representative identified their concern that public concerns about COVID-19 might make individuals reluctant to use the shuttle when it resumes operation adding traffic to the area. Mr. Cabral replied that BBTCA's unique situation as an airport friendly to active transportation (walking and cycling) will allow the airport to continually adapt to the current situation. Mr. Cabral acknowledged that recovery would take time but that the shuttle would follow the same Public Health protocols associated with spaces where physical distancing requirements cannot be met. Michael Antle (PortsToronto) added that the precautions on aircraft and public transit



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are the same, so it is likely that individuals who are not considering using public transit are also not considering flying. Mr. Cicero clarified that while the shuttle bus is branded with Porter livery, the bus is owned and operated by Nieuport.

Mr. Cabral noted that BBTCA has mechanisms to manage Public Health policies such as slot parameters to mitigate growth if deemed appropriate. Mr. Cabral emphasized that there are many directions for BBTCA to explore to keep passengers and employees safe.

The BQNA representative thanked Mr. Cabral for providing response to the questions provided by the community and indicated his responses covered most of the questions in **Section III – Longterm Impacts** (these questions can be found in **Appendix C**) and acknowledged that the questions relating to the airport's role in transitioning to a greener economy is an open-ended question that can be returned to throughout CLC meetings.

Tim Kocur (Waterfront BIA) wished to add to the discussion that concerning face coverings the Downtown 6 BIAs have issued a letter to the TTC requesting it be made mandatory to ride the TTC with a face covering given that surveys are showing that people would be considerably more likely to use the TTC if appropriate public health precautions are in place. Mr. Kocur noted that anecdotally on the waterfront he sees maybe 15% to 20% of people wearing masks outside with more people wearing masks indoors for groceries. Mr. Kocur identified that it would be useful to have more messaging around when to use face coverings as well as pedestrian counters to show when the waterfront is more or less busy. He noted that the Waterfront BIA wants people to know that many businesses are operating but does not want to promote crowding of the waterfront. Members of the CLC who were still on the call were in general agreement that it would be beneficial to have greater direction from higher orders of government on consistent guidelines for public health.

The BQNA representative raised the point that one of the YQNA representatives was concerned about the future of the airport and how the Master Plan might change – are there any other alternatives to the airport lands being considered? Mr. Cabral replied that it is too early to tell whether a new Master Plan would be completed due to impacts brought about by COVID-19. Typically, the Master Plan is updated on a five-year interval. Currently, BBTCA can stick to the Master Plan as many of the studies and works associated with operations that were identified in the Master Plan can continue to proceed, while significant capital investments have been paused. Mr. Cabral indicated that he remains committed to sharing updates on BBTCA developments, studies, commitments, and recovery with the CLC at these meetings as the information becomes available.

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## **Appendix A – Agenda**

### **Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 38**

May 27<sup>th</sup>, 2020

6:30 p.m. – 8:30 p.m.

Call-In Details - Zoom Virtual Meeting

#### **AGENDA**

- 6:30** Log-In & Welcome (Jim Faught)
- 6:40** Review of Meeting Minutes (Jim Faught)
- 6:45** PortsToronto updates (Gene Cabral)
  - COVID-19
  - Sustainability Report
- 7:05** PortsToronto Capital Project Update (Bojan Drakul)
- 7:25** Community Updates (YQNA, BQNA, TICA)
  - BQNA's post-COVID questions
- 7:55** Bathurst Quay Neighbourhood Plan Update (Bryan Bowen)
- 8:10** Noise Management Subcommittee Updates (Angela Homewood & Hal Beck)
  - Revised Terms of Reference
  - 2019 Year in Review
  - Air Quality Exposure Study Update – \$6,000 in curfew violation being sent to UofT to support the study
- 8:25** Business Arising
- 8:30** Adjourn

PortsToronto BBTCA CLC  
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**Appendix B – BBTCA Capital Program Update**



# Billy Bishop Toronto City Airport Capital Program 2020 Update to Community Liaison Committee

Date: May 27, 2020

Presented By: Bojan Drakul / Christopher Sawicki  
Location: Conference Call



# Agenda


- Review Status of Key PortsToronto's Capital Program Projects to be Completed at the Airport in 2020



# Airfield Rehabilitation Program – Remaining Works



- A few minor works to be completed during final year of Maintenance period including:
  1. Raise / Relocate Bell Manhole (5-10 days, high water level dependent)
  2. Miscellaneous Electrical Deficiencies (5-10 days)
- Working on completing as much work as possible in June 2020
- Will attempt to do as much work as possible during daytime
- Same measures implemented to minimize noise and lighting impacts on community for any work that may have to be done at night
- Do not anticipate need for night time ferry use at this time

- 
- Update to airport access including improvements to traffic flow and passenger experience
  - Storm water management updates
  - Coordinated with Bathurst Quay Neighbourhood Plan and Dockwall Repair including Record of Site Condition for change of land use from industrial to parks and open space
  - Construction ongoing
  - Project in the process of being re-phased to accelerate work and take advantage of no commercial traffic at the airport
  - Attempt to complete majority of work by July / August
  - Canopy installation for taxi coral and part of finger lot deferred to 2021



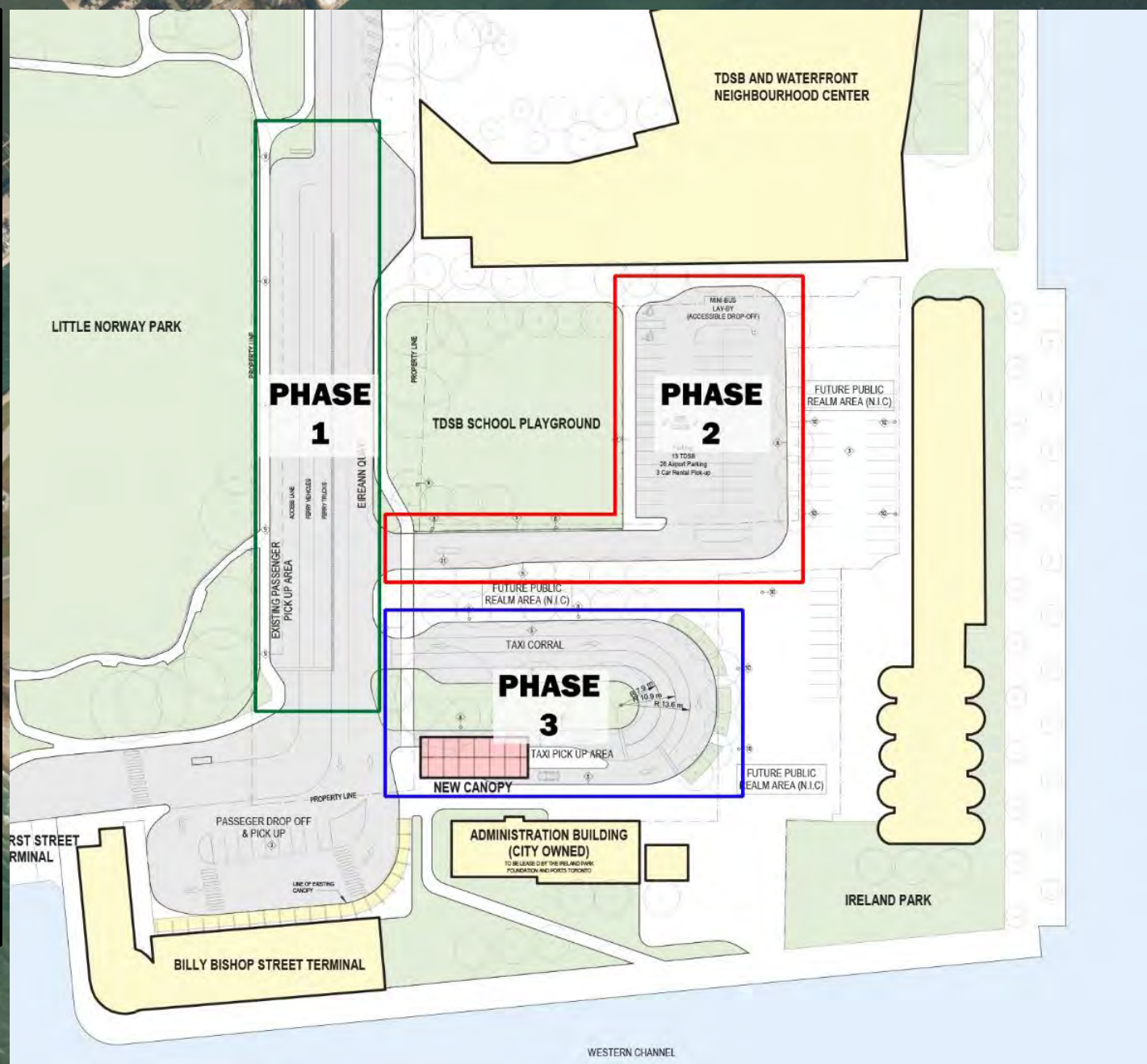


Tentative  
Construction  
Schedule:

PHASE 1:  
April – mid May

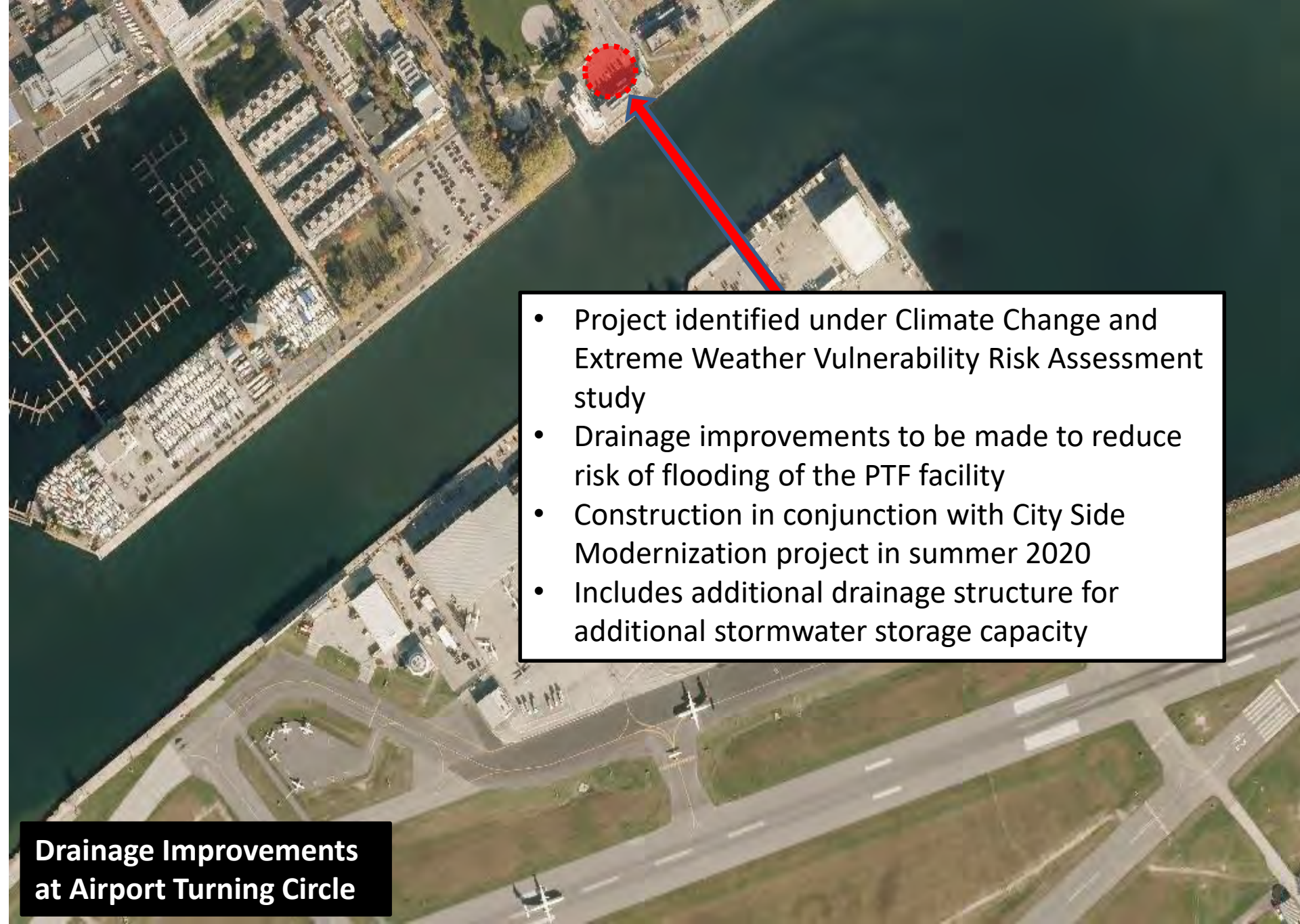
PHASE 2:  
mid May – mid June

PHASE 3:  
mid June – mid July  
(time permitting)  
or  
mid Sept – mid Oct



City Side  
Modernization

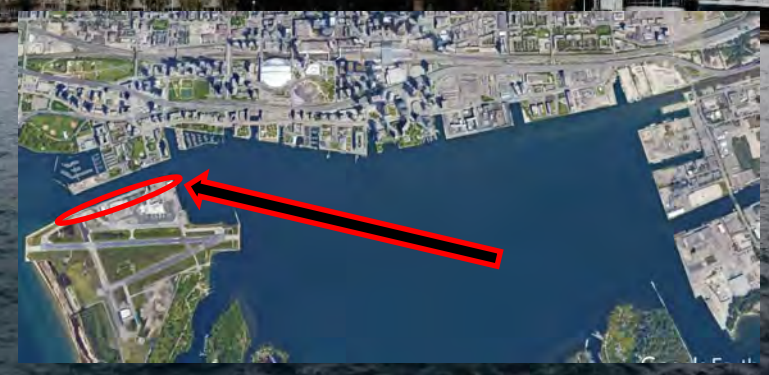




- Project identified under Climate Change and Extreme Weather Vulnerability Risk Assessment study
- Drainage improvements to be made to reduce risk of flooding of the PTF facility
- Construction in conjunction with City Side Modernization project in summer 2020
- Includes additional drainage structure for additional stormwater storage capacity

**Drainage Improvements  
at Airport Turning Circle**





**South Channel Dockwall  
Rehabilitation and Beautification**

- The project includes stabilization and repair of the c.1913 dockwall followed by construction of public timber boardwalk and greenspace including seating, and native plantings
- First 120m of dockwall repair completed in December
- Remainder of works including MCFN art installation has been deferred due to pandemic implications. Timing of completion is yet to be determined.





**“Marilyn Bell I”**

- The MB1 to be the first lithium-ion battery powered electric vessel to operate in Canada
- The key goals to be achieved:
  - ✓ eliminate pollutant CO<sub>2</sub> emissions from current diesel engines
  - ✓ reduction of the noise emissions
- Design ongoing by Canal Marine
- Project execution has slowed down due to impacts of the pandemic
- Anticipated back in service date has been revised to July 2020

**“Marilyn Bell I” (MB I) Ferry Electrification**







**Stormwater and Glycol  
Management Study  
and Design**

- Study behind schedule due to difficulty in accessing infrastructure due to high water levels
- To be completed this spring
- Recommended improvements from the study will be taken into design in 2021





- Study has been placed on hold due to shutdown of airport's commercial operations
- Date for continuation is to be determined and will be aircraft traffic dependent

## Noise Mitigation Study

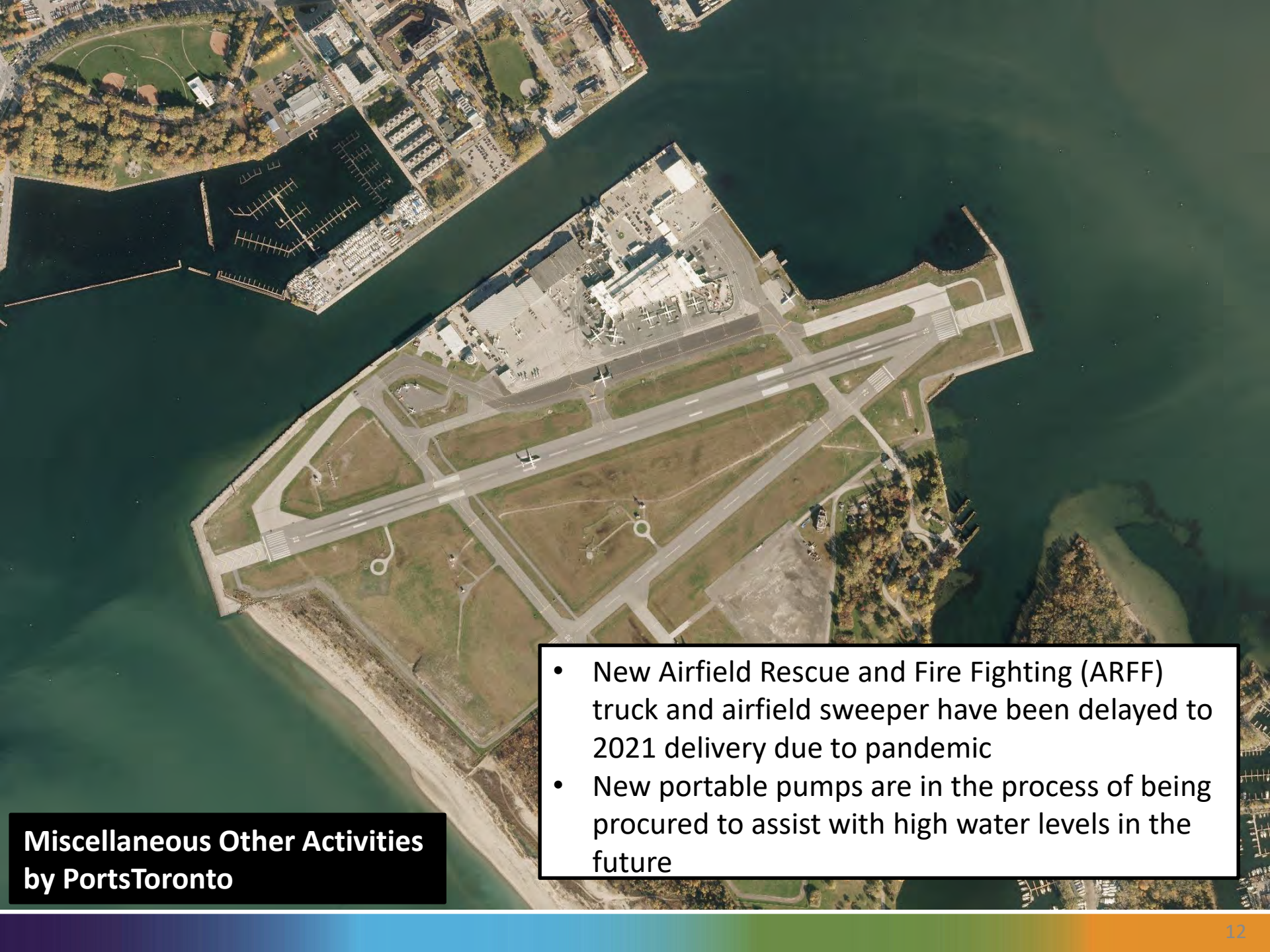




## Gate 106 Replacement

- Relocation and replacement of the existing security Gate 106
- Currently in design phase, with construction stage scheduled for 2021.





**Miscellaneous Other Activities  
by PortsToronto**

- New Airfield Rescue and Fire Fighting (ARFF) truck and airfield sweeper have been delayed to 2021 delivery due to pandemic
- New portable pumps are in the process of being procured to assist with high water levels in the future



# Major Projects by Airport's Tenants



703 m





**New Hangar (Stolport FBO Project)**

- Located west of the existing Hangar 1
- Construction ongoing
- Anticipated the hangar will be opened in Summer 2020



- **PortsToronto will continue providing Bi-Annual and As-needed project updates through various development stages**
- **Any new tenants' projects will also be identified as tenants submit facility alteration permits requests to PortsToronto (new FAP process under development)**
- **Mitigation of impacts due to construction noise / lighting / traffic will continue to be prioritized with contractors for each project**
- **Sustainability and Climate Change in forefront of PortsToronto's projects**
- **Use of barging not anticipated for PortsToronto's 2020 projects as the proposed projects do not require large amounts of material hauling**





QUESTIONS / COMMENTS

### **Appendix C – Community Update Questions, Part 3**

#### III. Longer Term Impacts

1. The community has been benefiting from the current drop in car traffic, air and noise emissions from the airport. Do you anticipate a full recovery of airport use or a reduced level of airport use? Do you anticipate an assumed drop in traffic and noise?
2. How have you factored in the enduring quality of people's behaviour/attitude change? For example do you anticipate less business travel and more zoom meetings, more hesitancy to cross borders and sit in closer quarters with others?
3. If airline business lags, does Ports Toronto have alternative plans for the airport?
4. What effect will any alternative plans have on the airport's operations and Toronto Harbour's finances?

#### **The Airport's role in a transition to a greener economy**

5. Will you revisit your 2019 sustainability and master plans? In particular the focus on reducing air, noise and water pollution. For example the 2019 Sustainability Report indicates encouragement of public transit use, however with recent *pandemic behaviour change, passengers may prefer taxis and Ubers over shuttle and LRT for self-protection.*

6. What other measures is BBTCA considering with regard to the statement that follows?

*With the opportunity that comes with operating an urban airport in Canada's largest city come heightened expectations and responsibility to conduct our operations in a manner that reflects balance with the surrounding community. It is our commitment to balance that guides us and informs our vision for Billy Bishop Airport to ensure that an effective equilibrium is struck between commercial and community interests, and that measures are in place to mitigate the airport's operational impacts such as noise.*

*(Taken from 2019 Sustainability Report)*

PortsToronto BBTCA CLC  
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**Appendix D – Noise Management Subcommittee 2019 Year In Review**



# PortsToronto Billy Bishop Toronto Centre Airport Noise Management Subcommittee 2019 Year in Review

Formed in 2018, the PortsToronto Billy Bishop Toronto Centre Airport (BBTCA) Noise Management Subcommittee (NMSC) is a standing committee reporting to the PortsToronto BBTCA Community Liaison Committee (CLC) with representation from the Bathurst Quay Neighbourhood Association (BQNA) and York Quay Neighbourhood Association (YQNA). As part of its mandate, the NMSC serves as a two-way communication platform to enable residents to communicate perspectives and concerns regarding airport related noise to airport management, and enable airport management to communicate and discuss proposals, planning issues, and other information to stakeholders and the broader community relating to airport noise. As such, NMSC representatives from the BQNA and YQNA regularly report on perspectives and concerns on technical matters pertaining to airport noise that exist in their neighbourhoods.

The NMSC also serves as a forum for learning about and dissecting existing noise management principles and their application in both the historic and current context to land development.

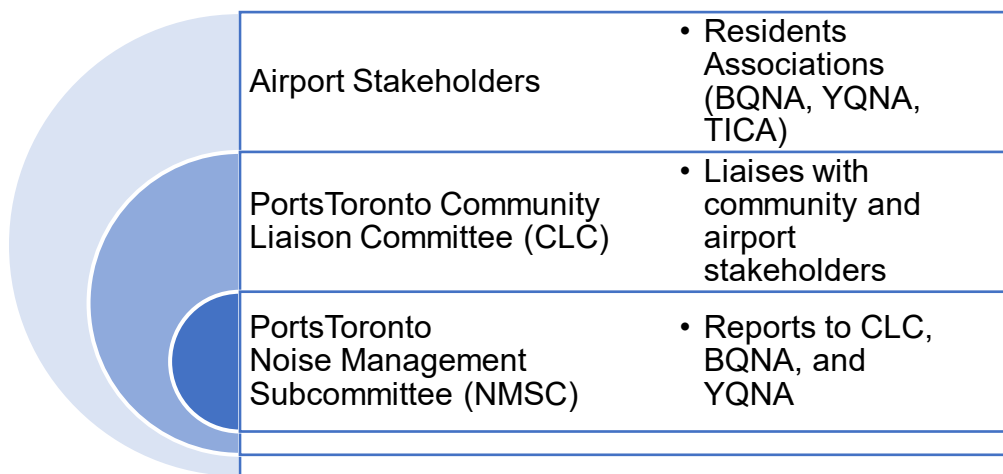


Figure 1. Reporting relationship of Billy Bishop Toronto Centre Airport stakeholders to the CLC and NMSC

In January 2020, the NMSC underwent the first review of its mandate to determine whether to renew the subcommittee’s term for another year. The following is a reflection on the past year’s work by the NMSC.

## Reflecting on a Year of Work

Over the past year, the NMSC met five times (this was preceded by one meeting in 2016 and two meetings in 2018). What follows are highlights from the NMSC’s efforts to learn about noise management principles surrounding noise mitigation:

- **Ground Noise Study (RFP)** – The NMSC provided comments on the initial draft of the RFP for the Ground Noise Study. Since awarding the RFP, the NMSC has met with one of the consultants, R.J. Burnside, to discuss their proposed methodology, preliminary data gathering strategy, and suggested locations for the placement of temporary noise monitors informed by community members’ experience of noise impacts.
- **Permanent Noise Management Monitor Installation** – The NMSC has worked with airport management and their connections within the community to acquire and install an additional permanent, real-time noise monitors on the Kings Landing Condominium. PortsToronto is currently awaiting installation of additional monitors at Ontario Place and Windward Co-op buildings.
- **Annual Noise Management Report** – The NMSC provided feedback on the [2018 Annual Noise Management Report](#). Several key areas of feedback emerged including the following:
  - The Annual Noise Management Report should include definitions and descriptions that clarify activities and operations commonly associated with noise complaints.
  - The current noise reporting process is complicated.
  - Data presentation can be simplified.
  - Additional technical data, airport procedures on mitigating noise impacts, and standards should be appended to improve transparency with the community.
  - Subcommittee members suggested data relating to noise decibels, busiest and quietest airport days, permanent noise management monitor data reported in dBA and dBZ weighted decibels, fly-by per hour data, and meteorological conditions to allow for comparison across years.
  - Concerns that the document functions more as a public relations piece and should be named a “Noise Complaint Report” to more accurately convey the content of the report.

This discussion along with subsequent discussions has compelled PortsToronto to consider refinements to the airport management’s approach for tackling annual noise reporting.

- **Researching Information on Noise and Improving Noise Literacy** – The NMSC continued to develop their collective knowledge on noise regulations and the effects of different variables that influence how noise is measured and perceived. Key discussions and presentations from this year (included as either hyperlinks to meeting minutes or attachments as follows):
  - Establishing a community agreement that PortsToronto’s future noise studies and Annual Noise Management Reports report noise measurements in both dBA and dBZ weighted decibels. Reporting both dBA and dBZ provides a more useful measure of noise by documenting bass frequencies generated by airport activity. This is a voluntary

approach that exceeds the minimum reporting requirements set out by the Province of Ontario.

- NMSC member Wayne Christian presented on the impact of meteorological variables impacting noise propagation and perception (Meeting #6, May 29<sup>th</sup>, 2019). Read NMSC Meeting #6 Minutes.
- Header Merza, Senior Noise Engineer with the Provincial Ministry of Environment, Conservation and Parks presented on Provincial Noise Standards in their historical context and current application as they relate to land development (Meeting #7, July 24<sup>th</sup>, 2019). Attached in *Appendix B* and included in NMSC Meeting #7 Minutes.

### Term Renewal

The NMSC agreed to renew its mandate for another year with respect to further clarifying and deepening its knowledge about environmental noise matters as they relate to land uses surrounding the Billy Bishop Toronto Centre Airport. The NMSC also discussed the timeline for the recently commenced noise study, and the anticipated completion date for this study being pushed further into 2021 in light of changes in the noise environment resulting from COVID-19 workplace initiatives. It was concluded that the NMSC term be extended to the beginning of 2021, acknowledging the likelihood that further work will be required by the sub-committee through 2021 and into 2022. It is with the optimistic anticipation that the PortsToronto will agree to continue to fund this important sub-committee for the duration. The sub-committee agreed to review the TOR as well as discussions, learning, and work completed in 2020 during the first meeting of 2021 to be held in January.

### Looking Forward

In the upcoming year, members of the NMSC anticipate fulfilling the mandate of the subcommittee through the following tasks:

- **Ground Noise Study (Implementation and Analysis)** – Beginning in January 2020, R.J. Burnside will begin their study of ground noise generated by BBTCA, developing a noise model for the airport including variables associated with weather and where noise is generated. The NMSC has expressed interest in continued input and discussion with airport management and the consultant to ensure the study accurately captures noise conditions experienced around the airport with the goal of informing prioritized mitigation measures to reduce noise exposure in nearby communities.
- **Permanent Noise Management Monitor Installation** – BBTCA airport management will continue to facilitate the expansion of the Permanent Noise Management Monitors including a new permanent noise monitor on the Kings Landing Condominium building. A second new permanent monitor will be installed at Ontario Place, as will the relocation of an existing permanent monitor from the mainland ferry terminal to Windward Coop building. The NMSC has



expressed interest in discussing how the collected data is filtered, presented, and assessed with respect to community impacts.

- **Annual Noise Management Report (ANMR)** – The NMSC will review the draft 2019 Annual Noise Management Report to provide feedback on the adequacy of data presentation and any potentially misleading information which can contribute to community mistrust and lack of confidence.
- **Researching Information on Noise and Improving Noise Literacy** –
  - The City of Toronto’s Waterfront Secretariat has expressed their willingness to present on the City’s Noise Study Requirements for new buildings.
  - The NMSC expressed interest in discussing topics such as: the technical criteria applied for assessing noise effects under federal and provincial EA processes; why and how aircraft slots are regulated and the related implications for fly-by noise impacts on the community; an overview of TP1247 and the purpose of NEF noise modelling; and the principles and assumptions underlying the NEF formula and understanding the noise level established by an NEF value.

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## Appendix A

PortsToronto Noise Management Subcommittee Terms of Reference July 2020

**Billy Bishop Toronto City  
Airport Noise Management  
Subcommittee**

**Terms of  
Reference  
July 2020**

**1. ROLE**

The Billy Bishop Toronto City Airport (BBTCA) Noise Management Subcommittee is accountable to the Billy Bishop Airport Community Liaison Committee. The Noise Management Subcommittee will provide a forum to communicate the perspectives and concerns of nearby residents to airport management regarding airport related noise. It will also be a forum to improve literacy and understanding of technical noise issues. Further, it will enable airport management to communicate and discuss proposals, planning issues and other relevant information back to stakeholders and the broader community regarding airport related noise. All Noise Management Subcommittee members shall respect and understand their role and the process of reporting through the Community Liaison Committee.

**2. MANDATE**

The Noise Management Subcommittee will be an advisory body to the BBTCA Community Liaison Committee and the BBTCA Director, providing comments, feedback, recommendations, and advice on existing and planned airport noise associated with airport development, operations and activities, including but not limited to:

- Noise related to flyby noise, airport stationary source noise (includes ferry and supply truck noise), and airport maintenance activities
- Noise both on the airport lands and in the community associated with airport operations and development

**3. COMPOSITION**

**3.1 Membership**

The Noise Management Subcommittee will be comprised of members who are generally representative of the Toronto waterfront community in the vicinity of or in the noise envelope of the BBTCA. The subcommittee will include persons representing the interests of waterfront residents as they pertain to noise generation and propagation on the airport lands and in the community.

Noise Management Subcommittee members are guided by these 'Terms of Reference' and participate on the subcommittee at the pleasure of BBTCA.

The subcommittee will consist of the following members:

- Hal Beck (Co-Chair) – York Quay Neighbourhood Association member
- Angela Homewood (Co-Chair) – PortsToronto
- Bryan Bowen – City Planning, Waterfront Secretariat
- Gary Colwell - PortsToronto
- Max Moore - Bathurst Quay Neighbourhood Association member
- Lesley Monette –Bathurst Quay Neighbourhood Association member (King’s Landing Noise Committee Chair)

City Council or staff from the Councillor’s office are welcome but not required to attend, as they have representation on the CLC, to which this subcommittee reports. Further, the City of Toronto staff representative can brief the Councillor and staff if required.

### **3.1.1. Alternates**

If necessary, members may nominate an alternate from their organization to attend Noise Management Subcommittee meetings in their place, provided that such alternates are briefed on meetings to date.

### **3.1.2 Recommendations for Community Representatives**

It is recommended that the following principles and criteria be adhered to by members of the Noise Management Subcommittee:

#### **Guiding Principles**

The following principles will be applied to recommending Noise Management Subcommittee members;

*Openness:* The opportunity should be open to all waterfront and BBCTA area residents, that live in the vicinity of BBCTA.

*Transparency:* The Noise Management Subcommittee terms of reference, role and expected time commitment should be made clear to those who are interested.

*Commitment:* Community Members will be recommended based on their willingness and commitment to work productively with the BBCTA and the community to seek solutions to the noise agenda items that will be brought before this subcommittee.

#### **Recruitment**

Members of the Community Liaison Committee will recommend alternate community representatives, if required at the quarterly Community Liaison Committee meetings.

#### **Criteria**

Noise Management Subcommittee membership will be open to those who:

- Are interested in working productively with the BBCTA on two-way communications between the BBCTA and their community of interest, business or institution;
- Are interested in understanding the technical aspects of noise generation, propagation, quantification, assessment, and/or mitigation;
- Agree to solicit input and feedback from the broader communities they represent;
- Can demonstrate effective participation in community, consensus-based discussions;

- Can commit to meeting a minimum of 4 times a year and on an as agreed upon basis by the subcommittee; and
- Agree to participate on the subcommittee in accordance with this Terms of Reference.

Attached: Community Liaison Committee Protocol

### **3.1.3 Facilitators**

PortsToronto shall provide a neutral, third-party facilitator to help guide the conversations at each Noise Management Subcommittee. The facilitator is directed to maintain communication with the Noise Management Subcommittee members about planning upcoming meetings, facilitate each meeting, record meeting minutes, and draft a summary of the meeting for review by members of the subcommittee. The facilitators of the Noise Management Subcommittee are as follows:

- Jim Faught – LURA Consulting (Facilitator)
- Alexander Furneaux – LURA Consulting (Notetaking & Coordination)

### **3.2 Term**

The existence of the Noise Management Subcommittee will be reevaluated on an annual basis through the preparation of a summary of the Noise Management Subcommittee's accomplishments of the course of the preceding year. The annual review will function as a plain-language overview of the Noise Management Subcommittee's key discussions and areas of learning to be shared with the Community Liaison Committee and the members of the neighbourhood associations that sit on the Community Liaison Committee.

The annual review will be discussed at the first meeting of the Noise Management Subcommittee in the year and will be presented to the PortsToronto Community Liaison Committee at their second meeting of each year. During this annual review, the Noise Management Subcommittee as a whole will decide whether or not to renew its mandate. The next review of the Noise Management Subcommittee's mandate is scheduled for the first meeting in 2021.

If there is a desire for the Noise Management Subcommittee to continue with a new mandate, a new terms of reference would be required. The focus of the Noise Management Subcommittee is to fulfill the mandate outlined in this terms of reference.

If a member is absent for two consecutive meetings, that member will be contacted to discuss their participation on the Noise Management Subcommittee and asked to withdraw if a subsequent absence should occur. Members will notify the Co-Chairs if they wish to withdraw from the Noise Management Subcommittee for any reason. Vacant positions will be filled as soon as possible.

### **3.3 Resource Representatives**

Resource representatives will be available to the Noise Management Subcommittee on an as-required basis, as determined by the Noise Management Subcommittee. Resource representatives will be invited by the Chairperson to attend specific Noise Management Subcommittee meetings where their experience or expertise will be of interest or add value to the Noise Management Subcommittee's deliberations.

Resource representatives are expected to include:

BBTCA Noise Subcommittee Terms of Reference

May 2020

- Noise and acoustic experts
- Transport Canada regional staff representatives
- NAV Canada staff representatives
- PortsToronto or Airport staff
- Wayne Christian - Remote advisory and weather resource
- Other City of Toronto, provincial or federal government staff

From time to time, the Noise Management Subcommittee may request the attendance of other relevant noise expert representatives from other BBTCA stakeholders to attend the Noise Management Subcommittee meetings for the purposes of providing or receiving information or seeking staff input and recommendations.

## **4 ROLES AND RESPONSIBILITIES**

### **4.1 Subcommittee Members**

Noise Management Subcommittee members will:

- i) Be responsible for soliciting input and feedback from the broader constituencies and communities they represent, and for sharing this with the Noise Management Subcommittee.
- ii) Provide advice, feedback and perspectives related to noise, on questions, proposals or other matters provided by BBTCA management or the community.
- iii) Communicate Noise Management Subcommittee discussions and outcomes back to their organizations, communities and constituencies.
- iv) Communicate advice and recommendations developed by the subcommittee to the BBTCA Community Liaison Committee.
- v) Attend meetings as required, and brief an alternate when necessary.
- vi) Review the minutes to ensure that proceedings have been accurately documented.

### **4.2 BBTCA Management**

BBTCA management commit to:

- i) Provide accurate, understandable information to Noise Management Subcommittee members, such that members can contribute informed advice and recommendations.
- ii) Help the Noise Management Subcommittee function effectively by providing information, and offering suggestions and alternatives to address issues, concerns and problems being discussed.
- iii) Ensure that the appropriate staff or related experts with specific noise related expertise are present at discussions on specific noise issues or matters to assist the Noise Management Subcommittee with information and technical needs.
- iv) Listen carefully to advice and perspectives of members and where feasible and appropriate, initiate action to address Noise Management Subcommittee recommendations that have been agreed to by the BBTCA Community Liaison Committee, or are otherwise required in absence of a committee.
- v) Provide appropriate, relevant materials to Noise Management Subcommittee members for review in advance of meetings.
- vi) Provide secretarial support for the Noise Management Subcommittee.

## **5 OPERATING PROCEDURES**

### **5.1 Subcommittee Meetings**

The Noise Management Subcommittee will attempt to meet bi-monthly. The Noise Management Subcommittee may meet more frequently, as required and generally in advance of planned BBTCA CLC meetings. Meetings will generally be held in the evenings, with duration of no more than two (2) hours. Meetings will be held at venues that are acceptable to the Noise Management Subcommittee. Meetings will be open to the public, at the discretion of the Noise Management Subcommittee.

Meeting agendas will be developed by the Chairperson, in consultation with Noise Management Subcommittee members.

### **5.2 Method of Operation and Disbandment**

The Noise Management Subcommittee will operate on a consensus-based approach to provide advice and recommendations to PortsToronto and the BBTCA. The consensus approach is defined as the majority of members will be in general agreement on issues, advice and recommendations. If consensus is not achieved, differing perspectives and feedback will be reported in the Noise Management Subcommittee minutes. Given this, the Noise Management Subcommittee is not responsible for making decisions or passing motions regarding BBTCA or its operations. Decision of the subcommittee will not be legally binding on the BBTCA or PortsToronto.

The Noise Management Subcommittee will disband at the discretion of the Noise Management Subcommittee, once there are no noise related topics of interest brought forward by the subcommittee members or BBTCA and it is determined through discussion that the Noise Management Subcommittee has fulfilled the intend of its mandate. Reasons for disbanding will be given in writing, in the final meeting summary.

### **5.3 Meeting Management and Reporting**

Meeting agendas and supporting materials will be circulated to Noise Management Subcommittee members at least two weeks in advance of meetings, to enable members to prepare fully and seek input or advice from their organizations, noise experts or their constituencies. Meeting minutes will be circulated to members within two (2) weeks of each meeting. Minutes are subject to approval by members at the following meeting. Final Noise Management Subcommittee minutes will be posted on the PortsToronto website. The Noise Management Subcommittee will be provided with the services of an independent facilitator to help members achieve consensus on issues from time to time.

Given the technical nature of discussion anticipated, the notetaker may obtain electronic recordings of the proceedings, after receiving permission from committee members at the start of a meeting. The recording will not be shared with any other party, including BBTCA management, and will only be used for the purpose of ensuring accurate notes. The recording will be destroyed once the notes are finalized and no later than 3 months following the date of the meeting.

### **5.4 Conflict of Interest**

Members, resource representatives and experts must declare a conflict of interest prior to becoming a member of the Noise Management Subcommittee and/or at Noise Management Subcommittee meetings

or through correspondence, prior to addressing specific matters where an actual or perceived a conflict of interest may exist.

### **5.5 Communications and Media**

Noise Management Subcommittee members will abide by the BBTCA Community Liaison Committee Meeting Protocol and Procedures (Attached as Appendix A).

PortsToronto will establish a section for the Noise Management Subcommittee on its website to publish relevant documents (including meeting agendas and minutes) and to encourage feedback from non-members.

### **5.6 Funding**

The annual operational costs of the subcommittee will be paid for by PortsToronto. No stipends or fees will be paid.



## **APPENDIX A**

### **Airport Community Liaison Committee**

#### **Meeting Protocol and Procedures**

February 16, 2011

This Meeting Protocol expands upon the approved Airport Community Liaison Committee Terms of Reference (October 19, 2010) and is intended to guide the Chair and Committee members in conducting quarterly meetings of the Committee.

#### **1. Chair**

- Committee meetings will be chaired by the CEO of the Toronto Port Authority or designate.
- The Chair will open and adjourn each meeting. In consultation with members, the Chair will determine whether a meeting's duration should be lengthened or shortened.
- The Chair will seek members' approval of the agenda and meeting minutes.
- It is the Chair's responsibility to ensure that this Meeting Protocol is followed.

#### **2. Facilitator**

- On behalf of the Committee, the Chair may request the services of an independent facilitator to help members achieve consensus on particular issues.
- The independent facilitator will lead Committee discussions in an impartial manner.
- The facilitator will prepare minutes of Committee meetings, as requested by the Chair/Committee.

#### **3. Agendas**

- A draft meeting agenda and supporting materials will be circulated to members at least two (2) weeks in advance of each meeting, to enable members to prepare fully and seek input or advice from their organizations or constituencies.
- The Chair, in consultation with the independent facilitator, will develop draft agendas.
- Members will review and approve the agenda at the outset of each meeting.
- Members will be consulted on agenda items for subsequent meetings at the conclusion of each meeting.

#### **4. Conflict of Interest**

- Members must declare a conflict of interest prior to addressing specific matters or agenda items where an actual or perceived conflict of interest may exist.

## **5. Mode of Operation**

- A consensus-based approach – where members seek general agreement on issues and recommendations – will be the operating mode for the Committee.
- If consensus is not achieved, differing perspectives and feedback will be reported in the minutes.
- The Committee is not responsible for making decisions, voting or passing motions regarding the Airport or its operations.

## **6. Meeting Time and Duration**

- Meetings will generally be held in the evenings, with a duration of no more than three (3) hours.

## **7. Public Access**

- A portion of each meeting (duration to be confirmed) will be open to the public.
- Fifteen (15) minutes will be set aside for public deputations at each meeting. All deputations must be requested in writing and received two (2) weeks in advance by TPA.
- Public seating is on a first come first served basis.

## **8. Media**

- Media may attend the public portion of each meeting.
- Members are free to respond to media requests for comment on Committee matters, as they deem appropriate. A summary of comments made to the media regarding Committee matters must be provided [in advance] to TPA for distribution to all Committee members.

## **9. Minutes**

- Meeting minutes will be circulated to members within two (2) weeks of each meeting.
- Minutes are subject to approval by members at the following meeting. Final minutes and copies of presentations will be posted on TPA's website.
- Minutes will include: a synopsis of Committee discussions and recommendations; action items; list of members in attendance.

## Appendix B

### Researching Information on Noise and Improving Noise Literacy Presentation Attachments

# **Ministry of the Environment, Conservation and Parks (MECP)**

## **Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning Publication NPC-300**

**July 2019**

**Header Merza, P.Eng.**

**Senior Noise Engineer**

Publication NPC-300 replaced the following four publications:

- ❑ Publication LU-131 – Noise Assessment Criteria in Land Use Planning. October 1997;
- ❑ Noise Assessment Criteria in Land Use Planning: Requirements, Procedures and Implementation. October 1997;
- ❑ Publication NPC-205 – Sound Level Limits for Stationary Sources in Class 1 and 2 Areas (Urban). October 1995; and
- ❑ Publication NPC-232 – Sound Level Limits for Stationary Sources in Class 3 Areas (Rural). October 1995.

Publication NPC-300 is organized into three main parts:

- ❑ Part A: provides material that is common and applicable to the whole document, such as purpose, definitions, common principles and references.
- ❑ Part B: specifically addresses the approval and compliance of stationary sources of noise.
- ❑ Part C: deals with the planning of new noise sensitive land uses.

Part A is integral to both Part B and Part C.

All three parts are interrelated and need to be considered together.

**Part A**

**BACKGROUND**



## Publication NPC-300 provides:

- ❑ Sound level limits that are applied by the MECP to stationary sources, such as industrial and commercial establishments and auxiliary transportation facilities.
- ❑ Advice, sound level limits and guidance that may be used when land use planning decisions are made. The MECP has no authority under the Planning Act and has no direct role in the land use planning process.
- ❑ Sound level limits that may be incorporated into noise control by-laws, which may be developed by municipalities.
- ❑ Sound level limits that may be applied in licensing and permitting activities for aggregate resource extraction activities.



Publication NPC-300 does not provide sound level limits for:

- ❑ Blasting in quarries and surface mines
- ❑ Wind turbine facilities
- ❑ Landfills
- ❑ New or expanded transit corridors

# Definitions

## “Acoustic barrier”

- ❑ ground-based / permanent barriers – minimum mass surface density 20 kg/m<sup>2</sup>
- ❑ rooftop / temporary barriers – minimum mass surface density 10 kg/m<sup>2</sup>

## “Agreement for noise mitigation”

- ❑ one, or multiple, legally binding agreements involving parties such as land use planning authorities, proponents of a noise sensitive land use and owners of a stationary source.
- ❑ Agreement(s) may be associated with decisions made by the land use planning authority under the Planning Act or established as collateral agreements.
- ❑ The need for the agreement(s) is triggered by the use of receptor based noise control measures to ensure compliance with the applicable sound level limits. The finalized agreement(s) are to be submitted by the stationary source with any application for an MECP approval.

# Definitions (Cont.)

The agreement should:

- ❑ ensure that the stationary source is able to comply with the applicable sound level limits at the new noise sensitive land use;
- ❑ provide assurance that receptor based noise control measures are implemented and maintained;
- ❑ provide consistency for planning noise sensitive land use(s) in the proximity of stationary source(s);
- ❑ address the long-term responsibilities of all the parties to the agreement; and
- ❑ describe the noise control measures and provide information about how these measures will result in compliance with the applicable sound level limits.

# Definitions (Cont.)

## “Background sound level”

- ❑ the sound level that is present in the environment, produced by noise sources other than the source under impact assessment;
- ❑ typically caused by road traffic;
- ❑ sound from existing adjacent stationary sources may be included in the determination of the background sound level if such stationary sources have the appropriate approvals and are not under consideration for noise abatement by the municipality or the MECP;
- ❑ highly intrusive short duration noise caused by an aircraft flyover or a train pass-by is normally excluded from the determination of the background sound level; and
- ❑ under unique/special circumstances, train pass-by noise may be included in the determination of the background sound level in accordance with specific conditions and procedures.

# Definitions (Cont.)

## “Class 1 area”

- an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as “urban hum.”

## “Class 2 area”

- an area with an acoustical environment that has qualities representative of both Class 1 and Class 3 areas:
  - sound levels characteristic of Class 1 during daytime (07:00 to 19:00 or to 23:00 hours); and
  - low evening and night background sound level defined by natural environment and infrequent human activity starting as early as 19:00 hours (19:00 or 23:00 to 07:00 hours).

# Definitions (Cont.)

“Class 3 area”

- a rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic, such as:
  - a small community;
  - agricultural area;
  - a rural recreational area such as a cottage or a resort area; or
  - a wilderness area.an area or specific site that would otherwise be defined

# Definitions (Cont.)

“Class 4 area”

- an area or specific site that would otherwise be defined as Class 1 or 2 and which:
  - is an area intended for development with new noise sensitive land use(s) that are not yet built;
  - is in proximity to existing, lawfully established stationary source(s); and
  - has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.

Areas with existing noise sensitive land use(s) cannot be classified as Class 4 areas.



# Definitions (Cont.)

## “Enclosed noise buffer”

- ❑ an enclosed area outside the exterior wall of a building such as an enclosed balcony specifically intended to buffer one or more windows of noise sensitive spaces. In order for the concept of enclosed noise buffer to be acceptable within the context of an MECP approval of stationary sources, it can only apply to high-rise multi-unit buildings in a Class 4 area.

## “High-rise multi-unit building”

- ❑ a residential building with four or more floors (storeys) and with more than one dwelling per floor (storey).

## “Inoperable (fixed or sealed) window”

- ❑ an exterior window that is acoustically designed to provide a suitable indoor acoustical environment for occupants of new noise sensitive land uses. The inoperable window is a receptor based “on building” noise control measure.

# Definitions (Cont.)

## “NEF/NEP”

- ❑ Noise Exposure Forecast/Noise Exposure Projection contours for airports.

## “Noise control measure”

- ❑ may include, but are not limited to, the following:
  - source based noise control measures
  - receptor based outdoor noise control measures
  - receptor based “on building” noise control measures
  - receptor based site configuration noise control measures
  - receptor based site construction and architectural noise control measures

## “Noise sensitive commercial purpose building”

- ❑ a building used for a commercial purpose that includes one or more habitable rooms used as sleeping facilities such as a hotel and a motel

# Definitions (Cont.)

## “Noise sensitive institutional purpose building”

- ❑ a building used for an institutional purpose, including an educational facility, a day nursery, a hospital, a health care facility, a shelter for emergency housing, a community centre, a place of worship and a detention centre. A place of worship located in commercially or industrially zoned lands is not considered a noise sensitive institutional purpose building.

## “Noise sensitive zoned lot”

- ❑ a lot or a property of a person that has been zoned to permit a noise sensitive land use and that is either:
  - currently vacant; or
  - has an existing land use that is not a noise sensitive land use.

## “Outdoor Living Area (OLA)”

- ❑ applies to transportation sources

## “Point of reception (POR)”

- ❑ applies to stationary sources

# Definitions (Cont.)

“Predictable worst case noise impact”

- the noise impact associated with a planned and predictable mode of operation for stationary source(s), during the hour when the noise emissions from the stationary source(s) have the greatest impact at a point of reception, relative to the applicable limit. It addresses the following activities:
  - regular, routine operation of equipment;
  - infrequent operation of equipment; and
  - operation of emergency equipment.

# Definitions (Cont.)

## “Stationary source”

- stationary sources subject to Part B of Publication NPC-300:
  - aggregate extraction facilities (except blasting);
  - auxiliary transportation facilities;
  - commercial facilities;
  - industrial facilities;
  - natural gas facilities;
  - repair or storage garages for public vehicles;
  - storage, maintenance and repair facilities;
  - warehousing and truck terminal facilities; and
  - works yards.

The stationary source is understood to encompass all the activities taking place within the property boundary of the facility.

# Definitions (Cont.)

- stationary sources exempted from Section 9 of the EPA in O. Reg. 524/98:
  - car washes;
  - HVAC systems (subject to certain qualifiers);
  - mobile equipment for crushing or screening of aggregate, if it located below grade in a pit or quarry that is operated in accordance with a licence or permit issued under the Aggregate Resource Act;
  - outdoor firearm ranges / gun clubs;
  - race tracks;
  - schools / private schools;
  - snow disposal sites; and
  - standby power systems (subject to certain qualifiers).

Sources in this category are also subject to the sound level limits in Part C of Publication NPC-300.

# Definitions (Cont.)

- stationary sources under the jurisdiction of Ontario Ministry of Agriculture, Food and Rural Affairs:
  - pest-scaring devices;
  - wind machines used to protect agricultural crops;
  - irrigation pumps used for horticultural, field or nursery crops
  - equipment used for food crop seeding, chemical spraying or harvesting;
  - Building HVAC equipment used in livestock, greenhouse, horticultural and other facilities;
  - on-farm anaerobic digesters used to generate clean energy that are exempt under Ontario Regulation 359/09;
  - on-farm processing by a farmer of the products produced primarily from the farmer's agricultural operation such as grain dryers, grain aeration fans and hay dryers; and
  - other stationary sources on agricultural operations during normal farm practice.

# Definitions (Cont.)

Part B and Part C of Publication NPC-300 do not apply to the noise impact of stationary sources associated with agricultural operations during the course of normal farm practice which are addressed through the Farming and Food Production Protection Act, 1998, These sources do not require an MECP approval.



# Definitions (Cont.)

- stationary sources that may not require an MECP approval. The following are examples of stationary sources that usually do not require an MECP 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.

Ancillary facilities to these sources may require MECP approval.

Regardless of whether provincial approvals are required, these sources are subject to the sound level limits in Part C of this guideline.

# Definitions (Cont.)

- sources not considered as stationary sources in the context of Part B and Part C of Publication NPC-300:
  - temporary construction activities;
  - transportation corridors, i.e., railways and roadways;
  - residential air conditioning devices;
  - gas stations;
  - auditory warning devices required authorized by law;
  - back up beepers' on construction equipment or other vehicles;
  - occasional movement of vehicles on the property; and
  - parking lots for private passenger vehicles at offices, commercial facilities, employee parking and commuter parking lots.

# Definitions (Cont.)

Sources not considered as stationary sources in the context of Part B and Part C of Publication NPC-300 and that are normally addressed in a qualitative manner in municipal noise by-laws:

- ringing of bells or gongs and the blowing of horns or sirens or whistles, or the production, reproduction or amplification of any similar sounds by electronic means;
- animals kept as domestic pets such as dogs barking;
- tools and devices used by occupants for domestic purposes such as domestic power tools, radios and televisions;
- domestic situations such as domestic quarrels, noisy parties;
- gathering of people at facilities such as restaurants, fairs and parks; and
- essential services and maintenance of public facilities such as, roadways, parks and sewers, snow removal, road cleaning, road repair and maintenance, lawn mowing and maintenance, sewage removal, garbage collection.

# Definitions (Cont.)

- sources not requiring noise impact assessment:
  - sources, equipment, activities or facilities connected with emergency measures undertaken for:
    - the immediate health, safety or welfare of inhabitants; and
    - the preservation or restoration of property; unless such noise is clearly of a longer duration or nature more disturbing than is reasonably necessary for the accomplishment of such emergency purpose.

These sources are exempt from the application of the limits in Part B and Part C of Publication NPC-300.

# Definitions (Cont.)

“Time periods” (applicable to stationary sources)

- “Daytime”: is the 12-hour period between 07:00 and 19:00 hours;
- “Evening”: is the 4-hour period between 19:00 and 23:00 hours; and
- “Nighttime”: is the 8-hour period between 23:00 and 07:00 hours.

“Time periods” (applicable to transportation sources)

- “Daytime”: is the 16-hour period between 07:00 and 23:00 hours; and
- “Nighttime”: is the 8-hour period between 23:00 and 07:00 hours.

**Part B**

**STATIONARY SOURCES**

- ❑ Part B pertains to MECP approvals for noise emissions from stationary sources.
- ❑ It is the responsibility of the owner of a stationary source to comply with the applicable sound level limits.
- ❑ The sound level limit is set as the higher of either the applicable exclusion limit, or the minimum background sound level.
- ❑  $L_{eq}(1h)$  and  $L_{Lm}$  are sound level metrics used for approval and complaint investigation of stationary sources.



# Exclusion Limits for Steady and Varying Sound

**Table B-1**  
**Exclusion Limit Values of One-Hour Equivalent Sound Level ( $L_{eq}$ , dBA)**  
**Outdoor Points of Reception**

<b>Time of Day</b>	<b>Class 1 Area</b>	<b>Class 2 Area</b>	<b>Class 3 Area</b>	<b>Class 4 Area</b>
07:00 – 19:00	50	50	45	55
19:00 – 23:00	50	45	40	55

**Table B-2**  
**Exclusion Limit Values of One-Hour Equivalent Sound Level ( $L_{eq}$ , dBA)**  
**Plane of Window of Noise Sensitive Spaces**

<b>Time of Day</b>	<b>Class 1 Area</b>	<b>Class 2 Area</b>	<b>Class 3 Area</b>	<b>Class 4 Area</b>
07:00 – 19:00	50	50	45	60
19:00 – 23:00	50	50	40	60
23:00 – 07:00	45	45	40	55

# Exclusion Limits for Impulsive Sound

**Table B-3**  
**Exclusion Limit Values for Impulsive Sound Level ( $L_{LM}$ , dBAI)**  
**Outdoor Points of Reception**

<b>Time of Day</b>	<b>Actual Number of Impulses in Period of One-Hour</b>	<b>Class 1 Area</b>	<b>Class 2 Area</b>	<b>Class 3 Area</b>	<b>Class 4 Area</b>
07:00 – 23:00	9 or more	50	50	45	55
	7 to 8	55	55	50	60
	5 to 6	60	60	55	65
	4	65	65	60	70
	3	70	70	65	75
	2	75	75	70	80
	1	80	80	75	85

# Exclusion Limits for Impulsive Sound (Cont.)

**Table B-4**  
**Exclusion Limit Values for Impulsive Sound Level ( $L_{LM}$ , dBAI)**  
**Plane of Window – Noise Sensitive Spaces (Day/Night)**

<b>Actual Number of Impulses in Period of One-Hour</b>	<b>Class 1 Area (07:00–23:00)/ (23:00–07:00)</b>	<b>Class 2 Area (07:00–23:00)/ (23:00–07:00)</b>	<b>Class 3 Area (07:00–19:00)/ (19:00–07:00)</b>	<b>Class 4 Area (07:00–23:00)/ (23:00–07:00)</b>
9 or more	50/45	50/45	45/40	60/55
7 to 8	55/50	55/50	50/45	65/60
5 to 6	60/55	60/55	55/50	70/65
4	65/60	65/60	60/55	75/70
3	70/65	70/65	65/60	80/75
2	75/70	75/70	70/65	85/80
1	80/75	80/75	75/70	90/85

# Class 4 Area

The following considerations apply to new noise sensitive land uses proposed in a Class 4 area:

- ❑ formal confirmation of the classification by the land use planning authority;
- ❑ noise impact assessment should be conducted;
- ❑ noise control measures may be required;
- ❑ noise control measures may include receptor based noise control measures and/or source based noise control measures;
- ❑ source based noise control measures may require an MECP approval;
- ❑ warning clause Type F (Section C8.3) is recommended;
- ❑ agreement for noise mitigation; and
- ❑ existing noise sensitive land uses which may be classified as a Class 1 or Class 2 area would not be reclassified until these existing noise sensitive land uses are replaced, redeveloped or rebuilt.

A large, abstract teal shape that resembles a stylized letter 'C' or a curved arrow, positioned on the right side of the slide. It has a smooth, rounded top and a sharp, pointed bottom.

**Part C**

**Land Use Planning**

- ❑ Provides guidance for land use planning purposes.
- ❑ Provides advice for land use planning authorities, developers and consultants to address environmental noise in the land use planning process.
- ❑ Provides assistance in creating compatibility between noise sensitive land uses and stationary sources with respect to noise.
- ❑ MECP has no authority under the Planning Act regarding the land use planning approval process.
- ❑ Relates to the transportation sources of noise and stationary sources of noise in the land use planning process.
- ❑ References sound level limits, feasibility and detailed noise impact studies and noise control measures.
- ❑ Describes responsibilities for ensuring sound level limits are met.

# Outdoor Road and Rail Traffic Sound Level Limit

**Table C-1**  
**Sound Level Limit for Outdoor Living Areas**  
**Road and Rail**

<b>Time Period</b>	<b><math>L_{eq}</math> (16) (dBA)</b>
16-hour, 07:00 – 23:00	55



# Indoor Road and Rail Traffic Sound Level Limits

**Table C-2**  
**Indoor Sound Level Limits**  
**Road and Rail**

Type of Space	Time Period	L <sub>eq</sub> (dBA)	
		Road	Rail
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	07:00 – 23:00	45	40
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	23:00 – 07:00	45	40
Sleeping quarters	07:00 – 23:00	45	40
	23:00 – 07:00	40	35

# Outdoor Air Traffic Sound Level Limit

**Table C-3  
Outdoor Aircraft Noise Limit**

<b>Time Period</b>	<b>NEF/NEP</b>
24-hour	30

# Indoor Air Traffic Sound Level Limits

**Table C-4**  
**Indoor Aircraft Noise Limits**  
**(Applicable over 24-hour period)**

<b>Type of Space</b>	<b>Indoor NEF/NEP*</b>
Living/dining/den areas of residences, hospitals, schools, nursing/retirement homes, daycare centres, etc.	5
Sleeping quarters	0

\* The indoor NEF/NEP values in Table C-4 are used to determine acoustical insulation requirements based on the NEF/NEP contour maps.

# Supplementary Indoor Sound Level Limits Road and Rail

**Table C-9**  
**Supplementary Indoor Sound Level Limits**  
**Road and Rail**

Type of Space	Time Period	L <sub>eq</sub> (Time Period) (dBA)	
		Road	Rail
General offices, reception areas, retail stores, etc.	16 hours between 07:00 – 23:00	50	45
Living/dining areas of residences, hospitals, schools, nursing/retirement homes, daycare centres, theatres, places of worship, libraries, individual or semi-private offices, conference rooms, reading rooms, etc.	16 hours between 07:00 – 23:00	45	40
Sleeping quarters of hotels/motels	8 hours between 23:00 – 07:00	45	40
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	8 hours between 23:00 – 07:00	40	35

# Supplementary Indoor Sound Level Limits Air Traffic

**Table C-10**  
**Supplementary Indoor Aircraft Noise Limits**  
**(Applicable over 24-hour period)**

Type of Space	Indoor NEF/NEP*
General offices, reception areas, retail stores, etc.	15
Individual or semi-private offices, conference rooms, etc.	10
Living/dining areas of residences, sleeping quarters of hotels/motels, theatres, libraries, schools, daycare centres, places of worship, etc.	5
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	0

\* The indoor NEF/NEP values listed in Table C-10 are not obtained from NEF/NEP contour maps. The values are representative of the indoor sound levels and are used as assessment criteria for the evaluation of acoustical insulation requirements.

# Noise Control Measures

- ❑ Outdoor Living Areas
  - Acoustic Barriers
- ❑ Plane of a Window – Ventilation Requirements
  - Provision for central air conditioning
  - Central air conditioning
- ❑ Indoor Living Areas – Building Components
  - Walls
  - Windows
  - Doors

# Warning Clauses

- ❑ Type A (Exceedance of Sound Level Limits)
- ❑ Type B (Noise Control Measures)
- ❑ Type C (Provision for Central Air Conditioning)
- ❑ Type D (Central Air Conditioning)
- ❑ Type E (Stationary Source of Noise)
- ❑ Type F (Class 4 Area)

## **Appendix B – Noise Chart**



# SOUND PRESSURE

# SOUND PRESSURE LEVEL

