

Frequently Asked Questions

ID #	Question/Comment/Concern	Response
1.	Is this proposed pedestrian tunnel in violation of the Canada Marine Act prohibiting a “bridge or similar fixed link” to the island airport? Will the tunnel be used for automobiles?	The project would comply with law, including the Canada Marine Act and Toronto Port Authority Regulation SOR/2005-120, which was made under the Canada Marine Act. This regulation prohibits a bridge or similar fixed link. The proposed project is not a bridge or similar fixed link, including because it would involve tunnel access through the existing bedrock for pedestrians (no automobiles).
2.	Is the airport handling more air traffic than it has approval for?	No. Operations at the airport are governed by a Tripartite Agreement (Federal Government, City of Toronto, and the Toronto Port Authority), including restrictions on air traffic based on noise contours.
3.	Is this tunnel being built to enable airport expansion?	The tunnel access is being proposed to provide more reliable access to the BBTCA, including for emergency services that are required beyond the time in which commercial aircraft activity is permitted. There is no proposed expansion of the airport, which would require an amendment to the Tripartite Agreement (which is not proposed).
4.	Are you doing a cumulative effects assessment of the entire airport and all airport operations (existing and planned)? How are you incorporating the increase in the number of flights and the number of slots at the BBTCA? Will you look at both the existing and future planned numbers for these?	<p>The environmental assessment (EA) will meet all applicable requirements to assess the effects of the Project, which includes an assessment of cumulative effects. The EA will include consideration of whether the Project would cause changes to aircraft activity and vehicular traffic. These matters will be considered as part of the EA, including to determine the effects of the Project.</p> <p>Likewise, the EA will include assessment of the effects of the Project in combination with other projects and activities, potentially including future expected aircraft activity (if there are project effects that could combine with the effects</p>

		associated with aircraft activity).
5.	How much will this project cost and who is paying for it?	Estimated cost of the Project is \$45 million. No taxpayers' money would be used. The financing would be generated by passenger user fees.
6.	Will the EA consider increases in local noise and air pollution as a result of the project?	This will be considered as part of the EA.
7.	Will the pedestrian tunnel result in increased air and car traffic?	BBTCA related vehicular traffic and aircraft activity will likely increase in the future regardless of whether the Project proceeds. It is expected that the maximum aircraft activity will likely be achieved before the Project would be constructed and operated, which would be confirmed as part of the EA. (see answers above, including for question 4).
8.	Traffic congestion along this section of Bathurst Street is a problem and this will make it worse. How will this be addressed?	The TPA has considered and implemented measures to address BBTCA related traffic. The TPA will continue to monitor BBTCA-related traffic and will continue to consider measures to address this, as needed. This may include, for example, efforts to impose further restrictions on vehicles along Eriemann Quay. Encouraging public transit and shuttle bus service will continue to be part of this.
9.	How are you going to address traffic impacts to park users and school children, including the traffic issues that already exist?	The EA will include assessment of the effects of the Project, which may include changes to vehicular traffic and effects from that. If appropriate, mitigation measures would be considered.
10.	How will construction impacts to transportation traffic be dealt with?	The Project will require excavation activities. The majority of this material would be removed to the island side and used for the construction of the airport perimeter roadway. This would minimize the amount of construction related traffic on Eriemann Quay (formerly Bathurst Street). The EA Screening report will discuss and assess the effects of construction activities, including management, phasing, and mitigation as appropriate.

11.	How will you address impacts to the community and residents, including human health impacts?	The EA will consider effects of the Project that may impact the community and its residents. Although it is difficult to predict everything that will be included before the studies are conducted, effects may include those related to noise, air quality and traffic/pedestrian safety. The EA will include assessment of the environmental effects of malfunctions or accidents that may occur in connection with the Project.
12.	Why is the tunnel going to be approximately 8-10 metres wide and 5-8 metres high?	The approximate dimensions described for the Project are for the purpose of the EA, which is part of the planning process. These are dimensions to allow for the assessment of the reasonable "maximum effects". As is usual for any project, if the Project were to proceed, the final dimensions would be determined at the final design stage. This would include accommodation of a variety of facilities such as moving and non-moving sidewalks, allowances for air intake and exhaust ducts, utilities, drainage pipes, etc.
13.	How will the tunnel be accessed at the surface? Will there be elevators, stairs, and/or escalators?	At this level of preliminary design, as part of the EA and the planning process, the TPA anticipates that shafts going down to the tunnel access would contain stairs and elevators, and possibly escalators. These shafts would be accessed at the ground level through improvements to the existing facilities on both the airport and land sides.
14.	What services and/or utilities will be in the new tunnel?	This has yet to be finally determined, and is not necessary for the purpose of the EA, which is proceeding on the assumption that there could be the usual services, such as fiber-optics, electricity, water, communications and the like. If the Project were to proceed, this would be part of the final design stage, as usual.
15.	How will you make sure that this tunnel is safe for users? How will you address an emergency in the tunnel? (e.g. someone has a heart attack or there is a fire?)	The tunnel will be designed to meet applicable public safety regulations. The EA will include an assessment of the environmental effects of malfunctions or accidents that may occur in connection with the Project. The final design would also take these

		matters into account.
16.	Where will the material from the tunnel be put?	The material would be used as the sub-base for the airport perimeter road, which is part of the Project.
17.	What is the purpose of the perimeter road?	The perimeter road would enhance safety and security for the airport and would be used by airport staff for maintenance and operations.
18.	How long will this project take to build?	It is anticipated that it would take 18 months to complete the Project if it were to proceed.
19.	Can I have a copy of the study results and technical analysis?	All final reports and studies will be available to the public for review and comment. These will be provided on the TPA's website, and likely in hard copy/CD form at locations to be specified.
20.	Why is an open house consultation format being used by TPA and not a formal question and answer period?	<p>Although not necessarily required by the CPA EA Regs, the TPA has given the public notice of the EA screening, and has given and will continue to give the public an opportunity to participate in the screening. Again, although not required, the TPA is hosting public meetings. The open house consultation format is appropriate for this purpose. It is a common and well-recognized format for consultation as part of an EA, including to provide an opportunity to participate in the EA screening.</p> <p>There will be opportunities for questions and comments to be provided as the EA proceeds and the EA report is developed. This FAQ provides answers to many of the questions asked through email to TPA and Dillon, and that were asked at the consultation meeting of March 24, 2010. The TPA and Dillon welcome questions and comments from anyone. It may not be feasible to provide an individual answer to each question or comment, but the TPA will update information, post information on its website, provide a draft of the EA Report and consider all comments and questions provided during the EA process.</p>
21.	Can I have a copy of the list of agencies, stakeholders and community groups that were	These lists will be provided in the draft EA Report. These are working lists that are updated throughout the course of the EA. Any requests to be added to the

	contacted about the initiation of the screening and the first public meeting to be held on March 24 th ?	contact list should be made to: ea_comments@torontoport.com . Anyone who made a request at the March 24 th 2010 meeting to be added to the contact list has been added.
22.	What approvals are needed in order to build this tunnel?	It is not anticipated that any federal approvals will be required. There may be the need to obtain a provincial Permit To Take Water.
23.	How will this EA be reviewed/approved and by who?	The Toronto Port Authority (TPA) must complete the EA before it can decide whether to proceed or not. The TPA must and will consider the matters required by the CPA EA Regs before making its decision. The Project Description and Scoping Report have been sent to other federal authorities and the Canadian Environmental Assessment Agency including to determine whether any federal agency will be involved.
24.	How will our input be used in this study?	The TPA must consider all comments from the public that are received as part of the environmental assessment process. In deciding whether to proceed or not, the TPA must take into consideration the EA screening report and comments emanating from public participation in its review. All questions and comments received will be considered by the TPA, including for the scoping of the Project and the scoping of the factors to be considered. A list of all comments and questions received and responses will form part of the EA screening report.
25.	When is the next meeting?	The next meeting had been tentatively scheduled for June 2010. We now expect that the next meeting will be held in September 2010, which will allow even more time for the assessment to be conducted. Public notices with the date, time and location of the next public meeting will be circulated in advance of the event. You may also check our website for more information. If you would like to receive notice of the next meeting, please email : ea_comments@torontoport.com .