

ENVIRONMENTAL SCREENING REPORT FOR THE REMOVAL AND RELOCATION OF THE AIRPORT ADMINISTRATION BUILDING, BILLY BISHOP AIRPORT

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LIST OF ACRONYMS

BTX	Benzene, Toluene and Xylene
BTEX	Benzene, Toluene, Ethylbenzene and Xylene
CPA	Canada Port Authority
CCME	Canadian Council of Ministers of the Environment
<i>CEAA</i>	<i>Canadian Environmental Assessment Act</i>
CEAR	Canadian Environmental Assessment Registry
COSSARO	Committee on the Status of Species at Risk in Ontario
DND	Department of National Defence and Canadian Forces
DCE	Dichloroethylene
EA	Environmental Assessment
FHBRO	Federal Heritage Buildings Review Office
GTA	Greater Toronto Area
GRE	Ground Run-up Enclosure
HSMB	Historic Sites and Monuments Board
mbgs	Metres below Ground Surface
MOE	Ministry of the Environment
ODS	Ozone-depleting Substance
PPE	Personal Protective Equipment
PHC	Petroleum Hydrocarbon
PCB	Polychlorinated Biphenyl
TPA	Toronto Port Authority
TTC	Toronto Transit Commission
TCE	Trichloroethylene
VC	Vinyl Chloride

1.0 PROJECT DESCRIPTION

1.1 PROJECT DESCRIPTION

This project involves the dismantling and removal of the old Airport Administration Building at the Billy Bishop Airport and its relocation to Downsview Park (“the Project”). The building itself was constructed in 1938, and received recognition as a National Historic Site in 1989, known as “Toronto Island Airport Terminal Building National Historic Site of Canada”.

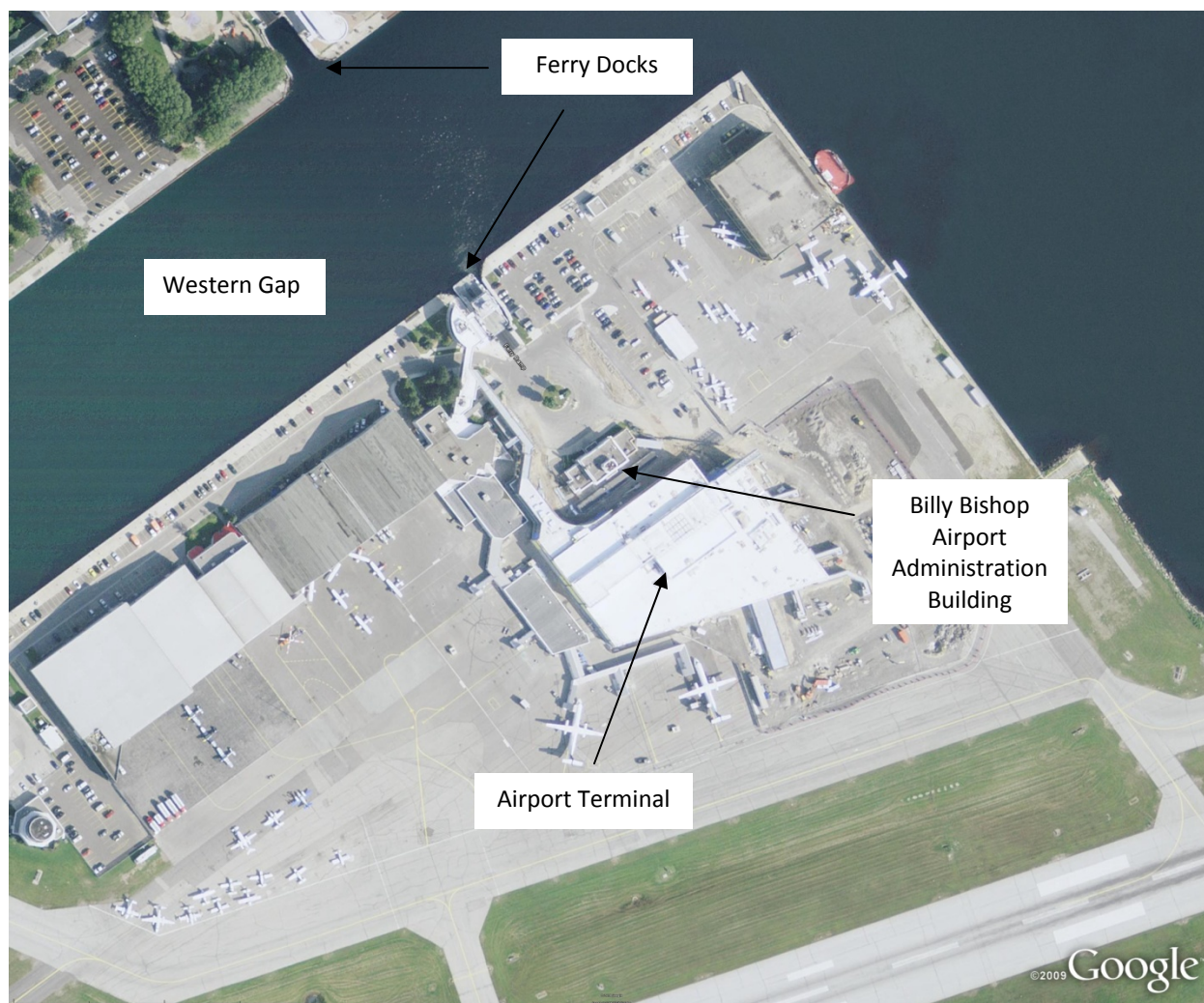
The building and its current site are owned by the Toronto Port Authority (TPA), and is located adjacent to the Billy Bishop Airport terminal and parking lots (see Figure 1-1). Photograph 1-1 is an exterior view of the building. The building will be dismantled and secured by a private contractor selected by TPA and all building materials of concern will be properly handled and secured according to regulatory requirements. The building will be transported in pieces by ferry (across the Western Gap) and flatbed truck to its new location on federally owned lands at Downsview Park. The proposed new location (Figure 1-2) consists of mainly vacant land adjacent to existing commercial buildings and the main roadway which traverses Downsview Park. At the new location, a basement may be excavated, a suitable foundation will be laid and the building will be reassembled and weatherproofed, but no servicing will be installed. The existing building site at Billy Bishop Airport will be rough graded once the building is removed.

The proposed Project is planned for the summer and fall of 2011 and will extend for approximately 12 weeks pending the approval of the *CEAA* Screening.

The locations of the existing site (“the Billy Bishop site”) and proposed future site (“the Downsview Park site”) of the building are indicated in the aerial images below (Figures 1-1 and 1-2, respectively). The proposed future site of the Administration Building at Downsview Park will encompass a portion of the lands identified on Figure 1-2. The potential excavation of the basement at the proposed Downsview Park site may not be part of the final plans for the building, but is included in this assessment as a bounding (“worst-case”) scenario.

This screening is being completed under the Canada Port Authority Environmental Assessment Regulations (CPA EA Regs).

Figure 1-1 Existing Site at Billy Bishop Airport



Photograph 1-1 View from Exterior of Building



Figure 1-2 Proposed Site at Downsview Park



1.2 NEED FOR THE PROJECT

The Airport Administration Building was built in 1938-1939, and was originally the control tower for the Island Airport. At the time of its construction, it was one of only two such buildings in the country. Since that time, it has housed a number of different uses, including office space, a departure lounge, storage area, and restaurant. Currently, the 10,000 square foot building has limited use as a security station and office space. The building is in disrepair and is not required by the TPA for the functioning of the Billy Bishop Airport. It also contains a number of designated substances, which were included as common construction practices at the time it was built. These include asbestos for insulating pipes, paint containing lead and tiles containing silica, among others.

The TPA has no immediate use for the Airport Administration Building, and is concerned about the safety issues associated with an aging building containing designated substances. Additionally, a recent report by LeighFisher (2010) concluded that the building seriously constrains ground transportation routes at the airport, and should be relocated. Downsview Park has agreed to receive the building at a location near the Canadian Air & Space Museum, and, following reassembly, is planning to restore and maintain the building at this proposed new location, thus preserving the greater part of its heritage value in the long-term. The restoration and reassembly of the building is outside the scope of this current project.

1.3 CEAA TRIGGER

In accordance with the Canada Port Authority Environmental Assessment Regulations which were established under the CEAA, the Toronto Port Authority is conducting this Screening Level EA for the Removal and Relocation of the Airport Administration Building at the Billy Bishop Airport under Section 9(2)(a) of the *Act*. The Toronto Port Authority is the proponent of the project, and the project will be carried out at the Billy Bishop Airport and on federal lands at Downsview Park.

1.4 PUBLIC REGISTRY

The Canadian Environmental Assessment Registry (CEAR) has been established under section 55 of the CEAA to provide notice of the EA, and facilitate public access to records related to the EA. The CEAR consists of a Project file and an internet site at <http://www.ceaa.gc.ca/050/details-eng.cfm?evaluation=62604>. The CEAR reference number for the proposed Project is 11-01-62604.

2.0 SCOPE OF THE PROJECT

The proposed Project will consist of four main tasks, which can all be classified as part of the “Construction” phase, since the building will not be operational once it is moved and decommissioning is not planned at this time. These tasks are:

- Dismantling;
- Transportation;
- Site Preparation; and
- Reassembly.

The TPA will hire a contractor to undertake all of the activities associated with the four tasks, which are described in the table below.

Table 2-1 Project Phases and Tasks/Activities

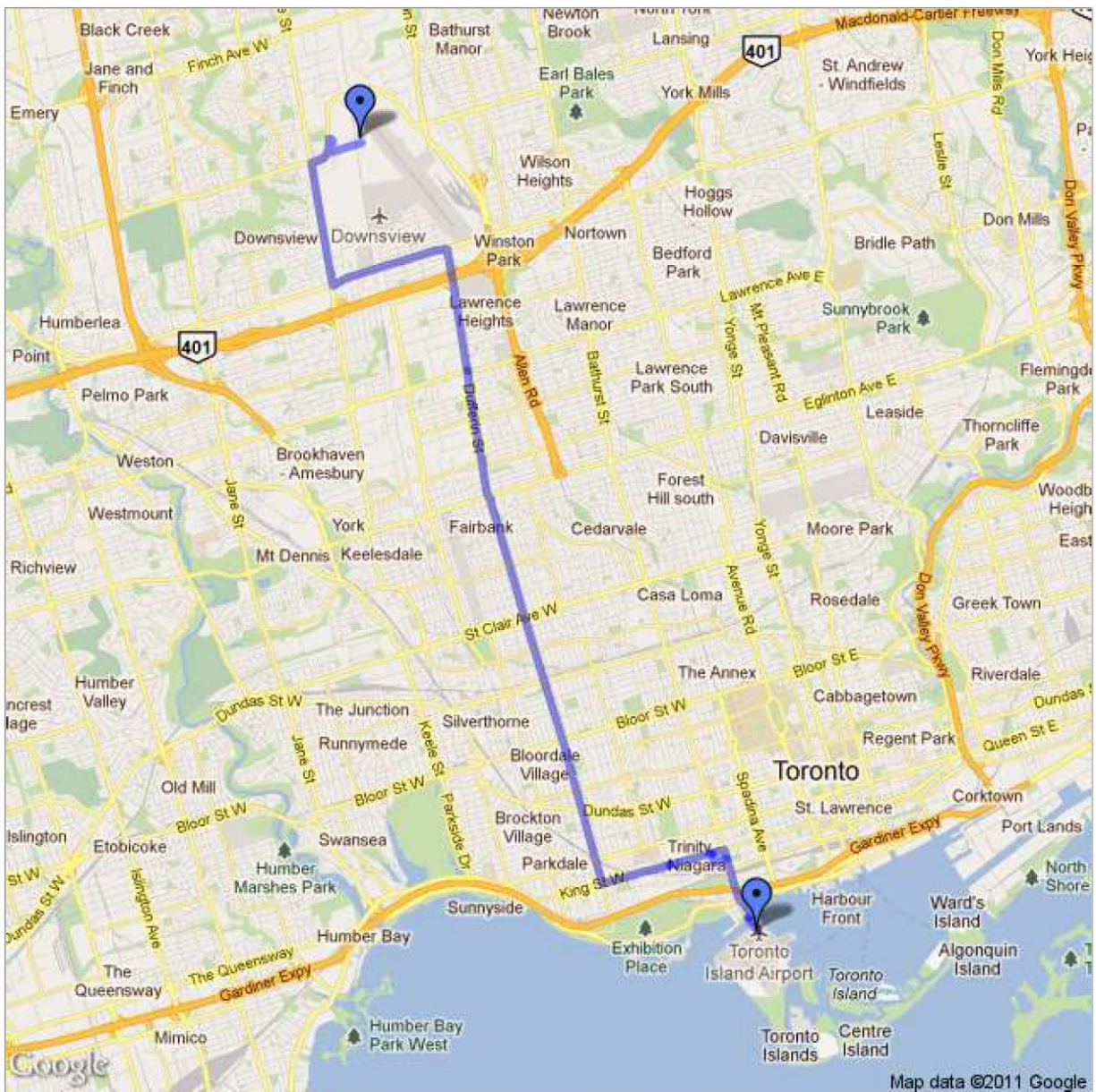
Task	Activities
Construction Phase	
<i>Dismantling</i>	<ul style="list-style-type: none">• <i>Asbestos abatement.</i> All asbestos will be removed from the building, most notably from pipe fittings.• <i>Strategic cutting.</i> Using building layout diagrams and a site inspection, the contractor will assess the best way to cut and dismantle the building such that no other designated substances or hazardous materials are released.• <i>Take-down and securing.</i> The contractor will dismantle the building using standard construction equipment, and will secure the pieces of the building to prepare for transportation. The building is on its original foundation, and no earthworks are planned at the Billy Bishop site.• <i>Management of designated substances and hazardous materials.</i> During the dismantling of the building, the contractor will be responsible for the appropriate management of all designated substances and hazardous materials as per regulations governing each one. A full discussion of the substances and materials of concern and best practices for their management is included in Chapter 6.0.• <i>Time frame:</i> Four to six (4-6) weeks (concurrently with Transportation). Pieces of the building will be transported as they are dismantled.
<i>Transportation</i>	<ul style="list-style-type: none">• <i>Ferry transport.</i> The pieces of the building will be transported to Downsview Park, starting with a short ferry crossing. The ferry takes less than two minutes to cross the Western Gap, and approximately 15 ferry crossings will be required.

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Task	Activities
	<ul style="list-style-type: none"> • <i>Land transport.</i> The pieces of the building will be transported using approximately 15 flatbed trucks to Downsview Park. The land route will likely be along Eireann Quay, north on Bathurst St., west on King St., north on Dufferin St., west on Wilson Ave., north on Keele St., east on Sheppard Ave. W., south on John Drury Dr. and east on Carl Hall Rd, as shown in Figure 2-1. This route will be confirmed as the proposed Project progresses. • <i>Time frame:</i> Four to six (4-6) weeks (concurrently with Dismantling). Pieces of the building will be transported as they are dismantled.
<i>Site Preparation</i>	<ul style="list-style-type: none"> • <i>Excavation.</i> Prior to reassembly, the site for the building at Downsview Park will be excavated to create a basement for the building. The basement will be excavated to a maximum of 8 ft (2.4 m). • <i>Construction of foundation.</i> A foundation for the building will be laid, likely with cement. • <i>Time frame:</i> Three (3) weeks.
<i>Reassembly</i>	<ul style="list-style-type: none"> • <i>Reassembly and waterproofing.</i> When the foundation is complete, the building will be reassembled at the site. Once reassembled, the building will be weatherproofed and sealed to prevent damage from moisture and animals. No servicing will be put in place during the proposed Project, and the restoration of the building is not part of the scope of the proposed Project. • <i>Time frame:</i> Three (3) weeks.
Operations Phase	
Outside of Scope.	
Decommissioning Phase	
Outside of Scope.	

Environmental Screening for the Removal and Relocation of the Airport Administration Building, Billy Bishop Airport

Figure 2-1 Proposed Transportation Route



3.0 SCOPE OF THE ASSESSMENT

The purpose of this EA is to assess and analyze the effects of the removal and relocation of the Airport Administration Building (the Project) on the environment, and the effects of the environment on the proposed Project. The scope of assessment will include the evaluation of:

- the effects of the proposed Project on the environment;
- the effects of the environment on the proposed Project;
- the effects of accidents and malfunctions;
- cumulative effects; and
- designated substances.

The spatial boundaries of the effects assessment are focused on the lands in the immediate vicinity of the two sites, as well as the roadways and their immediate surroundings that will be used to transport the building.

The temporal boundaries of the proposed Project include the approximately 12 weeks that will be required to dismantle, transport and reassemble the building.

Table 3-1 identifies the potential interactions between the Project activities and the various environmental components, though does not indicate where potential effects may occur (to be discussed in Chapter 5). This table has been used to focus the description of the existing environment (Chapter 4) and assessment of effects (Chapter 5). Based on this matrix, there is potential for interactions between the proposed Project and the following environmental components:

- Geology and Soils;
- Groundwater;
- Air Quality;
- Noise and Vibration;
- Vegetation and Wildlife;
- Surface Water;
- Economics/Business and Community Facilities;
- Cultural Heritage and Archaeological Features;
- Land Use and Visual Context; and
- Transportation and Navigation.

Potential interactions between the proposed Project and the following environmental components were considered unlikely:

- Terrain and Topography; and
- First Nations.

SENES visited the Billy Bishop site and proposed Downsview Park site on July 5 and 6, 2011, respectively, to evaluate site and building conditions. Based on this visit and professional judgement, we conclude that spatially, the majority of environmental, social and economic effects associated with the proposed Project will be localized to the two Project sites. There is no fish habitat, water or important wildlife habitat within 30 m of either site; however the transportation of the building will be accomplished partially by ferry across the Western Gap. As a consequence, emphasis throughout this document has been placed on the evaluation of effects within the near vicinity of both Project sites. Some focus has been placed on water quality and fish habitat in the Western Gap, to adequately describe the potential effects of a ferry accident resulting in the spill of hazardous building materials into the water.

Table 3-1 Project-Environment Interaction Matrix

Project Phases and Activities	Environmental Components											
	Biophysical Environment							Socio-economic and Cultural Environment				
	Geology and Soils	Terrain and Topography	Groundwater	Air Quality	Noise and Vibration	Vegetation and Wildlife	Surface Water	Economics/ Business and Community Facilities	Cultural Heritage and Archaeological Features	First Nations	Land Use and Visual Context	Transportation and Navigation
Construction Phase												
Dismantling												
Asbestos abatement												
Strategic cutting				X	X			X	X			X
Take-down and securing				X	X			X	X			X
Transportation												
Ferry transport				X			X					X
Land transport				X	X							X
Site Preparation												
Excavation	X		X	X	X	X		X	X		X	X
Construction of foundation				X	X			X				X
Reassembly												
Reassembly and weatherproofing				X	X			X	X		X	X
Operations Phase												
Outside of Scope												
Decommissioning Phase												
Outside of Scope												

4.0 DESCRIPTION OF THE EXISTING ENVIRONMENT

The following section describes the existing environmental conditions at the Billy Bishop Airport and Downsview Park project sites. Much of this description of the existing environment at the Billy Bishop site was derived from recent federal screening EAs undertaken by Dillon Consulting Limited (Dillon, 2011a and 2011b). Conditions at Downsview Park were described in an earlier federal screening EA by SENES (2002b) and a soil and groundwater study by DCS (2002).

4.1 DESCRIPTION OF BIOPHYSICAL ENVIRONMENT

This section includes a description of the biophysical environment, including geology and soils; terrain and topography; groundwater; air quality; noise and vibration; vegetation and wildlife; and surface water.

4.1.1 Geology and Soils

Billy Bishop

The Billy Bishop airport is in the Iroquois Plain physiographic region (Dillon, 2011a). The Iroquois lake plain consists of clay till deposits and sand deposits as a result of deposition from glacial Lake Iroquois. Bedrock geology mapping for the Billy Bishop site indicates that the area is underlain by bedrock of Upper Ordovician age Georgian Bay Formation, which consists of shale, limestone, dolostone and siltstone (Dillon, 2011a). The overburden and bedrock consists of 0.5 m of fill, likely placed there during historic filling of Lake Ontario with hydraulically dredged material during the Toronto Harbourfront development in the 1950s. No combustible gas was reported during geotechnical investigations (Dillon, 2011a).

Downsview Park

Downsview Park lies within the flat-lying glacial till Peel Plain (SENES, 2002b). The near-surface deposits have been identified as either the Halton Till or Wildfield Till underlain at depth by the Halton Till. The till deposits consist of clayey silts to sandy silts with occasional interbedded sand seams. Generally, the upper 4 m of till is fractured. The till deposits are reportedly over 50 m thick overlying a grey shale bedrock with limestone interbeds of the Georgian Bay Formation (SENES, 2002b).

The Airport Administration Building is proposed to be relocated to an area of Downsview Park formerly known as the Construction Engineering Section of the former Canadian Forces Base Downsview. According to the report entitled *Disclosure of Soil and Groundwater*

Environmental Quality Assessment Former CFB Toronto (Downsview) Report B (DCS, 2002)¹, a pump island, two former underground storage tanks and a former electrical substation were identified as having been in the vicinity of the proposed building location.

The DCS report evaluated contaminants versus the Canadian Council of Ministers of the Environment (CCME) and Ontario Ministry of the Environment (MOE) standards applicable at the time (January 2002) for commercial land use. Contaminants were also evaluated versus Department of National Defence and Canadian Forces (DND) Downsview Cleanup Standards which were developed through a quantitative and qualitative risk assessment entitled *Adaptation of CCME Generic Criteria for Use at Downsview Base Lands* (SENEC, 2002a).

The 2002 DCS report indicated that arsenic was detected in the vicinity of the proposed Downsview Park site (test pit CESTP70) in excess of the CCME criterion applicable at that time; however, it was below the MOE background values for arsenic and below the DND Downsview Cleanup Standards. The CCME Standard for arsenic (12 µg/g) has not changed since 1997 and the MOE background value for arsenic has increased from 17 µg/g (MOE, 1996; applicable at the time of DCS' 2002 Report) to 18 µg/g (MOE, 2011).

This same testpit was reported to have met DND Downsview Cleanup Standards. Testpit CESTP70 was located in the vicinity of the former CANEX service station; however, DCS reports that the former station was located south of Carl Hall Road. The testpit, proposed Downsview Park site and Construction Engineering Section are all located north of Carl Hall Road.

The DND Downsview Cleanup Standards for petroleum hydrocarbon (PHC) fraction F2 and the PHC-related compounds benzene, toluene and xylene (BTX) are less conservative than the current CCME commercial standards. There were no DND Downsview Cleanup Standards developed for PHC Fraction F1 and ethylbenzene ("E" when referred to collectively with the other BTEX compounds). Therefore, there is a potential that PHC fractions F1, F2 and the BTEX compounds could exceed current CCME commercial criteria. However, given that the potential contaminant source identified (CANEX Service Station) was likely located south of Carl Hall Road, there is little likelihood of soil contamination in the vicinity of the proposed building location.

¹ The full DCS report was not available from Downsview Park, and it is assumed that the Department of National Defense only provided Downsview Park with a portion of the full report (hence "Disclosure" in the title of DCS, 2002). Consequently, some information regarding soil and groundwater was inferred based on the information available.

4.1.2 Terrain and Topography

Billy Bishop

The terrain and topography of the Billy Bishop airport is characterized by flat lands that are at grade with adjoining properties. The Billy Bishop site has been completely developed, such that the building is surrounded by other buildings, pavement and parking lots (Figure 1-1).

Downsview Park

Similarly, Downsview Park is generally flat, except for an area of rolling grasslands on the east side of Keele St., south of Sheppard Ave. At the proposed Downsview Park site, the lands are flat and at grade with adjoining properties. The site includes small areas of grass, with a few trees that were planted for ornamental purposes along the edge of roadways (Figure 1-2 and Photograph 4-1).

Photograph 4-1 The Downsview Park Site



4.1.3 Groundwater

Billy Bishop

The observed depth to groundwater at the Billy Bishop airport is approximately 1.8 to 2.2 metres below ground surface (mbgs) (Dillon, 2011a). This depth is equivalent to the elevation of Lake Ontario (water table) and the flow direction is inferred to be towards the Lake (Dillon, 2011a). No information on groundwater contamination was available for the site at the time this report was prepared.

Downsview Park

The *Disclosure of Soil and Groundwater Environmental Quality Assessment Former CFB Toronto (Downsview) Report B* (DCS, 2002) did not provide information on depth to groundwater or the groundwater flow direction². However, based upon DCS' (2002) recommended 5 m monitoring well installation depth, it can be inferred that depth to groundwater was between 3 to 5 m.

The DCS report identified that trichloroethylene (TCE) and its degradation product cis-1,2 dichloroethylene (c-1,2-DCE) detected in groundwater at monitoring well location MW-CESBH14 exceeded the DND Downsview Cleanup Standards, but at the time these findings did not exceed any MOE human health-based criteria. MW-CESBH14 is located approximately 100 m northeast of the proposed building location. DCS recommended additional monitoring wells be installed to 5 m depth to determine the location of the impacted groundwater zone. These monitoring wells have not been installed (D. Anselmi, *pers. comm.*, July 27, 2011), and it is assumed for the purposes of this EA that there is a potential for groundwater contamination below the proposed building location at a depth of 3 to 5 m below ground surface.

4.1.4 Air Quality

Billy Bishop

The primary sources of airborne emissions at the Billy Bishop airport are aircraft from the airport. Other contributors include road traffic from roadways along the Toronto waterfront, railways, and marine activity. There are no significant industrial air pollution sources or sensitive receptors to air emissions near the Billy Bishop site (Dillon, 2011a). Models of carbon monoxide and nitrogen dioxide concentrations in the Bathurst Quay area (on the Toronto waterfront) showed that these concentrations were below Ontario Ministry of Environment (MOE) ambient air quality criteria.

Downsview Park

At the proposed Downsview Park site, the primary sources of airborne emissions are from the traffic on nearby roadways. The existing businesses in Downsview Park do not produce significant amount of air emissions, and there are currently few industrial activities in the park. Bombardier Aerospace manufactures and tests new aircraft at the Downsview Airport, to the east of the proposed Downsview Park site. Current uses at Downsview Park consist primarily of outdoor and indoor recreational activities, entertainment facilities, professional offices, etc. These uses are not significant sources of air emissions.

² Ibid.

4.1.5 Noise and Vibration

Billy Bishop

The Billy Bishop Airport, and by extension the Billy Bishop site, has a sound environment typical of an airport, with the predominant sound levels generated from aircraft activities on the ground or in the air (Dillon, 2011a). Additionally, the Billy Bishop site is in close proximity to the Toronto waterfront, lending a level of background noise from traffic on the Gardiner Expressway and other nearby roadways. There are no sensitive noise receptors located near the Billy Bishop site, including outdoor recreation area, residences, and community use buildings (Dillon, 2011a). The closest sensitive noise receptors are located on the mainland on the north side of the Western Gap and Inner Harbour, at least 300 m north of the Billy Bishop site.

Downsview Park

Downsview Park has a sound environment typical of an urban area, with traffic on Sheppard Ave. being the main source of noise. The proposed Downsview Park site is adjacent to Carl Hall Road and a helicopter rental business, and is about 200 m east of the Metrolinx railway tracks. The site thus experiences noise levels typical of a commercial area, with intermittent high noise and vibration levels when helicopters are landing or taking off and when trains are passing. There are no sensitive noise receptors located near the proposed Downsview Park site, with the closest residential receptors being approximately 600 m to the west of the site.

4.1.6 Vegetation and Wildlife

Billy Bishop

There is little vegetation and wildlife at the Billy Bishop site. The lands around the Airport Administration Building have been paved and developed for the airport (Photograph 4-2). A small area (~10 m wide) of grass and trees is located in front of the building, and a few other trees are located adjacent to the airport terminal building. Grassy areas to the south of the Airport Administration Building, alongside the runways, are maintained and manicured by the airport authority (Dillon, 2011a).

Photograph 4-2 Front of Airport Administration Building



There are no water bodies that support fish within the airport, which is surrounded by the Western Gap and Lake Ontario (Dillon, 2011a). The primary composition of fish species in the nearby water bodies includes: white sucker (*Catostomus commersoni*), common carp (*Cyprinus carpio*), and northern pike (*Esox lucius*). Other species include yellow perch (*Perca flavescens*), rock bass (*Ambloplites rupestris*), largemouth bass (*Micropterus salmoides*), gizzard shad (*Dorosoma cepedianum*), pumpkinseed (*Lepomis gibbosus*), brown bullhead (*Ameiurus nebulosus*) and alewife (*Alosa pseudoharengus*) (Dillon, 2011a). Past electrofishing studies in the Western Gap usually resulted in very low abundances throughout the growing season, with the most common fish species in nearby Spadina Quay being alewife, northern pike, emerald shiner (*Notropis atherinoides*), spottail shiner (*Notropis hudsonius*), pumpkinseed and common carp (Dillon, 2011a).

Two species at risk were identified in water bodies adjacent to the airport (Dillon, 2011a). Atlantic salmon (*Salmo salar*, Lake Ontario population) is mapped along the Toronto shoreline extending from Humber Bay through Brigantine Cove, across the Toronto Harbour to the Don River. Currently, Atlantic salmon are considered *Extirpated* at the provincial and federal level but they have been listed as a priority species to be assessed and classified by the Committee on the Status of Species at Risk in Ontario (COSSARO). The shoreline of the entire Toronto Island including the Western Gap has been deemed habitat for the American eel (*Anguilla rostrata*) which has been designated *Endangered* provincially and Special Concern federally (Dillon, 2011a).

In the vicinity of the Billy Bishop airport, some bird habitats do exist which could be used by migratory birds. However, the lands that will be affected by the proposed Project provide limited to no bird habitat, as they are completely paved or built up areas. The following provides a summary of birds and bird habitat in a larger area that extends beyond the Billy Bishop site and

includes virtually the entire Toronto waterfront and Island system including the Leslie Street Spit (Dillon, 2011a):

- Three hundred (300) species of birds have been reported in this area, with 220 to 225 species expected to be present regularly each year, whereas 75 to 80 species would only be present on an irregular basis.
- Ninety (90) species are found nesting each year in Toronto waterfront areas.
- Most nesting species are found in very small numbers; only three to five species are present in large numbers, and one species in very large numbers.
- While most species are non-breeding visitors, some are present in substantial numbers as migrants, and some remain through the winter in large numbers. At any time of year, a significant number of individual birds may be found in the vicinity of the Billy Bishop Airport.
- Common birds in the area include:
 - Double-crested Cormorant;
 - Black-crowned Night-heron
 - Waterfowl (Long-tailed Duck, Canada Goose, Greater Scaup, Mallard and Common Goldeneye, etc.);
 - Raptors (osprey, harrier, hawks, eagles, falcons, Turkey Vulture);
 - Shorebirds;
 - Gulls and Terns (Ring-billed Gull, Herring Gull, Common Terns, etc.); and
 - Song Birds.

Downsview Park

Downsview Park and surrounding lands have been extensively modified by human activities over the last 150 years, most recently having been converted to a military base in 1946 (SENES, 2002b). Almost none of the habitats in Downsview Park could be considered of exceptional quality or rarity (SENES, 2002b), and the proposed Downsview Park site has only a few mature trees which were planted for ornamental reasons (Photograph 4-4). Open areas provide habitat for some species (e.g., eastern meadowlark and bobolink) which maybe be considered somewhat uncommon in the Toronto urban area (SENES, 2002b).

There are no water bodies that can support fish habitat at Downsview Park.

Photograph 4-3 Views in the Vicinity of the Downsview Park Site



4.1.7 Surface Water

Billy Bishop

Water quality in the Western Gap is generally poor, similar to the water quality in the Inner Harbour (Dillon, 2011a). There have been concentrations of nutrients and fecal coliform bacteria along the entire Toronto Waterfront that are above Provincial Water Quality Objectives (Dillon, 2011a). Within the Harbour, heavy metals and organics are particularly common. The harbour is negatively affected by the contaminated waters from the combined loadings of the Don River and the numerous storm and combined sewer outfalls, as well as point sources of contaminants such as the shipping channel at the Toronto Port Lands (Dillon, 2011a). There are no surface water features within the airport lands.

Downsview Park

There are no surface water features in the vicinity of the proposed Downsview Park site. The drainage system at Downsview Park has been extensively modified, with only a few small ditches remaining to direct surface water flow. Water quality in Black Creek, the receiving body of water to the west of Downsview Park, is considered to be of poor quality (SENES, 2002b).

4.2 DESCRIPTION OF SOCIO-ECONOMIC AND CULTURAL ENVIRONMENT

This section includes a description of the socio-economic and cultural environment, including economics/business and community facilities; cultural heritage and archaeological features; First Nations; land use and visual context; and transportation and navigation.

4.2.1 Economics/Business and Community Facilities

Billy Bishop

There are a number of businesses located on the island at the Billy Bishop airport. These are:

- Billy Bishop Airport Administration and Business Offices;
- Porter Airlines;
- Air Canada/Sky Regional Airline Inc.;
- Canada Border Services Agency;
- Ministry of Health/ORNGE (plans to relocate);
- Airborne Sensing Corporation (aerial photographers);
- Business Wings Air Charter;
- Cameron Air Services;
- Canadian Flyers Flight Training and Charters;
- Canadian Helicopters;
- The Helicopter Co.;
- Flight Executive;
- Eagle Aircraft Inc.;
- Island Airlink Corporation;
- Island Air Flight School;
- J.A. Spears and Assoc.;
- Nav Canada / Control Tower;
- Flight Information Centre;
- Tourism Toronto;
- Trans Capital Air/Stolport Corporation; and
- Trans Capital FBO (Dillon, 2011a).

Only the Toronto Port Authority makes use of the Airport Administration Building for office space and as a security post. The security post was planned to be moved to a new gatehouse in early August, 2011.

The Airport Administration Building is located close to the north boundary of the Airport. Closest residences are located on the mainland, approximately 330 metres from the site. Residences on the Toronto Islands are located on Algonquin and Wards Islands, the closest being three kilometres from the site.

The closest community recreational facility is located on the mainland, on Eireann Quay approximately 410 metres from the site. The closest recreational facility on the Toronto Islands is the Island Yacht Club, approximately 1,150 metres from the site.

Downsview Park

Downsview Park includes a mix of residential, commercial, industrial and recreational uses. The commercial tenants of the park are:

*Environmental Screening for the Removal and Relocation of the Airport Administration
Building, Billy Bishop Airport*

- Adam Fingret – Artist Studio;
- Arpi Nursery School Inc.;
- Bond Paving + Construction;
- Canadian Air and Space Museum;
- Catering by Karen;
- Coco Fashion Design Centre Inc.;
- Defcon Paintball West Inc.;
- Downsview Park Arts Alliance;
- Downsview Park Merchants Market;
- DYN Exports Inc.;
- Engineering Material Research;
- EventPlus Management;
- Exoticare;
- Frame of Mind Cinema & Photo Corporation;
- Good Vibrations Engineering Ltd.;
- Grand Prix Kartways;
- Housing Services Inc.;
- HoopDome Inc.;
- Main Space Circus Corp. (Toronto School of Circus Arts);
- Merchants Canada Inc.;
- National Squash Academy/Athletic Training Professionals;
- North York Soccer Association;
- PEAC School for Elite Athletes;
- Public Works Government Service Canada;
- The Rail Skate Park;
- Rhema Christian Ministries of Canada Inc.;
- Rotor-City Inc.;
- SERCO DriveTest;
- Toronto and Region Conservation Authority;
- Toronto Roller Derby League;
- Toronto Services Soccer League;
- Toronto Transit Commission;
- Toronto Wildlife Centre;
- True North Climbing Inc.;
- Varsity Tents Inc.;
- Volleyball Canada;
- The Warehouse Event Venue Inc.;
- and
- Weather Tech Property Maintenance Ltd.

The proposed Downsview Park site is surrounded by commercial uses, including the Canadian Air & Space Museum and Rotor-City Inc. helicopter rentals (Photograph 4-4).

There are no residences within the immediate vicinity of the proposed Downsview Park site, though there are some community recreational facilities (e.g., outdoor sports fields and a paintball range, indoor basketball and rock climbing facilities, etc.).

Photograph 4-4 Commercial Land Uses adjacent to the Downsview Park Site



Rotor-City Inc.



Canadian Air & Space Museum

4.2.2 Cultural Heritage and Archaeological Features

Billy Bishop

The Billy Bishop airport is classified as having archaeological potential by the City of Toronto (S. Hughes, *pers. comm.*, July 27, 2011). Given that the dismantling of the Airport Administration Building will only involve above-ground activities and no earthworks, the City of Toronto Archaeology Heritage Preservation Services has confirmed that an archaeological assessment of the site will not be necessary for undertaking the proposed Project.

As described in the Project Description (Section 1.1), the Airport Administration Building received recognition as a national historic site in 1989, known as “Toronto Island Airport Terminal Building National Historic Site of Canada”. The formal National Historic Site of Canada recognition consists of the building on its footprint, and describes the heritage value as:

- “A rare surviving example of air terminal construction dating from the formative years of air passenger travel”; and
- “Geared to efficiency, it centralized passenger, baggage, and air traffic control services in a structure which was placed close to and in full view of the runway.” (Canada’s Historic Places, 2011).

The minutes from the Historic Sites and Monuments Board of Canada November 1989 meeting indicate that:

The Toronto Island Airport Terminal Building was part of the first group of aviation terminals to be funded and approved by the newly formed Department of Transport as part of the development of the federally funded Trans-Canada Airway. It is one of very few early terminal buildings to have survived and is likely the oldest, extant, operating terminal of its kind in Canada.

The Toronto Island Airport Terminal Building is typical of early airport facilities in its linear design, massing, orientation and the combination of multiple functions within one structure. Its low, rectangular massing, its fenestration and its minimal detailing reveal the influence of the Modern movement. The Terminal Building provided facilities for passenger and baggage handling (including airmail service and customs and immigration processing), as well as for air traffic control and airport administration. Its design and orientation provide unimpeded views of the landing field for both passengers and airport control staff. Its axial plan facilitates the movement of passengers and baggage through the terminal and between air transportation and the ferry slip.

Photograph 4-5 Airport Administration Building (c. 1939)



Additionally, two of its character-defining elements include “its proximity and linear relationship to the runways and other early buildings at the airport” and “its close relationship to the ferry slip connecting the airport to downtown Toronto”, though these are not included in the formal recognition of the building as a National Historic Site of Canada. The building no longer functions as an airport terminal but is part of the operating airport and has been used for various commercial and administrative purposes in more recent years.

Consultation with Parks Canada (M. Yates, *pers. comm.*, August 3, 2011) indicated that since the Historic Sites and Monuments Board (HSMBC) designated the Toronto Island Airport Terminal building on its present site, its context was given importance. Some of that context was lost by way of construction of the new terminal building adjacent to the national historic site, rendering

it no longer “in full view of the runway”. Relocation of the building would create a further loss of context.

Downsview Park

The City of Toronto’s Interim Archaeological Potential Mapping (January, 2011) indicates that there are three sites of archaeological potential at Downsview Park, two of which occur adjacent to Carl Hall Road (City of Toronto, 2011). None of these sites coincide with the proposed Downsview Park site for the Airport Administration Building.

The Downsview Area Secondary Plan (E.R.A. Architects, 2009) identifies four overlapping periods of growth in the physical development of the area:

1. The establishment of de Havilland;
2. Industrial growth relating to World War II;
3. The development of CFB Downsview; and
4. The reorganization of CFB Downsview into a more modern military garrison unit.

According to the document, each of these periods has left a physical legacy that is discernible today in the architecture, function, and grouping of the buildings. Generally, the area houses a wide collection of buildings that do not share a dominant design language, but when taken together tell the story of the continuing evolution of the site as a self-contained military/industrial complex (E.R.A. Architects, 2009). The proposed Downsview Park site is open space and does not contain any built heritage resources, though is located across Carl Hall Road from “Plant Complex 1”. This building complex, built between 1929 and 1944, currently houses the Canadian Air & Space Museum. The Federal Heritage Buildings Review Office (FHBRO) has designated Plant Complex 1, and the City of Toronto has listed the Complex in the City of Toronto Inventory of Heritage Properties (E.R.A. Architects, 2009). The review of buildings for the Secondary Plan recommended that other buildings adjacent to the proposed Downsview Park site be listed in the City of Toronto Inventory, including workshops built in 1939 and 1956, and the “Construction and Engineering Section” buildings built in 1939 and 1944 (E.R.A. Architects, 2009).

4.2.3 First Nations

Billy Bishop and Downsview Park

The recent land claim agreement known as the Toronto Purchase and Brant Tract Specific Claim Settlement Agreement and Trust Agreement resolves two land claims: the Brant Tract purchase of 1797, and the Toronto purchase of 1805. These include the lands of the Billy Bishop Airport and Downsview Park, stretching from present day Etobicoke Creek in the west to Ashbridge's

Bay in the east, and from the Toronto Islands to north of the city limits. The settlement does not affect ownership of any of the land for the proposed Project, as indicated by Aboriginal Affairs and Northern Development Canada (2010).

We are not aware of any other land claim within the proposed Project area or any traditional uses by Aboriginals of relevant land or resources. Further detail regarding contact made with First Nation communities is discussed in Section 7.1 (Consultation with Aboriginal Peoples).

4.2.4 Land Use and Visual Context

Billy Bishop

Land use in the vicinity of the Billy Bishop site consists entirely of uses related to the Billy Bishop Airport, including runways, the terminal building, the Ferry Passenger Transfer Facility, hangars, parking lots, and other administrative buildings. The TPA is responsible for planning and managing the lands in the proposed Project area.

The Airport Administration Building is smaller than the other airport buildings, and cannot be seen easily from most of the vantage points available to visitors. It cannot be seen from other parts of the Toronto Islands, and is difficult to see from most areas along the Toronto waterfront.

Downsview Park

Land use surrounding the proposed Downsview Park site is entirely commercial, with the site itself being a mix of open space, road and parking lot. North of the proposed Downsview Park site is Rotor-City Inc., a helicopter rental company. South of the site, across Carl Hall Road, is the Canadian Air & Space Museum. The land at the proposed Downsview Park site is zoned “Airport Hazard Zone”, which limits the height of buildings and natural features in the vicinity of an airport (Paul Lowes, *pers. comm.* September 9, 2011).

The visual environment surrounding the proposed Downsview Park site is comprised of industrial buildings, open space with a few ornamental trees, roadways and parking.

4.2.5 Transportation and Navigation

Billy Bishop

Currently, access to the Billy Bishop Airport is by ferry from Eireann Quay across the Western Gap, as well as planes landing at the airport. Ferries cross the Western Gap every seven and a half minutes, and travel time is less than two minutes. The Gap is approximately 120 m wide, and recreational sailboats pass through it regularly to enter the Inner Harbour.

Transportation Route

The proposed transportation route shown in Figure 2-1 includes primarily arterial roads (Bathurst St., King St. W., Dufferin St., Wilson Ave., Keele St.), with some smaller roads (Eireann Quay, John Drury Dr., Carl Hall Rd.) at the beginning and end of the route. The route passes through a number of commercial and residential areas, and passes close to community centres, a temple, parks, schools and other community facilities and amenities.

Downsview Park

The proposed Downsview Park site is adjacent to Carl Hall Road, which is primarily accessed from smaller roads (John Drury Drive in the west and Chesswood Drive in the north) connecting to Sheppard Avenue West. Carl Hall Road is part of the Toronto Transit Commission (TTC) commuter route from Downsview subway station (Bus Route 101), taking passengers to and from work places and recreational facilities within Downsview Park. The road is also used by individuals driving to and from work within the Park and by others accessing the recreational facilities.

Other than these uses, there is generally low traffic volume through the park, as the roads are winding and do not provide easy access to major streets. Downsview Park is also bisected by the railway tracks (purchased by Metrolinx in 2010), which are located approximately 200 m west of the proposed Downsview Park site. As part of the Greater Toronto Area (GTA) Metrolinx plan, it is proposed that Downsview Park be the future location of a transit hub which would include a subway station as part of the Spadina subway line expansion, as well as a GO train station. Construction of the Spadina subway extension is already underway, and the transit hub is expected to be completed by 2015.

5.0 ENVIRONMENTAL EFFECTS AND MITIGATION

5.1 ASSESSMENT OF THE EFFECTS OF THE PROJECT ON THE ENVIRONMENT

The assessment of the effects resulting from the interaction of the proposed Project and the environment (see Table 3-1) includes an evaluation of mitigation and residual effects. Where residual adverse effects were found, a significance analysis was undertaken. This analysis includes descriptions of (where appropriate):

- magnitude of effect(s);
- geographic extent of effect(s);
- timing of effect(s);
- duration of effect(s);
- frequency of effect(s);
- reversibility of effect(s);
- probability of occurrence of effect(s); and/or
- societal value of environmental components affected.

The descriptions of these criteria were based on professional judgement, using experience gleaned from past projects of similar nature and scope.

5.1.1 Biophysical Environment

5.1.1.1 *Geology and Soils*

Effects

No effects to soils are expected at the Billy Bishop site, since no earthworks will be undertaken as part of the project. The only potential effects to soils may occur during the excavation at the proposed Downsview Park site in preparation for the construction of the basement and the laying of the building's foundation. However, contaminated soil is not expected in the area of the excavation at the proposed Downsview Park site. Although arsenic is reported to exceed the CCME guideline, it is reportedly below the background levels typical in Ontario soils.

The location of the Airport Administration Building at Downsview Park is expected to be a minor construction project, which will occur within a small, well-defined space. The proposed Project is not expected to alter the landscape or terrain, and since the basement will only be excavated to a depth of 2.4 m, no effects on geology are predicted.

Mitigation

Since no adverse effects to geology and soils are predicted, no mitigation measures are recommended. Mitigation to minimize dust from construction activities is discussed later in Section 5.1.1.3 (Air Quality).

Residual Effects

Based on the above analysis, no residual effects of the proposed Project on geology and soils are predicted.

5.1.1.2 Groundwater

Effects

No effects to groundwater are expected at the Billy Bishop site, since no earthworks will be undertaken as part of the project. Effects to groundwater will occur only during the excavation of the proposed Downsview Park site in preparation for the construction of the basement and the laying of the building's foundation.

The basement will be excavated to a depth of 8 ft (2.4 m). Assuming that the groundwater table is 3 to 5 m below surface (based upon DCS' (2002) recommended 5 m monitoring well installation depth), the excavation is not expected to affect groundwater quality at the site.

Since no groundwater test results are available in the vicinity of the proposed location, the groundwater is assumed to be contaminated with TCE, its degradation product (c-1,2 DCE) and the other associated degradation products (trans-1,2 dichloroethylene (t-1,2 DCE), 1,1 dichloroethylene (1,1 DCE) and vinyl chloride (VC)), based on DCS' report (2002). Vapours from these compounds in groundwater can accumulate in overlying buildings and basements, causing potential human health effects.

Mitigation

In order to prevent contact with potentially contaminated groundwater, the contractor should ensure that the excavation remains above the groundwater table (estimated to be 3 to 5 m below ground surface).

In order to mitigate the potential accumulation of vapours from TCE and associated degradation products within the building or basement (if present), a sub-slab ventilation system should be installed to prevent the migration of the vapours from groundwater into the indoor air.

Residual Effects

Following the implementation of the mitigation measures described above, no residual adverse effects of the proposed Project on groundwater are predicted.

5.1.1.3 Air Quality

Effects

During the Project activities, there will be a localized increase in airborne particulates (dust) and tailpipe emissions from heavy machinery and transport vehicles (trucks and ferries). It is estimated that a total of 15 truck trips and 15 ferry trips will be required to transport the dismantled building for the Billy Bishop Airport to the proposed Downsview Park site. At the proposed Downsview Park site, dust and emissions will be produced both from the transportation of the building and the excavation and removal of soil. Emissions related to transportation are expected to be insignificant taking into consideration the very small number of truck trips involved in transporting the dismantled Airport Administration Building from Billy Bishop Airport to Downsview Park, and the existing emission load from unrelated traffic in the area. At the proposed Downsview Park site, the construction site would be small and would require the use of only a small number of trucks. Consequently, the production of dust and tailpipe emissions due to the Project is typical of a construction site, highly localized, and of a temporary nature.

Mitigation

Depending on site-specific requirements, the following mitigation measures will be drawn upon to minimize air quality effects during construction:

- flushing and/or wet sweeping paved surfaces;
- limiting vehicle speed on-site;
- minimizing equipment idling; and
- covering/stabilizing any stockpiles of soil aggregates or other bulk materials (as needed).

Residual Effects

Within the urban context of the Billy Bishop Airport and Downsview Park, air quality effects are expected to be minor. With the implementation of the applicable mitigation measures, no residual adverse effects on air quality are anticipated.

5.1.1.4 Noise and Vibration

Effects

The proposed Project will generate noise and vibration typical of a small-scale construction project. At the Billy Bishop site, the primary sources of such effects will be heavy equipment used to dismantle, secure, and transport the building. At the proposed Downsview Park site, the primary sources of such effects will be heavy equipment used to excavate the basement and reassemble the building. These are all considered temporary effects. The noise and vibration effects as a result of the proposed Project will thus be temporary in nature and highly localized to both Project sites. Due to the nature of the Project, in particular the lack of pile driving and blasting, no vibration effects are anticipated at either the Billy Bishop site or the proposed Downsview Park site.

Mitigation

The proposed Project will comply with the spatial and temporal noise limitations for construction activities stipulated in the City of Toronto Noise By-law (No. 111-2003). In addition, all equipment involved in the construction activities will be maintained in good working order. Best practices will be employed to reduce the amount of disturbance caused by the dismantling, securing and reassembly of the building.

Residual Effects

Within the urban context of the Billy Bishop Airport and Downsview Park, noise and vibration effects are expected to be minor. With the implementation of the mitigation measure and the observance of the local by-laws, no residual adverse effects on noise and vibration are anticipated.

5.1.1.5 Vegetation and Wildlife

Effects

Wildlife habitat at the Billy Bishop and proposed Downsview Park sites is minimal, consisting primarily of a few trees and manicured lawns. Some temporary nuisance effects to wildlife due to noise may occur, but no nuisance effects from dust and emissions are expected. Wildlife at both sites is generally habituated to human activities in an urban environment setting, and is not expected to be significantly disturbed by noise effects associated with the proposed Project. Consequently, the proposed Project it is not expected to discourage wildlife from using the sites once construction is complete.

At the proposed Downsview Park site, two mature trees and potentially a small tree will be removed (see Photograph 4-1) during the excavation of the building's new basement.

There are no water bodies that support fish at either site, and thus no effects to fish as a result of the Project are expected.

Mitigation

The mature trees will be relocated to an appropriate area near the proposed Downsview Park site.

Residual Effects

Given the lack of wildlife habitat in the immediate vicinity of both sites, and taking into account the mitigation measure described above, no residual adverse effects to vegetation and wildlife are anticipated.

5.1.2 Socio-economic and Cultural Environment

5.1.2.1 Economics/Business and Community Facilities

Effects

No physical effects to businesses at either site are expected to occur. However, these businesses may experience temporary nuisance effects due to the minor production of dust, noise and vibration from construction vehicles and heavy equipment, and minor traffic delays from construction vehicles and the construction laydown areas.

Mitigation

Mitigation measures to reduce air emissions, dust, noise and vibration are discussed in Sections 5.1.1.3 and 5.1.1.4, and construction activities will adhere to the City's Noise By-law. Local businesses will be informed of the proposed Project and notified when construction activities are likely to occur. Proper signage and detours (if appropriate) will be employed to minimize disturbances to traffic.

Residual Effects

Given the mitigation measures described above and the temporary nature of the nuisance effects to local businesses, no residual adverse effects are expected.

5.1.2.2 Cultural Heritage and Archaeological Features

Effects

As described in Section 4.2.2, the Airport Administration Building is a National Historic Site, and the building's designation includes the building itself and its footprint. However, its context was given importance in the designation, stating that the building was placed "placed close to and in full view of the runway". Some of this context has been lost through the construction of the new terminal building, since the Airport Administration Building is no longer in view of the runway. Further context would be lost in the relocation of the building, thus endangering the building's heritage designation. The building could also be damaged during relocation, which could affect its heritage value.

There will be no earthworks at the Billy Bishop site, and the proposed Downsview Park site does not include any sites of archaeological potential. As a result, no effects to archaeological resources are predicted at either site.

Mitigation

The dismantling, transportation and reassembly of the building will be undertaken in compliance with the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada, 2010), specifically the guidelines for buildings.

As recommended by the Ministry of Tourism and Culture (see Table 7-1 and Appendix A), a Heritage Impact Assessment should be undertaken to identify the cultural heritage value of any individual built heritage resources or cultural heritage landscapes located within or near the Project area. The results of this assessment will be used to ensure that the Project will have limited impacts on the heritage value of the Airport Administration Building.

Residual Effects

With the mitigation measures proposed above, it is expected that the heritage value of the building will not be significantly affected, and no adverse residual effects are predicted.

5.1.2.3 Land Use and Visual Context

Effects

Land use and zoning at the Billy Bishop site will not be affected by the proposed Project, since the building is being removed and the foundation will be rough graded for future use. The proposed Downsview Park site is currently open space surrounded by commercial buildings. Excavation of the site and reassembly of the building will change the land use to commercial, which is similar to the site's surroundings. The proposed Downsview Park site is located in an

area of the park that will not be subject to rezoning and site plan approval, though has been included in the recent Official Plan Amendment (D. Anselmi, *pers. comm.*, July 27, 2011). The building will not conflict with current zoning (Airport Hazard Zone), since it is shorter than many surrounding buildings and will not interfere with airport flight paths. The building will also not be in the flight path of the helicopters taking off from Rotor-City Inc. (D. Anselmi, *pers. comm.*, July 27, 2011).

Views of the Billy Bishop Airport will not be significantly affected, since the building is smaller than the other airport buildings and could not be seen from most vantage points in or adjacent to the airport. At the proposed Downsview Park site, the building will be consistent with the built environment surrounding it.

Mitigation

No changes to zoning are required, and thus no mitigation measures are necessary.

Residual Effects

Given that changes to zoning will not be required at either site, and the visual environment will not change substantially at either site with the relocation of the building, no residual adverse effects are predicted.

5.1.2.4 Transportation and Navigation

Effects

There is minimal vehicle traffic at the Billy Bishop Airport, and thus construction activities are not predicted to have effects on traffic circulation. Current uses at Downsview Park consist primarily of outdoor and indoor recreational activities, entertainment facilities, professional offices, etc. Car and bus traffic related to these uses may be temporarily impeded as construction laydown areas are created and heavy equipment is used.

Transportation of the building pieces will require ferries and flatbed trucks, and the number of ferries and trucks (approximately 15) is expected to be low and occur at spaced intervals. Adverse effects to navigation in the Western Gap and along the transportation route are thus predicted to be minor.

Mitigation

Transportation of the building will occur after regular business hours in coordination with Toronto Police Services.

Residual Effects

The effects to transportation and navigation are typical of a construction project of this type, and will be temporary and spread over a number of months. Consequently, no residual adverse effects are predicted.

5.2 ACCIDENTS AND MALFUNCTIONS

Consideration of the environmental effects of accidents and malfunctions during construction, operation/maintenance and decommissioning is required under *CEAA*.

Safety Practices

There is potential for accidents or malfunctions to occur during any construction project of this nature. To reduce the risk of accidents and malfunctions, the requirements of the Ontario *Health and Safety Act* will be followed, and a Health and Safety Plan must be supplied by the contractor. In addition, operational safety practices will be followed on the construction site including the use of personal protective equipment (PPE) during the use of heavy machinery related to the dismantling and reassembly of the building.

Spill Management

While there are no liquid wastes identified in the Airport Administration Building, there is the potential that a ferry carrying pieces of the building could overturn in the Western Gap. This would cause the hazardous substances discussed in Chapter 6.0 (excluding asbestos, which will be removed before transportation) to enter the waters of the Western Gap and potentially the inner harbour.

It is expected that the contractor will provide a Contingency Plan for such an occurrence prior to the contract being issued for the proposed Project, which would include methods to retrieve the pieces of the building. The plan would also include, but would not be limited to:

- roles and responsibilities of intervening personal;
- a communication plan contractor personnel and regulatory agencies; and
- follow-up actions.

With the implementation of these mitigation measures, no residual adverse environmental effects are expected to occur. A full discussion of the management and disposal of hazardous substances, including mitigation measures, is included in Chapter 6.0.

5.3 EFFECTS OF THE ENVIRONMENT ON THE PROJECT

Potential effects of the environment on the proposed Project are related to severe weather events. Severe weather events, such as tornados, hurricanes, and thunderstorms, could affect the proposed Project by making the dismantling, transportation or reassembly of the building more difficult or temporarily impossible. The likelihood of major storm events is minimal and therefore not anticipated to occur, however construction and ferry transportation activities should be postponed should a major storm event occur.

5.4 CUMULATIVE EFFECTS ASSESSMENT

The potential for effects from the proposed Project to combine with the effects of other likely projects and activities in the vicinity of the Project activities was considered in this EA screening as part of an assessment of cumulative effects. For cumulative effects to occur, there must be an overlap of effects in both time and space with effects from other past, existing and future actions. The cumulative effects study area for the proposed Project was defined as the Billy Bishop Airport, the transportation route and directly adjacent areas, and Downsview Park.

5.4.1 Other Projects

Table 5-1 summarizes other past, existing and future projects or activities (certain and reasonably foreseeable) that may affect the same environmental components as the proposed Project. Considering the temporal boundaries of the proposed Project, projects and activities occurring within six months (before or after) the proposed Project were considered in the cumulative effects analysis.

Table 5-1 Other Projects and Activities Relevant to the Cumulative Effects Assessment

Category	Location	Projects or Activities	Description
Past or Existing Projects or Activities	Downsview Park	Construction of the Spadina subway extension	The construction of an extension to the Spadina subway line is currently underway, with a planned station near the north boundary of Downsview Park (intersection of Sheppard Ave. W. and the Metrolinx railway).
Reasonably Foreseeable Projects or Activities	Billy Bishop Airport	Construction of noise barriers and engine ground run-up enclosure	The construction of noise barriers and a ground run-up enclosure is expected to commence in the Summer of 2011 and take two to three months.
	Billy Bishop Airport	Construction of a pedestrian/services tunnel and perimeter road	The construction of the tunnel and road is expected to occur in late 2011/early 2012.

5.4.2 Cumulative Effects

As previously described, while the proposed Project is expected to result in some short-term localized construction effects, no longer-term effects are expected. As such, the focus of the cumulative effects assessment was on the construction period, which includes the dismantling, transportation, site preparation and reassembly of the building.

Billy Bishop

Two construction projects could overlap with the proposed Project. These are the construction of noise barriers and an engine ground run-up enclosure (GRE), and the construction of a pedestrian/services tunnel and perimeter road. The noise barriers project is expected to commence in the Summer of 2011 and take two to three months to complete, while the pedestrian tunnel project is anticipated to be built in late 2011/early 2012, once the tender and contracting and final design are confirmed and awarded. Federal screening EAs have previously been completed for these two projects (Dillon 2011a and 2011b).

Given the timeline of the proposed Project (maximum 12 weeks, beginning in the summer of 2011), there is potential temporal overlap at the beginning of the proposed Project with the noise barriers and GRE project, and temporal and spatial overlap at the end with the pedestrian tunnel project. Possible cumulative effects between these two projects and the proposed Airport Administration Building removal and relocation Project relate to construction nuisance effects on air quality (dust), noise and vibration, as well as truck traffic generated by the projects. In all cases, these effects are typical of construction projects of this type. These effects are discussed separately below.

Dust

The effect of dust is deemed to be insignificant for the following reasons, provided proper mitigation measures are implemented as discussed in Section 5.1.1.3:

- the geographic extent of the effect is limited to the Billy Bishop site;
- the duration of the effect is short-term as two of the projects will only overlap during periods of a few weeks to a few months;
- the frequency/probability of the effect is high as dust will be generated during construction; however, mitigation measures can render the effect insignificant;
- the reversibility of the effect is reversible, and the effects are minor;
- the societal value is low as the lands are found within an airport; and
- a comprehensive dust mitigation program will be implemented on a required basis to address any potential issues.

Noise and Vibration

The effect of noise is deemed to be insignificant for the following reasons, provided proper mitigation measures are implemented as discussed in Section 5.1.1.4:

- the magnitude of the effect is low considering the background noise levels in Toronto;
- the geographic extent of the effects is limited to Billy Bishop site;
- the duration of the effect is short-term as two of the projects will only overlap during periods of a few weeks to a few months;
- the reversibility of the effect is reversible, and the effects are minor;
- the effects on human health is low as noise is expected to be within regulatory limits; and
- the societal value is low as the lands are found within an airport.

Truck Traffic

Truck traffic is also deemed to be insignificant for the following reasons; provided proper mitigation measures are implemented as discussed in Section 5.1.2.4:

- the magnitude of the effect is low considering truck traffic for the proposed Project will be minimal (approximately 15 trucks spread out over 4-6 weeks);
- the geographic extent of the effects is limited to the Billy Bishop site, and potentially roadways near the waterfront (Eireann Quay/Bathurst St.);
- the duration of the effect is short-term as two of the projects will only overlap during periods of a few weeks to a few months;
- the frequency/probability is low as only 15 trucks will be used; with a traffic controller on site as required, this effect would be minimized;
- the reversibility is moderate as adverse effects are manageable by placing a traffic controller on site as needed; and
- the effects on human health are low as measures to prevent accidents will be implemented such as by placing a traffic controller on site as needed. Furthermore there will only be a small number of trucks working in a very small area.

Based on the above evaluation, no cumulative effects between the proposed Project and other projects at the Billy Bishop site are anticipated.

As the TPA is a proponent of all of these projects, they would be responsible to ensure that concurrent construction activities do not conflict or result in negative cumulative effects, particularly in relation to safety during airport operations.

Downsview Park

Construction is currently underway for the extension of the Spadina subway line. A transit hub (subway and GO Train) is planned near the northern boundary of Downsview Park, at the intersection of Sheppard Ave. W and the Metrolinx railway. Construction is planned to be completed in 2015.

While there is temporal overlap between this construction and the site preparation and reassembly of the Airport Administration Building, the two projects are spatially separated and the TTC construction will occur largely underground. Consequently, nuisance effects from construction would not overlap in a measurable way. However, the construction of the transit hub may result in road closures at Downsview Park, which could delay the transportation of the Airport Administration Building.

In addition to the mitigation measures discussed in Section 5.1.2.4, the following mitigations should also be included:

- Once a transportation route and Project schedule are finalized, consult with TTC transportation engineers to determine whether road closures from the TTC construction will affect the proposed Project.

The cumulative effects of truck traffic are deemed to be insignificant for the following reasons:

- the magnitude of the effect is low considering delays will likely be minimal (a few hours at most);
- the geographic extent of the effects is limited to the vicinity of the proposed Downsview Park site;
- the duration of the effect is short-term, occurring only while pieces of the building are being transported;
- the frequency/probability is low as only five trucks will be used for transportation and a few more for soil removal;
- the reversibility is moderate as adverse effects are manageable by placing a traffic controller on site as needed; and
- the effects on human health are low as measures to prevent accidents will be implemented such as by placing a traffic controller on site as needed. Furthermore there will only be a small number of trucks working in a very small area.

Based on the above evaluation, no cumulative effects between the proposed Project and other projects at the proposed Downsview Park site are anticipated.

5.5 SUMMARY OF ENVIRONMENTAL EFFECTS AND THEIR SIGNIFICANCE

Table 5-2 presents the results of a significance analysis for the proposed Project potential residual adverse effects. The significance of residual adverse effects was assessed based on professional judgement, using the criteria described at the beginning of this Chapter. As indicated in Table 5-2, the proposed Project is not expected to have any significant residual adverse effects on the biophysical and/or socio-economic and cultural environments. Furthermore, there are no significant residual effects associated with accidents/malfunctions, effects of the environment on the proposed Project or cumulative effects.

An overview of mitigation measures is provided in Table 5-3, with mitigation measures recommended for Geology and Soils; Air Quality, Noise and Vibration; Vegetation and Wildlife; Economics/Business and Community Facilities; Cultural Heritage and Archaeological Features; Transportation and Navigation; Accidents and Malfunctions and Cumulative Effects.

Table 5-2 Summary of Project Effects

Environmental Component	Potential Adverse Effects?		Can Effects be Mitigated?		Are Residual Effects Significant?	
	Yes	No	Yes	No	Yes	No
<i>Biophysical Environment</i>						
Geology and Soils	X		X			X
Terrain and Topography		X				
Groundwater	X		X			X
Air Quality	X		X			X
Noise and Vibration	X		X			X
Vegetation and Wildlife	X		X			X
Surface Water		X				
<i>Socio-economic and Cultural Environment</i>						
Cultural Heritage and Archaeological Features	X		X			X
First Nations		X				
Land Use and Visual Context		X				
Transportation and Navigation	X		X			X
<i>Other Factor</i>						
Accidents and Malfunctions	X		X			X
Effects of the Environment on the Project		X				
Cumulative Effects	X		X			X

Note: The significance of residual adverse effects was assessed based on professional judgement.

Table 5-3 Summary of Proposed Mitigation Measures

Potentially Affected Environmental Component(s)	Proposed Mitigation
Construction Phase	
Groundwater	<ul style="list-style-type: none"> • Avoiding contact with potentially contaminated groundwater by ensuring that the excavation remains above the groundwater table (estimated to be 3 to 5 m below ground surface); and • Installing a sub-slab ventilation system.
Air Quality (dust, emissions)	<ul style="list-style-type: none"> • Flushing and/or wet sweeping paved surfaces; • Positioning portable emission sources (e.g., portable diesel engines) as far as practical from sensitive receptors; • Limiting vehicle speed on-site; • Minimizing equipment idling; and • Covering/stabilizing any stockpiles of soil aggregates or other bulk materials (as needed).
Noise and Vibration	<ul style="list-style-type: none"> • Adherence to applicable noise regulations for operation of equipment; • Maintenance of all equipment in good working order; and • Appropriate methods used to reduce the amount of disturbance caused by the dismantling, securing and reassembly of the building
Vegetation and Wildlife	<ul style="list-style-type: none"> • Relocation of mature trees.
Economics/Business and Community Facilities	<ul style="list-style-type: none"> • Inform local businesses of the proposed Project and them when construction activities are likely to occur; • Schedule activities after regular business hours to minimize nuisance to local businesses; and • Employ proper signage and detours to minimize disturbances to traffic.
Cultural Heritage and Archaeological Features	<ul style="list-style-type: none"> • Comply with <i>Standards and Guidelines for the Conservation of Historic Places in Canada</i> (Parks Canada, 2010). • Undertake a Heritage Impact Assessment.
Transportation and Navigation	<ul style="list-style-type: none"> • Transportation of the building will occur in compliance with the City's Noise By-law.
Accidents and Malfunctions	<ul style="list-style-type: none"> • Contractor to provide Contingency Plan and Health and Safety Plan; and • Follow operational safety procedures on the construction site including the use of PPE.
Cumulative Effects	<ul style="list-style-type: none"> • TPA to ensure that concurrent construction activities do not conflict or result in negative cumulative effects, particularly in relation to safety during airport operations. • Once a transportation route and Project schedule are finalized, consult with TTC transportation engineers to determine whether road closures will affect the proposed Project.
Designated Substances and Hazardous Materials	<ul style="list-style-type: none"> • See Chapter 6.0.

6.0 DISCUSSION OF DESIGNATED SUBSTANCES AND HAZARDOUS MATERIALS

The Ontario *Occupational Health and Safety Act* requires that a list of all “designated substances” at a project site be provided to all bidders at the tendering stage and that the “Constructor” for a project shall ensure that each prospective contractor and subcontractor for the project has received a copy of the list before entering into a contract. Eleven substances are classified as “designated substances” in Ontario: asbestos, lead, silica, mercury, arsenic, benzene, acrylonitrile, ethylene oxide, isocyanates, vinyl chloride, and coke oven emissions. Of these, asbestos, lead, mercury and silica are considered the most likely to be encountered in materials and equipment found in buildings.

A report entitled “*Final Report, Designated Substances and Hazardous Materials Assessment, Billy Bishop Airport, Terminal A, 2 Eireann Quay, Toronto, ON, M5J 1B7*”, prepared for the Toronto Port Authority by Stantec Consulting, dated February 25, 2011, was reviewed for this assessment. Information obtained from the report was utilized to develop recommendations related to the removal, handling and/or disturbance of designated substances and hazardous materials present at the subject site.

The following sections discuss recommended mitigation measures for the control of asbestos, lead, silica and mercury, as well as polychlorinated biphenyls (PCBs), ozone-depleting substances (ODSs) and mould.

6.1 ASBESTOS

Control of exposure to asbestos is governed in Ontario by Regulation 278/05 – *Regulation respecting Asbestos on Construction Projects and in Buildings and Repair Operations* – made under the Occupational Health and Safety Act (O.Reg. 278/05). Disposal of asbestos waste (friable and non-friable materials) is governed by Ontario Regulation 278/05 and by Ontario Regulation 347 – *Waste Management, General*. O.Reg. 278/05 classifies asbestos work operations into three types (Type 1, 2 and 3) and specifies procedures to be followed in conducting asbestos abatement work.

In addition to the above-noted report, the report entitled “*Visual Assessment for Asbestos-Containing Materials, Toronto City Centre Airport, Terminal A Crawl Space, Toronto, Ontario*” (February 21, 2003), prepared for the TPA by Jacques Whitford Environmental Limited, was also reviewed. Information and bulk sample analysis results obtained from this report were utilized during the course of our information review. No further investigative work was completed, nor were any additional samples of material collected.

Based on review of results of information provided and laboratory analyses of samples collected by others, the following asbestos-containing materials were found to be present in Airport Administration building (Terminal A):

- thermal insulation applied to pipe straights and pipe fittings in the crawl space;
- thermal insulation debris throughout the crawl space; and
- exterior roof caulking.

Removal of asbestos-containing thermal insulation and debris would be classified as a Type 3 operation in accordance with O.Reg. 278/05. Removal of asbestos-containing caulking using non-powered, hand held tools would be classified as a Type 1 operation in accordance with O.Reg. 278/05.

Asbestos may also be present in materials which were not sampled during the course of the surveys carried out by others, including, but not limited to, gaskets in piping or in equipment, components of electrical equipment (i.e., conduits, wiring, etc.), and/or locations that are presently inaccessible (e.g., vermiculite in the interior of block walls, thermal insulation in pipe chases, behind walls, above solid ceilings). Confirmatory testing of any such materials could be undertaken as the need arises (i.e., at the time of relocation or restoration activities) or the materials can be assumed to contain asbestos based on the findings in adjacent areas and handled accordingly. Note that electrical systems would have to be de-energized and locked out prior to sampling of any electrical equipment.

In addition, the laboratory reports included in the previous assessments indicate that the testing laboratory (EMSL) stated that “non-friable organically bound materials present a problem matrix and therefore EMSL recommends gravimetric reduction prior to analysis”. Further sampling and analysis of vinyl floor tile, caulking and roofing tar samples may be required to satisfy the analytical method limitations.

6.2 LEAD

The *Surface Coating Materials Regulations* made under the *Hazardous Products Act* (SOR/2005-109) sets a maximum concentration of total lead of 90 mg/kg (0.009 percent or 90 parts per million) for surface coating materials, including paints, effective October 21, 2010. This criterion level applies to the sale and importation of new surface coating materials. Results from laboratory analysis of paint samples collected by others are significantly higher than the maximum concentration for total lead level as referenced above.

Lead may also be present in glazing on ceramic tiles, in the solder on the seals of bell joints of any cast iron drainpipe and in the solder on the sweated-on joints between copper pipe and fittings.

The Ministry of Labour *Guideline, Lead on Construction Projects* (Ministry of Labour, 2004a), provides guidance in the measures and procedures that should be followed when handling lead-containing materials during construction projects. In the guideline, lead-containing construction operations are classified into three groups – Type 1 (low risk), Type 2 (medium risk) and Type 3 (high risk) based on presumed airborne concentrations of lead, as shown in Appendix C, Table C-2 of the *Guideline*. Any operation that may expose a worker to lead that is not a Type 1, Type 2, or Type 3b operation, is classified as a Type 3a operation.

The measures and procedures outlined in the Ministry of Labour *Guideline, Lead on Construction Projects* should be followed during relocation and restoration activities.

6.3 MERCURY

No special requirements exist in Ontario for disposal of small quantities (less than 30) of waste light tubes. Larger quantities of waste light tubes (more than 30) generated during renovations or building demolition and waste mercury from equipment must either be recycled or disposed of in accordance with the requirements of Ont. Reg. 347 – *Waste Management, General*.

Waste mercury in amounts less than 5 kg per month are exempt from the generator registration requirements prescribed by O.Reg. 347. Waste mercury from mercury switches or gauges should, however, be properly collected and shipped to a recycling facility or disposed of as a hazardous waste. Removal of mercury-containing equipment (e.g., switches, gauges, controls, etc.) should be carried out in a manner which prevents spillage and exposure to workers.

Proper procedures for removing mercury-containing equipment (thermostats and silent light switches, for example, and any other mercury-containing equipment found to be present at the time of dismantling) typically involve:

- removal of the mercury-containing equipment in a manner designed to prevent breakage;
- removal of the equipment over or in a containment device sufficient to collect and contain any mercury released in case of breakage;
- ensuring that a mercury clean-up system is readily available to immediately transfer any mercury resulting from spills or leaks from broken equipment and that any mercury resulting from spills or leaks is immediately transferred to an appropriate container;
- ensuring that the area in which equipment is removed is well ventilated;

- ensuring that workers removing equipment are thoroughly familiar with proper waste mercury handling and emergency procedures, including transfer of mercury from containment devices to appropriate containers;
- storing removed switches in closed, non-leaking containers that are in good condition; and
- packing removed switches in the container with packing materials adequate to prevent breakage during storage, handling and transportation.

6.4 SILICA

Silica exists in several forms of which crystalline silica is of most concern with respect to potential worker exposures. Quartz is the most abundant type of crystalline silica. Some commonly used construction materials containing silica include brick, refractory brick, concrete, concrete block, cement, mortar, rock and stone, sand, fill dirt, topsoil and asphalt containing rock or stone.

The Ministry of Labour *Guideline, Silica on Construction Projects* (Ministry of Labour, 2004b), provides guidance in controlling exposure to silica dust during construction activities. In the guideline, silica-containing construction operations are classified into three groups – Type 1 (low risk), Type 2 (medium risk) and Type 3 (high risk) based on presumed airborne concentrations of respirable crystalline silica in the form of cristobalite, tridymite, quartz and Tripoli.

The measures and procedures outlined in the Ministry of Labour *Guideline, Silica on Construction Projects* should be followed during relocation and restoration activities.

Dismantling activities, including strategic cutting and break up of concrete, masonry, etc. are not classified as specific operations in the Ministry of Labour guidelines and would, therefore, constitute a Type 1 operation. If power tools are used to remove silica-containing materials, then the work would be classified as a Type 2 operation.

Measures and procedures recommended in the guideline for Type 1 operations are as follows:

- workers exposed to silica should wear a half-mask particulate respirator with N , R-, or P-series filters and 95, 99 or 100% efficiency;
- clean-up after each operation should be done to prevent dust containing silica from spreading;
- compressed air should not be used for removing dust from clothing;
- workers exposed to silica should be provided with or have access to washing facilities equipped with clean water, soap, and individual towels;

- silica dust on personal protective clothing and equipment should be removed by damp wiping or HEPA vacuuming;
- contaminated personal protective clothing and equipment should be handled with care to prevent disturbing the silica dust and the generation of airborne silica dust;
- washing facilities and laundering procedures must be suitable for handling silica-contaminated laundry; and
- warning signs should be posted in sufficient numbers to warn of the silica hazard. There should be a sign, at least, at each entrance to the work area. The signs should display the following information in large, clearly visible letters:
 - there is a silica dust hazard;
 - access to the work area is restricted to authorized persons; and
 - respirators must be worn in the work area.

6.5 POLYCHLORINATED BIPHENYLS

Removal of in-service equipment containing PCBs, such as fluorescent light ballasts, capacitors and transformers, is subject to the requirements of the federal *PCBs Regulations* (discussed below). When the PCB materials are classified as waste, jurisdiction falls under the MOE and O.Reg. 362. All remedial and PCB management work must be carried out under the terms of a Director's Instruction issued by an MOE District Office (for quantities of PCB fluid greater than 50 litres). The PCB waste stream, regardless of quantity, must be registered with the MOE, in accordance with O.Reg. 347 – *Waste Management, General*. O.Reg. 362 applies to any equipment containing greater than 1 kg of PCBs. Current MOE policies will, therefore, allow a one-time disposal of up to 40 ballasts as municipal waste. For quantities greater than 40, the ballasts must be classified as PCB waste and either placed into temporary storage or disposed of at an acceptable facility.

In order to verify if a ballast contains PCBs or not, the date code stamped on the bottom (or back) of the ballast should be checked on each ballast removed by an electrician at the time of dismantling of the lights for comparison with information published by the manufacturers and by the federal government regarding which ballasts contain PCB fluids. Any ballasts manufactured prior to January 1980 should be assumed to contain PCBs unless otherwise indicated. The publication entitled *Identification of Lamp Ballasts Containing PCBs, Report EPS 2/CC/2 (revised)*, by Environment Canada, dated August 1991, provides guidance in this regard. It should be noted that most manufacturers in the U.S. and Canada voluntarily discontinued the manufacture of PCB containing ballasts in the late 1970s. It is possible, therefore, that ballasts manufactured between mid 1978 and 1980 do not contain PCBs.

6.6 OZONE-DEPLETING SUBSTANCES

If any ODS-containing equipment is to be removed then they must be handled in the following manner:

- any equipment designated for disposal as scrap must be drained of its contents by a licensed technician and equipped with a label indicating that the equipment no longer contains any refrigerant. The specific requirements for information on the label, as specified in the regulation, must be adhered to;
- equipment designated for relocation to another facility must be drained and labelled, as above; and
- any equipment that is drained to facilitate relocation to another facility must be tested for leaks prior to re-filling. The equipment must be re-filled within six months of the leak test.

6.7 MOULD

All mould impacted materials be removed prior to, or in conjunction with, relocation or restoration activities.

Control of exposure to mould is required under Section 25(2)(h) of the *Ontario Occupational Health and Safety Act*, which states that employers shall take every precaution reasonable in the circumstances for the protection of workers. Recommended work practices are outlined in the following documents:

- Information Bulletin — Abatement and Mould Remediation in Construction. Ontario Ministry of Labour. January 2000.
- Mould Guidelines for the Canadian Construction Industry. Standard Construction Document CC82 2004. Canadian Construction Association.
- EACO Mould Abatement Guidelines, 2004 — Edition 1, Environmental Abatement Council of Ontario.

7.0 CONSULTATION

Due to the site-specific nature of the project in two already built up areas, formal public consultation was not deemed necessary as part of this assessment. The project notice was posted on the Canadian Environmental Assessment Registry (CEAR).

7.1 CONSULTATION WITH ABORIGINAL PEOPLES

The lands at both sites are not currently used by Aboriginal communities. In addition, since the Project lands at the Billy Bishop Airport are located on lands that are mostly fill, they would not be of historical or cultural interest to these communities. Consequently, no Aboriginal communities were contacted regarding the proposed Project.

7.2 CONSULTATION WITH AGENCIES

The following agencies were contacted during the preparation of the EA:

Federal:

- Environment Canada;
- Historic Sites and Monuments Board of Canada;
- Parks Canada;
- Public Works and Government Services Canada; and
- Transport Canada.

Provincial:

- Ministry of the Environment; and
- Ministry of Tourism and Culture.

Municipal:

- Waterfront Secretariat; and
- Archaeology Heritage Preservation Services.

Conservation Authorities:

- Toronto and Region Conservation Authority.

Table 7-1 summarizes the input from the agencies that expressed interest in the proposed Project, and provides information as to how the input was incorporated into the EA. Responses from agencies are included in Appendix A.

Table 7-1 Agency Input

Agency	Input Received	Comments
Archaeology Heritage Preservation Services (City of Toronto)	Due to the fact that there will be no soil disturbance associated with the removal of the structure, HPS will not be requiring an archaeological assessment in this instance.	Comments noted.
Environment Canada	Environment Canada (EC) would be able to provide expert advice to the Toronto Port Authority in our role as a Federal Authority under the <i>Canadian Environmental Assessment Act (CEAA)</i> . Our advice would relate to aspects such as waste management, water quality and migratory birds stemming from our mandates under legislation including the <i>Canadian Environmental Protection Act</i> , the pollution prevention provisions of the <i>Fisheries Act</i> , and the <i>Migratory Birds Convention Act</i> , respectively.	Comments noted.
Historic Sites and Monument Board of Canada	<p>The building was designated a national historic site in 1989 as a rare surviving example of air terminal construction dating from the formative years of air passenger travel. In its recommendation for designation, the Historic Sites and Monuments Board of Canada also noted that "a portion of the Terminal's significance could be attributed to its setting and it encouraged those entrusted with determining the Airport's future to maintain the building's attractive landscaping and its relationship to runways and those ancillary structures such as hangars that date from its period."</p> <p>The role of the Historic Sites and Monuments Board is to provide advice to the Minister responsible for Parks Canada (Minister of the Environment) on subjects which are of national historic significance and merit designation as national historic sites, persons or events. The Board does not provide conservation advice to outside parties. If the project to move the building proceeds, the Board may examine the Terminal's surviving historic values. Were the values found to be significantly impaired, the Board could recommend to the Minister that the designation as a national historic site be rescinded.</p> <p>While the Board does not provide opinions about proposed projects, the Board has approved criteria and guidelines for evaluating subjects of potential national historic significance. Under the current general guideline on integrity, moved buildings are evaluated against the historic values proposed for the designation. Depending on whether the setting or the act of moving the building has historic value, it may be determined that the building's removal from its original site has irredeemably compromised historic value. While the results of Board deliberations cannot be predicted, in recent cases where the Board has considered buildings moved after designation, it has recommended that the national historic site designation be rescinded.</p>	Comments noted. The designation of the building will be brought to the HSMBC for consideration following the building's relocation.

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Agency	Input Received	Comments
Ministry of the Environment	We do not have any concerns with the proposed undertaking. However, we would recommend that you contact Rosie Zirger at the Ministry of Tourism and Culture.	Comments noted. No further correspondence will be sent to the MOE, and Rosi Zirger was contacted as part of agency consultation.
Ministry of Tourism and Culture	<p>Our interest in this project relates to our mandate related to the conservation of cultural heritage resources including archaeological resources, built heritage resources, and cultural heritage landscapes. We would, therefore, be interested in being on the circulation list and being informed of the project as it proceeds through the <i>CEAA</i> process.</p> <p>Please send photographs of the building, for clarification of the building being moved.</p> <p>Based on the information provided, a Heritage Impact Assessment (HIA) is recommended for this project. The Heritage Impact Assessment is a tool to help identify the cultural heritage value of any individual built heritage resources or cultural heritage landscapes that are located within or near the project area. Additionally, the report provides recommendations on how to avoid, limit or mitigate impacts to these resources. Generally an HIA includes:</p> <ol style="list-style-type: none"> 1. Historical research, site analysis and evaluation 2. Identification of the significance and heritage attributes of the property 3. Description of the proposed development / site alteration 4. Measurement of impacts 5. Consideration of alternatives, mitigation and conservation methods 6. Implementation and monitoring schedules 7. Summary statement and conservation recommendations <p>Please send one hard copy and one digital copy of the HIA to the Ministry for review by a Heritage Planner. The Heritage Impact Assessment should also be forwarded to the Heritage Preservation Services Unit of the City of Toronto, the Toronto Heritage Board and should also be made available, upon request, to other local heritage organizations with an interest in the project. In addition, being a recognized National Historic Site of Canada, MTC recommends that the Historic Sites and Monument Board of Canada be contacted regarding its requirements for the proposed undertaking. The HIA report and its recommendations should be considered as part of the overall EA.</p>	<p>Comments noted, photographs of the building sent.</p> <p>A Heritage Impact Assessment has been included in the mitigation measures for Cultural Heritage, as described in Section 5.1.2.2, and will be sent to the bodies indicated.</p> <p>The Historic Sites and Monument Board of Canada were contacted regarding the proposed Project.</p>

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Agency	Input Received	Comments
Parks Canada	<p>The Toronto Island Terminal Building was designated as a National Historic Site in Canada in 1989. The reasons for the designation by the Historic Sites and Monuments Board (HSMBC) were:</p> <ul style="list-style-type: none">• It is a rare surviving example of air terminal construction dating from the formative years of air passenger travel; and,• Geared to efficiency, it centralized passenger, baggage, and air traffic control services in a structure which was placed close to and in full view of the runway. <p>The HSMBC designated the Toronto Island Airport Terminal building on its site, and its context was given importance. Given that some of that context was lost by way of construction of the new terminal building adjacent to the national historic site, rendering it no longer “in full view of the runway”, relocation of the building would create a further loss of context.</p> <p>As the relocation of the building may lead to the loss of designation as a national historic site, the matter could be brought to the HSMBC for consideration following the relocation of the building. The HSMBC would recommend whether the relocation of the building would result in the loss of the reasons for designation as a national historic site.</p>	Comments noted. The designation of the building will be brought to the HSMBC for consideration following the building’s relocation.
Toronto and Region Conservation Authority	The TRCA project manager for this will be Renee Afoom-Boatang, Planner II, Environmental Assessment Planning.	Comment noted.
Transport Canada	Transport Canada does not have any regulatory duties, policies or permitting requirements. We would like to receive further information on the project as it becomes available.	Comments noted.

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APPENDIX A
AGENCY CONSULTATION

Table A-1 Agency Contacts

Title	First Name	Last Name	Job Title	Company	Address	City, Province	Postal Code	Telephone/ e-mail	Fax
Mr.	Daniel	Delaquis	Environmental Resource Planner/EA Coordinator	Ministry of Environment – Air Pesticides and Environment Planning	Place Nouveau 9th Floor 5775 Yonge St.	Toronto, ON	M2M 4J1	416-326-4839 dan.delaquis@ontario.ca	
Mr.	Chris	Dunn	Technical Coordinator, Waterfront Secretariat	City of Toronto	100 Queen St. W. City Hall, 12th Floor, East Tower	Toronto, ON	M5H 2N2	416-395-1211 cdunn@toronto.ca	
Ms.	Agatha	Garcia-Wright	Director, Environmental Assessment	Ministry of the Environment, Environmental Assessment and Approvals Branch	12A Floor 2 St Clair Ave. W.	Toronto, ON	M4V 1L5	416-314-7288 agatha.garciawright@ontario.ca	
Ms.	Jennifer	Hughes	Supervisor, Environmental Assessment	Transport Canada, Environment and Engineering	4900 Yonge St.	Toronto, ON	M2N 6A5	416-952-0469 jennifer.hughes@tc.gc.ca	416-952-0514
Ms.	Susan	Hughes	Supervisor Special Projects	Archaeology Heritage Preservation Services Policy and Research Division – City Planning	Toronto City Hall, 2nd Floor, Suite A16, 100 Queen St. W.	Toronto, ON	M5H 2N2	416-338-1096 shughes@toronto.ca	416-392-1973
Ms.	Sheelagh	Hysenaj	Environmental Assessment Officer	Environment Canada, Environmental Assessment Section	4905 Dufferin St.	Toronto, ON	M3H 5T4	416-739-5910 sheelagh.hysenaj@ec.gc.ca	416-739-4405
Ms.	Patricia	Kell	Director, National	Parks Canada	25 rue Eddy St. (25-5-P)	Gatineau, QC	K1A 0M5	819-997-0500	819-953-4139

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			Historic Sites Policy Branch						
Mr.	Mohammed	Murtaza	Manager, Sustainability and Environmental Assessments	Public Works and Government Services Canada, Environmental Services	4900 Yonge St.	Toronto, ON	M2N 6A6	416-590-8289 mohammad.murtaza@pwgsc-tpsgc.gc.ca	416-590-8284
Ms.	Beth	Williston	Manager, Environmental Assessment	Toronto and Region Conservation Authority	5 Shoreham Dr.	Downsview, ON	M3N 1S4	416-661-6600 ext. 5217 bwilliston@trca.on.ca	416-661-6898
Mr.	Mark	Yeates	Environmental Assessment Specialist	Parks Canada, Ontario Service Centre	1800 Walkley Rd.	Ottawa, ON	K1A 0M5	613-993-2125 mark.yeates@pc.gc.ca	
Ms.	Rosi	Zirger	Heritage Planner, Central and Southeast	Ministry of Tourism and Culture, Programs and Services Branch, Culture Services Unit	401 Bay St., 17th Floor	Toronto, ON	M7A 0A7	416-314-7159 rosi.zirger@ontario.ca	416-314-7175

Environmental Screening for the Removal and Relocation of the Airport Administration Building, Billy Bishop Airport



SENES Consultants Limited

121 Granton Drive
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E-mail: senes@senes.ca
Web Site: <http://www.senes.ca>

350373

July 20, 2011



RE: Notice of Environmental Assessment Screening Study (CEAR # 11-01-62604), Billy Bishop Airport Administration Building Proposed Removal and Relocation, Toronto, Ontario

Dear ,

SENES Consultants Limited is working with the Toronto Port Authority (TPA) to coordinate the Environmental Assessment (EA) Screening for the Billy Bishop Airport Administration Building Proposed Removal and Relocation (the Project) in Toronto, Ontario. A Project Description, with accompanying aerial photographs of the existing and proposed future site, is attached for your reference.

A screening level assessment is being carried out pursuant to the terms of the *Canada Port Authority Environmental Assessment Regulations* and the *Canadian Environmental Assessment Act*, specifically under Section 9(2)(c) as the building is currently on federally owned lands at the Billy Bishop Airport and will be moved to federally owned lands at Downsview Park. Please review the attached Project Description and contact the undersigned by **July 29, 2011** if your office may have regulatory duties, policies or permitting requirements that pertain to the Project, would like to receive further information on the Project as it becomes available, and/or would like to provide recommendations as the EA process proceeds.

If you require additional information on the proposed Project, please do not hesitate to contact the undersigned at the phone number or e-mail listed below.

ISO 9001 Certified

Specialists in Energy, Nuclear and Environmental Sciences

*Environmental Screening for the Removal and Relocation of the Airport Administration
Building, Billy Bishop Airport*



SENE Consultants Limited

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Web Site: <http://www.senes.ca>

Yours Truly,

SENE Consultants Limited

A handwritten signature in cursive script that reads "Simon Yalk Strauss".

Simon Strauss, M.A.
Environmental Assessment Planner
Tel: (905) 764-9380 ext. 506
Fax: (905) 764-9386
sstrauss@senes.ca

cc: Ken Lundy, Toronto Port Authority
Tom Patrief, Toronto Port Authority
Fred Bernard, SENES Consultants Limited

ISO 9001 Certified

Specialists in Energy, Nuclear and Environmental Sciences

Simon Strauss

From: Susan Hughes [shughes@toronto.ca]
Sent: Tuesday, August 02, 2011 12:52 PM
To: sstrauss@senes.ca
Cc: 'Fred Bernard - SENES Consultants Limited'; Christopher Dunn; Sherry Pedersen; 'Ken Lundy'; 'Tom Patrief'
Subject: RE: 350373 - Airport Admin Building Relocation - Project information

Hello Simon

Further to our phone conversation and due to the fact that there will be no soil disturbance associated with the removal of the structure, HPS will not be requiring an archaeological assessment in this instance.

My apologies for adding to any confusion,

Regards,

Susan

Susan Hughes
Supervisor Special Projects - Archaeology Heritage Preservation Services Policy and Research
Division City Planning Toronto City Hall, 2nd Floor, Suite A16, 100 Queen Street West,
Toronto, Ontario M5H 2N2

Phone: (416) 338-1096
Fax: (416) 392-1973
email: shughes@toronto.ca
Website: www.toronto.ca/heritage-preservation/archaeology.htm

>>> "Simon Strauss" <sstrauss@senes.ca> 07/27/2011 3:07 PM >>>
Thanks very much Susan, I look forward to your reply.

Regards,
Simon

-----Original Message-----

From: Susan Hughes [<mailto:shughes@toronto.ca>]
Sent: Wednesday, July 27, 2011 2:47 PM
To: sstrauss@senes.ca
Cc: 'Fred Bernard - SENES Consultants Limited'; Christopher Dunn; Sherry Pedersen; 'Ken Lundy'; 'Tom Patrief'
Subject: Re: 350373 - Airport Admin Building Relocation - Project information

Hello Simon

Thank you for your email regarding the heritage requirements for the Billy Bishop Airport Administration Building relocation project and EA.

I will be reviewing the requirements for an archaeological assessment and will be conferring with Sherry Pederson of our office on the remaining built heritage aspects of the project.

We will respond to your inquiry next week.

Regards,

Susan

>>> "Simon Strauss" <sstrauss@senes.ca> 07/27/2011 11:34 AM >>>

Good morning Susan,

As per our phone conversation today regarding the heritage and archaeological aspects of the airport admin building relocation project, please find attached the project description.

We have already been in touch with Mark Yeates at Parks Canada, who is preparing recommendations for the project, and Rosi Zinger at the Ministry of Tourism and Culture, who has expressed interest in the project. At the City, we have sent the project description to Gwen McIntosh at the Waterfront Secretariat, though have not received any response to date. We would appreciate your feedback or recommendations on this project by the end of next week, to allow us adequate time to incorporate them into the environmental assessment and project planning.

Thanks very much, and please let me know if you have any further questions.

Best regards,

Simon

<<mailto:sstrauss@senes.ca>> Simon Strauss, M.A.

Environmental Assessment Planner

SENES Consultants Limited

121 Granton Drive, Unit 12

Richmond Hill, Ontario

CANADA L4B 3N4

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Susan Hughes

Supervisor Special Projects - Archaeology Heritage Preservation Services Policy and Research
Division City Planning Toronto City Hall, 2nd Floor, Suite A16, 100 Queen Street West,
Toronto, Ontario M5H 2N2

Phone: (416) 338-1096

Fax: (416) 392-1973

email: shughes@toronto.ca

Website: www.toronto.ca/heritage-preservation/archaeology.htm

Simon Strauss

From: Dobos, Rob [Burlington] [Rob.Dobos@ec.gc.ca]
Sent: Wednesday, July 27, 2011 2:30 PM
To: sstrauss@senes.ca
Cc: Fred Bernard - SENES Consultants Limited; Ken Lundy; Tom Patrief; Hysenaj, Sheelagh [Ontario]
Subject: RE: 350373 - CEAA Screening for Airport Admin Building Relocation

Hello Mr. Stauss,

Thank you for your notice about the federal EA for this project. Environment Canada (EC) would be able to provide expert advice to the Toronto Port Authority in our role as a Federal Authority under the *Canadian Environmental Assessment Act* (CEAA). Our advice would relate to aspects such as waste management, water quality and migratory birds stemming from our mandates under legislation including the *Canadian Environmental Protection Act*, the pollution prevention provisions of the *Fisheries Act*, and the *Migratory Birds Convention Act*, respectively.

Sheelagh Hysenaj of my Section will be EC's contact for this EA, and can be reached at: ph: (416) 739-5910, or email: sheelagh.hysenaj@ec.gc.ca
Please send further information on this EA to her attention.

Regards,

Rob Dobos

Manager, Environmental Assessment Section
Environmental Protection Operations Division -Ontario
Environmental Stewardship Branch
Environment Canada
867 Lakeshore Rd., P.O. Box 5050
Burlington (Ontario) L7R 4A6
rob.dobos@ec.gc.ca
Telephone: 905-336-4953
Facsimile: 905-336-8901
Government of Canada
Website www.ec.gc.ca

Rob Dobos

Gestionnaire, Section de programme d'évaluation environnementale
Division des opérations de protection de l'environnement de l'Ontario
Direction générale de l'intendance environnementale
Environnement Canada
867, chemin Lakeshore, C.P. 5050
Burlington (Ontario) L7R 4A6
rob.dobos@ec.gc.ca
Téléphone: 905-336-4953
Télécopieur: 905-336-8901
Gouvernement du Canada
Site Web www.ec.gc.ca

From: Simon Strauss [<mailto:sstrauss@senes.ca>]
Sent: Wednesday, July 20, 2011 9:06 AM
To: Dobos, Rob [Burlington]
Cc: 'Fred Bernard - SENES Consultants Limited'; 'Ken Lundy'; 'Tom Patrief'
Subject: 350373 - CEAA Screening for Airport Admin Building Relocation

Good morning Mr. Dobos,

Attached, please find a cover letter and Project Description relating to the *Canadian Environmental Assessment Act* (CEAA) EA Screening of the proposed relocation of the airport administration building from Billy Bishop Airport to Downsview Park. Please do not hesitate to contact me if you have any questions.

Best regards,
Simon Strauss

Simon Strauss, M.A.
Environmental Assessment Planner

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CANADA L4B 3N4
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Simon Strauss

From: patricia.kell@pc.gc.ca
Sent: Thursday, August 11, 2011 5:06 PM
To: sstrauss@senes.ca
Subject: Toronto Island Airport Terminal Building NHS Relocation

Dear Mr. Strauss,

Further to our conversation of this morning, thank you for your interest in consulting with the Historic Sites and Monuments Board on the impact of the proposed relocation of Toronto Island Airport Terminal Building National Historic Site of Canada to Downsview Park.

The building was designated a national historic site in 1989 as a rare surviving example of air terminal construction dating from the formative years of air passenger travel. In its recommendation for designation, the Historic Sites and Monuments Board of Canada also noted that "a portion of the Terminal's significance could be attributed to its setting and it encouraged those entrusted with determining the Airport's future to maintain the building's attractive landscaping and its relationship to runways and those ancillary structures such as hangars that date from its period."

The role of the Historic Sites and Monuments Board is to provide advice to the Minister responsible for Parks Canada (Minister of the Environment) on subjects which are of national historic significance and merit designation as national historic sites, persons or events. The Board does not provide conservation advice to outside parties. If the project to move the building proceeds, the Board may examine the Terminal's surviving historic values. Were the values found to be significantly impaired, the Board could recommend to the Minister that the designation as a national historic site be rescinded.

While the Board does not provide opinions about proposed projects, the Board has approved criteria and guidelines for evaluating subjects of potential national historic significance. Under the current general guideline on integrity, moved buildings are evaluated against the historic values proposed for the designation. Depending on whether the setting or the act of moving the building has historic value, it may be determined that the building's removal from its original site has irredeemably compromised historic value. While the results of Board deliberations cannot be predicted, in recent cases where the Board has considered buildings moved after designation, it has recommended that the national historic site designation be rescinded.

I trust that this information will be helpful to you. Please do not hesitate to contact me if you require further information.

Sincerely,

Patricia E. Kell, DPhil
Director, National Historic Sites Policy Branch / Directeur, Direction des politiques des lieux historiques nationaux Parks Canada / Parcs Canada
25 rue Eddy Stree (25-5-P)
Gatineau, QC.
K1A 0M5
Tel: 819-997-0500
Fax: 819-953-41391

Simon Strauss

From: Delaquis, Dan (ENE) [Dan.Delaquis@ontario.ca]
Sent: Wednesday, July 20, 2011 9:35 AM
To: sstrauss@senes.ca
Cc: Fred Bernard - SENES Consultants Limited; Ken Lundy; Tom Patrief; Zirger, Rosi (MTC)
Subject: RE: 350373 - CEAA Screening for Airport Admin Building Relocation

Hi Simon,

We do not have any concerns with the proposed undertaking. However, we would recommend that you contact Rosie Zirger at the Ministry of Tourism and Culture. I have copied her on this email for your convenience.

Regards,

Daniel Delaquis | Environmental Resource Planner & Environmental Assessment Coordinator, Technical Support Section | Central Region | **Ministry of the Environment** | 5775 Yonge St. 8th Floor Toronto, Ontario, M2M 4J1 | T: 416-326-4839 F: 416-325-6347

<hr size=2 width="100%" align=center tabindex=-1>

From: Simon Strauss [<mailto:sstrauss@senes.ca>]
Sent: July 20, 2011 9:09 AM
To: Delaquis, Dan (ENE)
Cc: 'Fred Bernard - SENES Consultants Limited'; 'Ken Lundy'; 'Tom Patrief'
Subject: 350373 - CEAA Screening for Airport Admin Building Relocation

Good morning Mr. Delaquis,

Attached, please find a cover letter and Project Description relating to the *Canadian Environmental Assessment Act* (CEAA) EA Screening of the proposed relocation of the airport administration building from Billy Bishop Airport to Downsview Park. Please do not hesitate to contact me if you have any questions.

Best regards,
Simon Strauss

Simon Strauss, M.A.
Environmental Assessment Planner

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CANADA L4B 3N4
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Simon Strauss

From: Zirger, Rosi (MTC) [Rosi.Zirger@ontario.ca]
Sent: Wednesday, July 20, 2011 11:01 AM
To: sstrauss@senes.ca
Cc: Fred Bernard - SENES Consultants Limited; Ken Lundy; Tom Patrief
Subject: RE: 350373 - CEAA Screening for Airport Admin Building Relocation

Thank you for your email. Could you please send me photographs of the building?

Meanwhile, MTC would like to remain on your circulation list and be informed of this project as proceeds through the EA process.

Best regards,

Rosi Zirger

A/Heritage Planner | Central and Southeast

Ministry of Tourism and Culture | Culture Services Unit

Tel. 416.314.7159 | Fax 416.314.7175

rosi.zirger@ontario.ca

Ministry of Tourism and Culture

Programs and Services Branch

Culture Services Unit

401 Bay Street, 17th Floor

Toronto, Ontario M7A 0A7

From: Simon Strauss [<mailto:sstrauss@senes.ca>]
Sent: July 20, 2011 9:12 AM
To: Zirger, Rosi (MTC)
Cc: 'Fred Bernard - SENES Consultants Limited'; 'Ken Lundy'; 'Tom Patrief'
Subject: 350373 - CEAA Screening for Airport Admin Building Relocation

Good morning Ms. Zirger,

Attached, please find a cover letter and Project Description relating to the *Canadian Environmental Assessment Act* (CEAA) EA Screening of the proposed relocation of the airport administration building from Billy Bishop Airport to Downsview Park. Please do not hesitate to contact me if you have any questions.

Best regards,
Simon Strauss

Simon Strauss, M.A.

Environmental Assessment Planner

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Ministry of Tourism and Culture

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7

Tel. 416 314-7159
Fax: 416 314 7175

Ministère du Tourisme et de la Culture

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél. : 416 314-7159
Télec. : 416 314 7175



August 4, 2011

Simon Strauss (By email)
Environmental Assessment Planner
SENES Consultants Limited
121 Granton Drive, Unit 12
Richmond Hill, ON L4B 3N4

Dear Mr Strauss

Project: Billy Bishop Airport Administration (Terminal) Building – CEAA Screening Study
Location: City of Toronto (Toronto Island Airport)
MTC File: 20EA055

On July 20, 2011 the Ministry of Tourism and Culture (MTC) received a Notice of Screening Commencement for the project mentioned above. As part of the Class Environmental Assessment process, the MTC has an interest in the conservation of cultural heritage resources including:

- archaeological resources,
- built heritage resources, and
- cultural heritage landscapes.

MTC would, therefore, be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. Please continue to send notices to Rosi Zirger A/Heritage Planner at the contact information below.

Summary of Proposed Undertaking

SENES Consultants Limited on behalf of the Toronto Port Authority (TPA) is coordinating the Environmental Assessment (EA) Screening for the above mentioned project. This project is being carried out pursuant to the terms of the *Canada Port Authority Environmental Assessment Regulation* and the *Canadian Environmental Assessment Act*. The building, known as the Billy Bishop Airport Administration Building, that is the subject of this EA is currently situated on federally owned land at the Billy Bishop Airport at Toronto. This undertaking proposes to dismantle and remove the building from its present location and to relocate it to federally owned land at Downsview Park.

The *Project Description* dated July 20, 2011 provided indicates that the building was constructed in 1938, and received recognition as a national historic site in 1989, known as "Toronto Island Airport Terminal Building National Historic Site of Canada". The site plaque erected in 1994 indicates that its recognition is based on the building being one of the few surviving examples of an air terminal building dating to the formative years of scheduled air passenger travel, as well as its location and landscaped setting.

Built Heritage and Cultural Heritage Landscape:

Based on the information provided, a Heritage Impact Assessment (HIA) **is recommended** for this project. The Heritage Impact Assessment is a tool to help identify the cultural heritage value of any individual built heritage resources or cultural heritage landscapes that are located within or near the project area. Additionally, the report provides recommendations on how to avoid, limit or mitigate impacts to these resources. Generally an HIA includes:

1. Historical research, site analysis and evaluation
2. Identification of the significance and heritage attributes of the property
3. Description of the proposed development / site alteration
4. Measurement of impacts
5. Consideration of alternatives, mitigation and conservation methods
6. Implementation and monitoring schedules
7. Summary statement and conservation recommendations

For more information, refer to Ministry of Culture *Info Sheet #5: Heritage Impact Assessments and Conservation Plans* (PDF) as part of the Ontario Heritage Tool Kit, which is available at the Ministry website: <http://www.mtc.gov.on.ca>.

Please send one hard copy and one digital copy of the HIA to the Ministry for review by a Heritage Planner. The Heritage Impact Assessment should also be forwarded to the Heritage Preservation Services Unit of the City of Toronto, the Toronto Heritage Board and should also be made available, upon request, to other local heritage organizations with an interest in the project. In addition, being a recognized National Historic Site of Canada, MTC recommends that the Historic Sites and Monument Board of Canada be contacted regarding its requirements for the proposed undertaking. The HIA report and its recommendations should be considered as part of the overall EA.

Please do not hesitate to contact me if you have any questions.

Best Regards

Rosi Zirger

A/Heritage Planner

416-314-7159

rosi.zirger@ontario.ca



Parks
Canada

Parcs
Canada

Simon Strauss
Senes Consultants Limited
121 Granton Drive
Unit 12
Richmond Hill, Ontario
L4B 3N4

**RE: Notice of Environmental Assessment Screening Study (CEAR # 11-01-62606) Billy Bishop
Airport Administration Building Proposed Removal and Relocation, Toronto, Ontario**

Dear Mr. Strauss:

Thank you for your letter dated July 20, 2011, regarding the above mentioned project. The National Historic Sites Directorate in our National Office has also received a similar notification for this proposal from those administering the Downsview site. As we discussed, the Billy Bishop Airport Administration Building is a designated National Historic Site, but not administered by Parks Canada. We are in the process of preparing a letter of advice and other considerations regarding possible effects to the National Historic Site designation, however, this may not be completed by the July 29, 2011 date you had requested in your letter. In the interim, please do not hesitate to contact me should you have any questions.

Yours Sincerely,

Original Signed by

Mark Yeates
Environmental Assessment Specialist
Parks Canada

cc. G. Hancock – Parks Canada
J. De Jonge – Parks Canada



Parks Canada Parcs Canada

Simon Strauss
Senes Consultants Limited
121 Granton Drive
Unit 12
Richmond Hill, Ontario
L4B 3N4

**RE: Notice of Environmental Assessment Screening Study (CEAR # 11-01-62606) Billy Bishop
Airport Administration Building Proposed Removal and Relocation, Toronto, Ontario**

Dear Mr. Strauss:

In order to provide you with some additional information subsequent to my previous letter, I have received some relevant direction from our National Historic Sites Policy Branch. The Toronto Island Terminal Building was designated as a National Historic Site in Canada in 1989. The reasons for the designation by the Historic Sites and Monuments Board (HSMBC) were:

- It is a rare surviving example of air terminal construction dating from the formative years of air passenger travel; and,
- Geared to efficiency, it centralized passenger, baggage, and air traffic control services in a structure which was placed close to and in full view of the runway.

The HSMBC designated the Toronto Island Airport Terminal building on its site, and its context was given importance. Given that some of that context was lost by way of construction of the new terminal building adjacent to the national historic site, rendering it no longer “in full view of the runway”, relocation of the building would create a further loss of context.

As the relocation of the building may lead to the loss of designation as a national historic site, the matter could be brought to the HSMBC for consideration following the relocation of the building. The HSMBC would recommend whether the relocation of the building would result in the loss of the reasons for designation as a national historic site.

Please do not hesitate to contact me at (613) 993-2125, extension 280, should you have any questions.

Yours Sincerely,

Original Signed by

Mark Yeates
Environmental Assessment Specialist
Parks Canada

cc. G. Hancock – Field Unit Superintendent, Southwest Ontario, Parks Canada
P. Kell – Director, National Historic Sites Policy Branch, Parks Canada

Simon Strauss

From: Beth Williston [BWilliston@trca.on.ca]
Sent: Wednesday, July 20, 2011 9:15 AM
To: sstrauss
Cc: 'Fred Bernard - SENES Consultants Limited'; 'Ken Lundy'; 'Tom Patrief'; Renee Afoom-Boatang
Subject: Re: 350373 - CEAA Screening for Airport Admin Building Relocation

Thanks Simon.

The TRCA project manager for this will be Renee Afoom-Boatang, Planner II, Environmental Assessment Planning. She will coordinate the TRCA review and response.

Thank you,

Beth

Beth Williston, H. B.A., M.C.I.P., R.P.P.
Senior Manager, Environmental Assessment Planning
Toronto and Region Conservation Authority
Cell: 416-388-7460

From: "Simon Strauss" [sstrauss@senes.ca]
Sent: 07/20/2011 09:10 AM AST
To: Beth Williston
Cc: "Fred Bernard - SENES Consultants Limited" <fbernard@senes.ca>; "Ken Lundy" <KLundy@torontoport.com>; "Tom Patrief" <TPatrief@torontoport.com>
Subject: 350373 - CEAA Screening for Airport Admin Building Relocation

Good morning Ms. Williston,

Attached, please find a cover letter and Project Description relating to the *Canadian Environmental Assessment Act* (CEAA) EA Screening of the proposed relocation of the airport administration building from Billy Bishop Airport to Downsview Park. Please do not hesitate to contact me if you have any questions.

Best regards,
Simon Strauss

Simon Strauss, M.A.
Environmental Assessment Planner

SENES Consultants Limited
121 Granton Drive, Unit 12
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APPENDIX B
CEAA DETERMINATION

CEAA DETERMINATION

On the basis of this screening, the Proponent has found, that the impact of this project on the environment is as follows (***check one only***):

- ☐ The project is not likely to cause significant adverse environmental effects.
- ☒ The project is not likely to cause significant adverse environmental effects with the application of the mitigation measures specified in this report.
- ☐ The project should be referred to the Minister of the Environment for referral to a mediator or a review panel because:
- ☐ of uncertainty as to whether the project is likely to cause significant adverse environmental effects;
- ☐ the project is likely to cause significant adverse environmental effects; and,
- ☐ of public concern.
- ☐ The project is likely to cause significant adverse environmental effects that cannot be justified.

FOLLOW-UP PROGRAM

Mitigation to be implemented for this project	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Follow-up program required for this project	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>


If yes, describe any project specific follow-up activities that are warranted to verify the environmental effects or the effectiveness of mitigation measures. Describe responsibilities for follow-up activities.

SIGN-OFF

Environmental assessment completed by:

Company Name: SENES Consultants Limited
Address: 121 Granton Drive, Unit 12,
Richmond Hill, Ontario L4B 3N4


Name and Title of Person Who Completed the Assessment:

Name: Simon Strauss
Title: Environmental Assessment Planner
Phone: (905) 764-9380 ext.506 **Fax:** (905) 764-9386
E-Mail: sstrauss@senes.ca
Signature:  **Date:** September 9, 2011

Environmental assessment completed for:

Company Name: Toronto Port Authority
Address: 60 Harbour St.
Toronto, Ontario M5J 1B7

Name and Title of Person Who Assessment was Completed for:

Name: Ken Lundy
Title: Director of Infrastructure, Planning and Environment
Phone: (416) 863-2040 **Fax:** (416) 863-0495
E-Mail: klundy@torontoport.com
Signature:  **Date:** September 9, 2011