Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport
Community Liaison Committee Meeting # 46

May 24th, 2022

6:30 p.m. – 8:30 p.m.

Zoom Virtual Meeting

AGENDA

6:30 Log-In & Welcome (Alexander Furneaux)

6:35 Review of Meeting Minutes (Alexander Furneaux)

6:40 Airline Passenger Recovery Updates (Gene Cabral)

6:50 Sustainability Report Questions (Deborah Wilson)

7:25 CLC Refresh (Alexander Furneaux)

7:45 Community Updates (YQNA, BQNA, TICA)

8:05 Air Quality Study Update (Angela Homewood/Joan Prowse)

8:15 Noise Management Sub-Committee Update (Angela Homewood/Hal Beck)

8:25 Business Arising

8:30 Adjourn

Appendix B – PortsToronto Presentation on Airline Passenger Recovery Updates

Community Liaison Committee - Update and Discussion

Billy Bishop Toronto City Airport

May 24th, 2022

Billy Bishop Toronto City Airport (YTZ)

- Air Passenger Recovery – Canada
- Air Services Recovery - YTZ
- Pent up demand / Staffing Challenges at major hubs

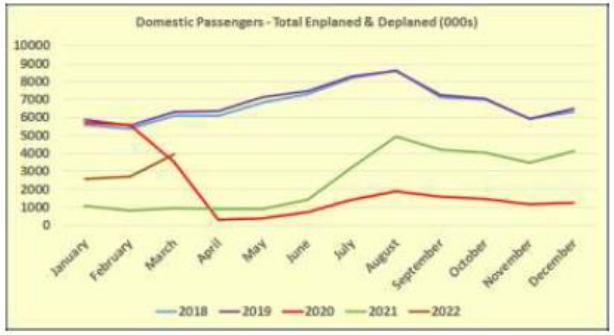
CANADIAN AIRPORTS COUNCIL | CONSEIL DES AÉROPORTS DU CANADA

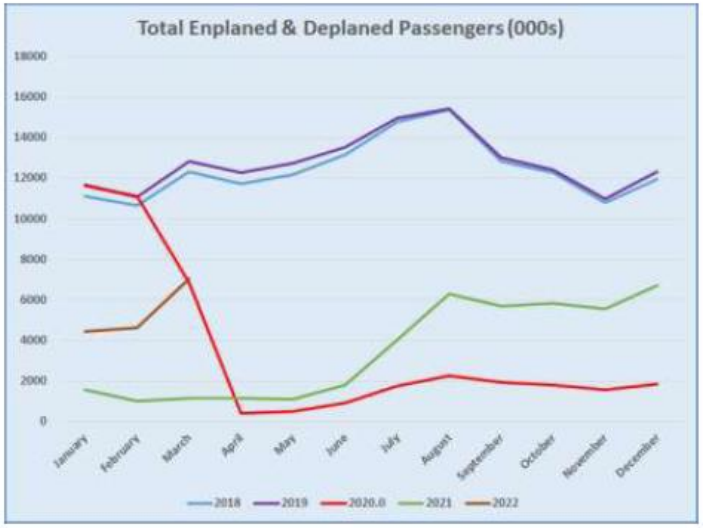
Canada's Airports: Passenger Traffic Statistics

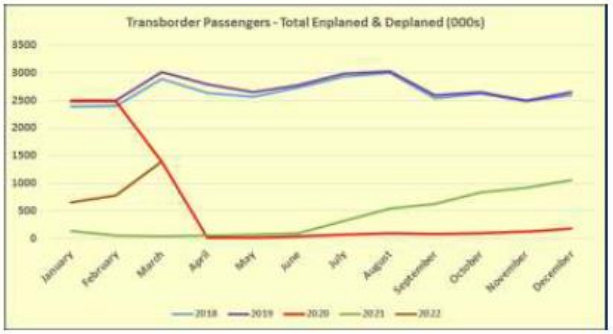
March 2022

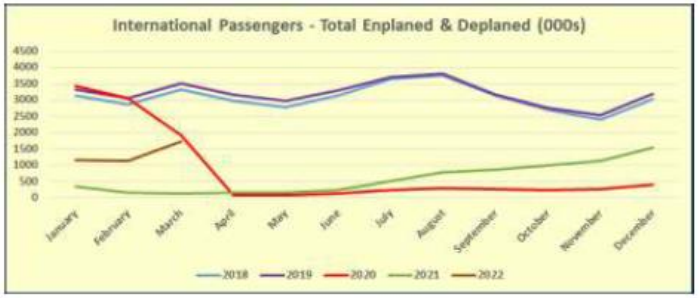
The following passenger traffic data comes from the Canadian Airports Information Sharing, a survey of 21 of the busiest airports in Canada, which represent more than 95% of Canada's air passenger traffic.

	March vs 2019	Year to Mar vs YTA 2019
Total Enplaned/Deplaned Pax	55%	45%
Domestic E/D Pax	62%	52%
Transborder E/D Pax	47%	35%
Other International E/D Pax	49%	41%

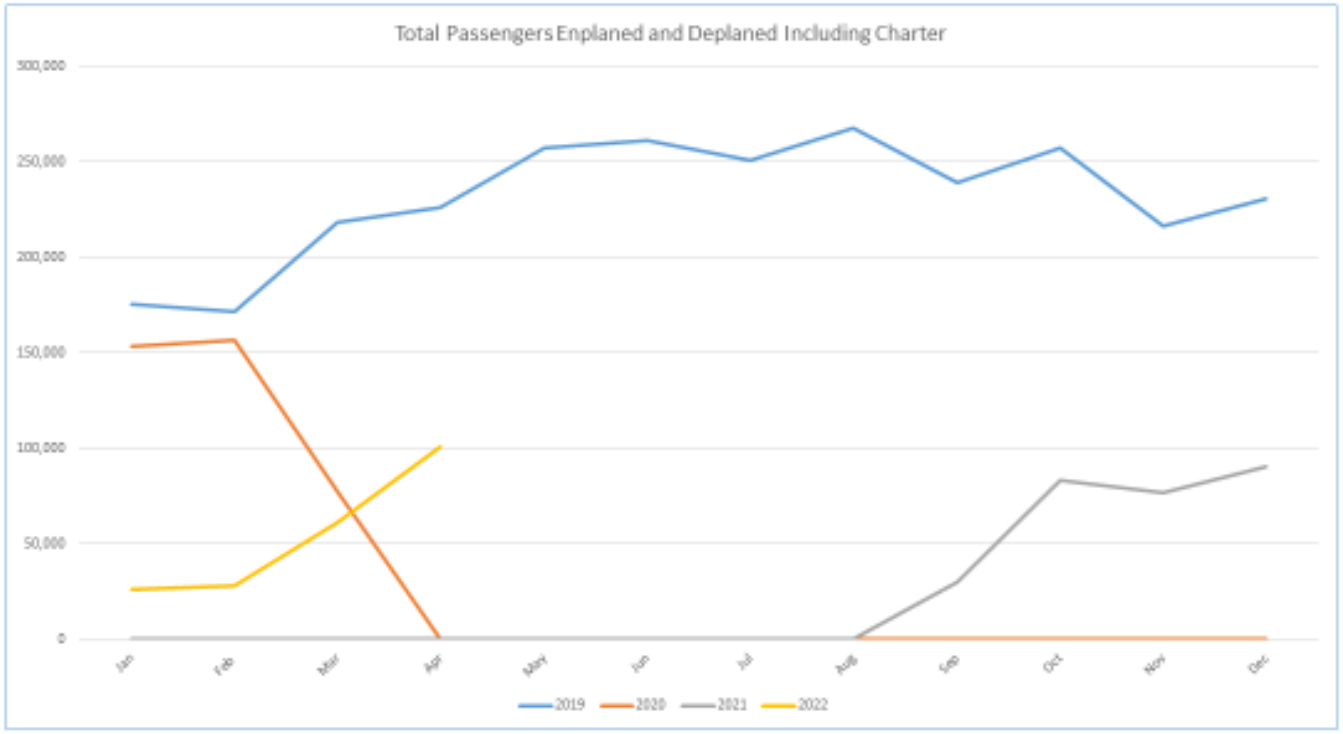






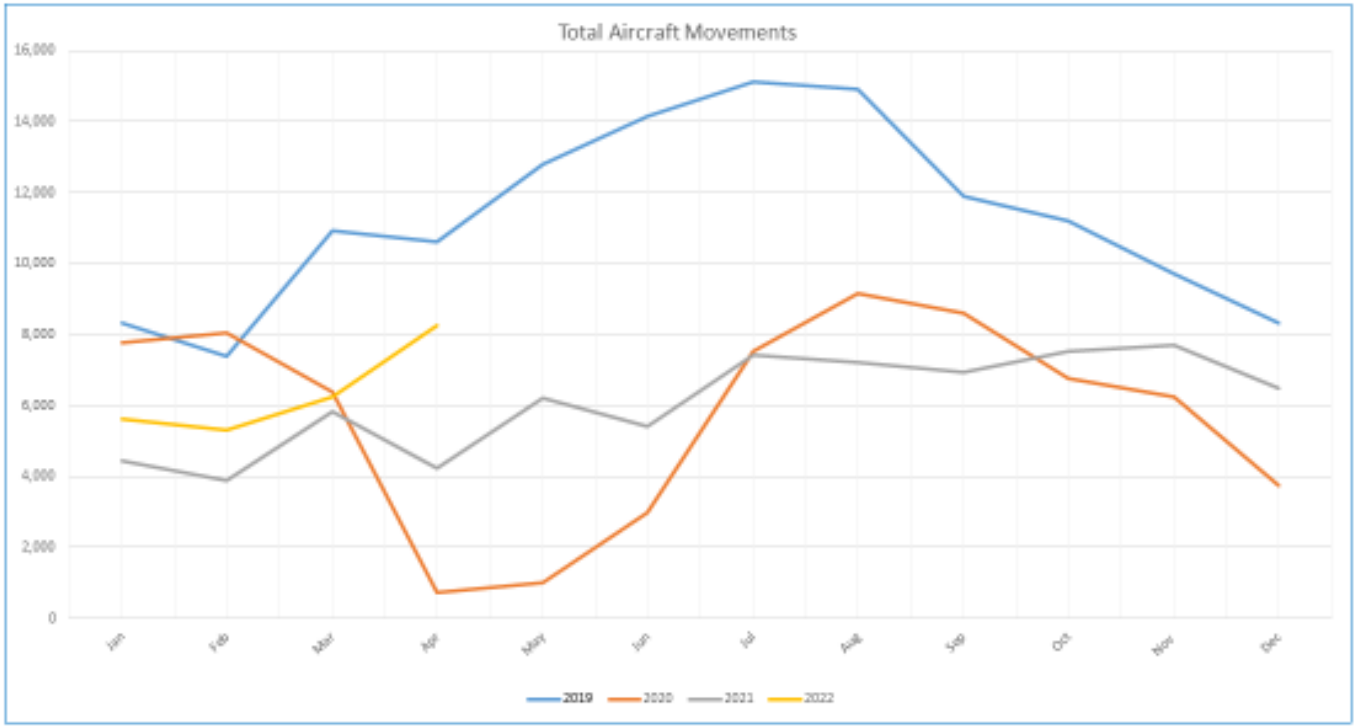


Billy Bishop Toronto City Airport Passenger Traffic



BILLY BISHOP TORONTO CITY AIRPORT

Billy Bishop Toronto City Airport Aircraft Movements



BILLY BISHOP TORONTO CITY AIRPORT

Billy Bishop Toronto City Airport Recap

	April 2022 vs 2019	YTD April 2022 vs 2019
Total Passengers	45%	27%
Total Aircraft Movements	78%	68%

BILLY BISHOP TORONTO CITY AIRPORT

Pent up demand / Staffing Challenges at Major Hubs

Canadian Airports (Fifteen Largest Airports including YTZ)

- Last 7 days reported show passenger traffic at 81% when comparing data from 2022 to 2019 (Pre pandemic impacts)
- Comparing to 2021 we have a 950% increase and to 2020 we have a 2,117% increase
- That is a sharp increase from mid January 2022 (peak of omicron) which was at 32% when comparing 2022 to 2019
- This past Sunday May 15th and Saturday May 21st we saw a 91% traffic level compared to pre pandemic – highest single days

United States Airports

- Last 7 days reported show passenger traffic at 91% when comparing data from 2022 to 2019 (Pre pandemic impacts)
- That is an increase from mid January 2022 (peak of omicron) which was at 74% when comparing 2022 to 2019
- Comparing to 2021 we have a 133% increase and to 2020 we have a 795% increase


BILLY
BISHOP
TORONTO CITY AIRPORT
Thank You

Appendix C – PortsToronto Presentation on Responses to Comments on the BBTCA 2021 Sustainability Report

Joan Prowse, Chair BQNA comments and questions
Sustainability Report 2021

Introduction

Please provide a list of all proposed projects you consulted with the Misissaugas of the Credit First Nation in 2021.

In particular does this consultation include the proposed slot increases?

Executive Message
The electrified Marilyn Bell returned to service on December 15, 2021. Why are GHG emission reductions of 530 tonnes highlighted in your 2021 report when, in fact, they are predicted annually. Should actual reductions instead be highlighted in 2022 and subsequent Sustainabilty Reports?

How did you identify the ferry as the airport's most direct source of emissions? A person reading your message would think it is the aircraft that is the more probably source. The description of direct and indirect sources should be defined here (or at least reference definitions on page 16.)

Page 7
530 tonnes **will** be removed not **was** removed in 2021
Is the noise management date collected by the 4 NMTs available to the public?

Page 8
How many of the 5,091 medivac flights arrived or took off overnight?

Page 16
Thank you for clarifying Scope 1, 2, and 3 emissions. For scope 3, how are you working to better identify these emissions with your partners?

Page 17
How are you supporting emission reductions in our community?

Page 19
Converting the ferry to electric power **has** eliminated the consumption of approximately 196,000 litres of diesel fuel per year. Change **has** to **will**

Page 21
How do you enforce the anti-idiling policy, particularly for the Porter bus, taxis and vehicles waiting to pick up passengers? Will you extend the enforcement to the surrounding neighbourhing streets where these vehicles idle next to residential buildings, even in non-idle zones?

Parragraph 4 says the ferry **has** eliminated 530 tonnes of emissions. Please change to **will.**

The ferry operates past midnight and begins as early as 4 a.m. Noise from the ferry arriving and departing from the city side sllip gives residents in neighbouring buildings less than 4 hours of undisturbed sleep. Are you willing to discuss starting the ferry later and finishing earlier to meet City of Toronto guidellines for noise?

Page 31
I recall an action item referring to glycol and de-icing management requested by Hal, for Gene to answer. Was this ever provided?

Page 37
Bathurst Quay Neighbourhood Association is an equal partner in the air quality study, not “community leaders” please change.

Please name the Public Health study and give the date.
What part of the community/area is definied in the the air-shed?

Ports Toronto Sustainability Report 2021 – Questions and Recommendations 25/4/22

- On page 53 the content reads:

PortsToronto has partnered **with community leaders,** the City of Toronto, Toronto Public Health and the University of Toronto to study the air quality exposure in the Bathurst Quay neighbourhood over. The lead scientist with the University of Toronto, Dr. Marianne Hatzopoulou, is the Canada Research Chair in Transportation and Air Quality and leads the Transportation and Air Quality (TRAQ) research group. Etc….

1. **Recommend:** That you spell out BQNA and not the generic term 'community leaders'

PT has partnered with **the Bathurst Quay Neighbourhood Association, the City of Toronto,** etc

1. On page 53 under AIRSHED

2. Why did Ports Toronto include this statement: *'a study commissioned by Toronto Public Health, the report noted that the largest contributor to the local community is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry."*

Why did Ports Toronto not state the report name and date published? This study done in 2013 is now almost ten years old and is misleading to the reader, particularly as new monitoring data is being gathered.

3. Why did Ports Toronto not conduct due diligence in referencing this (untitled and unreferenced) report. The introduction to the Golder report states that

"The information, recommendations and opinions expressed in this report are for the sold benefit of the City of Toronto and Toronto Public Health, subject to the limitations and purposes described herein. No other party may use or rely on this report or any portion thereof without Golder's express written consent. Any other use of this report by others is prohibited and is without responsibility to Golder."

I recommend that you delete these two sentences referenced in 2. above, and issue an addendum that clarifies your 2021 report has been updated to correct the inaccuracy of citing an unreferenced report and with no permission to do so.

Thank you and I look forward to your responses and amendments.

Beverley Thorpe
Secretary, BQNA
bevcpro@gmail.com

Responses to Comments on Billy Bishop Airport
2021 Sustainability Report
May 24, 2022

Introduction

Please provide a list of all proposed projects you consulted with the Mississaugas of the Credit First Nation in 2021. In particular, does this consultation include the proposed slot increases?

All capital projects completed since 2017 have included consultation with the Mississaugas of the Credit First Nation (MCFN). This includes the runway modernization, the Ground Run-up Enclosure and all other projects at the airport, and in all of our businesses. We hold quarterly meetings with members of the MCFN and they are briefed on upcoming initiatives.

The MCFN were important to our outreach and consultation specific to the Master Plan. The slot increases were described in detail in the Master Plan and the MCFN were fully briefed at that time that slots would be increased in the coming years.

Executive Message

The electrified Marilyn Bell returned to service on December 15, 2021. Why are GHG emission reductions of 530 tonnes highlighted in your 2021 report when, in fact, they are predicted annually. Should actual reductions instead be highlighted in 2022 and subsequent Sustainability Reports?

The work on the Marilyn Bell was underway all of 2021 (and 2020) and was completed on December 15, 2021. As such it is appropriate that it be included in the 2021 report. Given that we know the emissions for the ferry each year, we were able to provide guidance on the degree to which these emissions would be eliminated.

How did you identify the ferry as the airport's most direct source of emissions? A person reading your message would think it is the aircraft that is the more probably source.

It is important to note that direct emissions are Scope 1 emissions. Scope 1 covers direct emissions from sources owned or controlled by PortsToronto, such as fuel consumption for company vehicles, including the ferry. Scope 3 includes all other indirect emissions that occur in our value chain. These emissions are from operations not controlled or owned by PortsToronto. Aircraft emissions are indirect, or Scope 3 emissions. We have included a description of each Scope on page 17 of the report.

The ferry was identified as the most direct source of emissions by Toronto Public Health, who shared this information at the Airport Community Liaison Committee Meeting #26

held on May 3, 2017. Toronto Public Health advised that based on modelling, approximately 10-15% of pollution in the air-shed is attributed to the airport, most of which is attributed to the diesel ferry operation.

This information was also presented in the Master Plan excerpted below:

> ***2018 Billy Bishop Airport Master Plan***
>
> *5.8 Opportunities and Challenges - III. Air Quality*
>
> *Air quality is a concern for residents living in close proximity to airport operations. Toronto Public Health (TPH) has been tracking and monitoring any air quality related issues related to airport operations. Over the past several years, TPH has conducted some studies to understand the impact of the airport on the local air shed.*
>
> *Toronto Public Health provided an overview to the Community Liaison Committee members at the May 2017 meeting regarding the existing conditions of the airport based on a study of six wards that surround the airport. Based on the 2013 Golder Report, which was based on well documented information and data from Ontario and transboundary air modelling work, the air quality assessment identified that, utilizing a 202 slot/aircraft movements and 3.8 million passengers, the airport contributes around 10-15 per cent of the pollution to the local air shed. With regard to the contaminants the airport contributes to the local air shed, TPH advised that the diesel ferry and aircraft operations are contributors. The largest contributor to pollution in the local community however is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network.*

The description of direct and indirect sources should be defined here (or at least reference definitions on page 16.)

The Executive Message is meant to be a high-level, overview of the report and not a detailed analysis of specific items. We have included a description of each Scope on page 17 of the report, which is at the very beginning of the Climate Action section and before we get into GHG emissions.

<u>Page 7</u>
530 tonnes <u>will be</u> removed not <u>was</u> removed in 2021.

Agree. Change has been made.

Is the noise management data collected by the 4 NMTs available to the public?

The NMTs are used to help correlate data with aircraft movements and noise complaints received by the community. The software is not designed to generate reports but if there is specific information that anyone would like, we are happy to provide. The data collected is raw data so we would require parameters to provide the data in a meaningful way.

Page 8

How many of the 5,091 medivac flights arrived or took off overnight?

719 of these flights took place between 11:00pm and 6:45am. All were for emergency purposes such as emergency response (e.g., traffic accidents), organ transportation or other critical medical purposes.

Page 16

Thank you for clarifying Scope 1, 2, and 3 emissions. For scope 3, how are you working to better identify these emissions with your partners?

Scope 3 is not part of current industry standard for sustainability reporting, but we do report on it where data is available. PortsToronto is currently looking into how we can report on Scope 3. We encourage our partners to participate in ESG programs and monitor and report on their emissions to the greatest degree possible. As a collective, the aviation industry is working toward collaborative net-zero goals and we are actively participating in these discussions with our airport and airline partners.

Examples as requested at CLC:

- Working toward an airport-specific sustainability committee with representation from all airport partners including Stolport, Nieuport, Porter, Air Canada.
- EVP Gene Cabral sits on the Canadian Airports Council Environment Committee, which meets regularly to chart a path toward a sustainable future for the industry, including discussions on progress with respect to the use of Sustainable Aviation Fuels, strengthening GHG emissions reductions and other ESG initiatives.
- Have supported airport partners such as NAVCANADA with the installation of Electric Vehicle Charging Stations
- Have supported NAVCANADA on the implementation of new arrival procedures that have been successful in prompting an annual reduction of 970 metric tonnes of Greenhouse Gas emissions Link here: billy bishop arrival procedure enhancements en.pdf (navcanada.ca)

Page 17

How are you supporting emission reductions in our community?

If the question is how are we supporting reductions from the airport vis-à-vis the community, then the answer to that question can be found by reading the Sustainability Report. Our sustainability plan is in line with the City of Toronto and the Federal Government. All the work we are doing through Master Plan, Air Quality Study, conversion to electric vehicles/vessels, are examples of our commitment to being a partner. We have been systematically going through our operations to remove sources of emissions and/or replace with better technology within our control and that is what is detailed in the Sustainability Report.

Examples Requested by CLC:

- Electric conversion of the Marilyn Bell ferry will eliminate GHG emissions in the surrounding community
- Billy Bishop Airport is the only airport in Canada to choose 100% renewable wind and solar energy through Bullfrog Power since 2010, ensuring our Scope 2 emissions are zero. We also purchase renewable energy from Bullfrog on behalf of all our tenants.
- Enforcement of anti-idling on property that PortsToronto has jurisdiction over (airport property)
- Purchasing vehicles and service equipment that are electric models (e.g., service vehicles, grass cutting equipment, etc.)
- Replacing various equipment / infrastructure with modern technology that is more efficient and cleaner (e.g. sanitary and ice pumps, generators, upgrading electrical substations equipment, etc.)
- When feasible, utilize barging operations to deliver material and equipment to south side of the airport eliminating last mile truck traffic from the community (marine traffic is more environmentally friendly compared to truck traffic)

Page 19

Converting the ferry to electric power has eliminated the consumption of approximately 196,000 litres of diesel fuel per year. Change has to will.

Done.

Page 21

How do you enforce the anti-idling policy, particularly for the Porter bus, taxis and vehicles waiting to pick up passengers? Will you extend the enforcement to the surrounding neighbouring streets where these vehicles idle next to residential buildings, even in non-idle zones?

It is not possible to enforce outside of our property as we have no jurisdiction beyond the property we own. On our property, we monitor, consult and go directly to our tenants (taxi, buses/Nieuport) to follow up and educate on importance of anti idling.

Paragraph 4 says the ferry has eliminated 530 tonnes of emissions. Please change to will.

Done.

The ferry operates past midnight and begins as early as 4 a.m. Noise from the ferry arriving and departing from the city side slip gives residents in neighbouring buildings less than 4 hours of undisturbed sleep. Are you willing to discuss starting the ferry later and finishing earlier to meet City of Toronto guidelines for noise?

We have converted the ferry to electric to make it quieter and cleaner for the community. We will not contemplate changing the hours of the ferry.

Page 31

I recall an action item referring to glycol and de-icing management requested by Hal, for Gene to answer. Was this ever provided?

PortsToronto has asked Lura to go back through the minutes and found a request from Hal for tours of areas of the airport including the glycol management system, fuel storage area, and emergency services. Gene made a commitment to PortsToronto willingness to host those tours once COVID-19 begins to normalize and it was deemed safe to do so (CLC #40 – November 18, 2020).

The only other reference to it in recent meetings is in CLC #38. Hal asked what is involved in a Glycol Management Study and whether there are any reports from previous studies the CLC could review. Bojan explained the study was prompted by high lake levels in 2017 and 2019, concerns about standing water and aging infrastructure, and that the airport is monitoring this infrastructure to determine how to proceed with necessary repairs. There have been no further substantive updates on the Glycol Management Study in Bojan's Capital Program Updates since CLC #38.

Importantly, much of this information was provided during the Airport Master Plan consultations with the community and document through BBTCA CLC meeting minutes and the final Airport Master Plan Report. In fact, as had been requested by the CLC, PortsToronto and airport staff organized a site visit air side of the Ground Run-Up Enclosure Facility, Maintenance Facility Tour & De-icing Fluids Management Tour on May 23, 2017.

The Community Liaison Committee Meeting Minutes #27 dated September 13, 2017 are posted on the PortsToronto website which provides an overview along with the presentation materials and tour summary which are located in Appendix A1-2. Five members of the CLC (which included Hal) and additional community members attended the site visit.

In addition, we ensured the final Airport Master Plan explained the aircraft de-icing and sanitary services/glycol containment in the following sections:

Page 59 – Section 3.8.8 Aircraft De-Icing

The airport manages aircraft de-icing and anti-icing fluids with a dedicated glycol management system that traps surface runoff and thoroughly contains glycol from de-icing and anti-icing operations. The de-icing of air carrier aircraft takes place on the terminal apron. As part of the de-icing procedure, aircraft are pushed back from their gate position and are de-iced using mobile equipment. The runoff of effluent from the de-icing operation is captured at catch basins located strategically on the apron and directed to a below-grade storage facility. From there, the runoff is released to the municipal sanitary system. During periods of non-de-icing, runoff is directed to storm water drainage. General aviation aircraft typically do not operate during de-icing conditions, but when they do, they are brought over to the terminal apron for de-icing. Given the tight physical constraints of the airport, particularly in the vicinity of the terminal building, there is no opportunity to provide a centralized de-icing facility. The current Storm Water Management and Glycol Containment Plan developed in 2003, is reviewed annually to ensure operational practices are well managed.

Page 60 – Section 3.9 Services and Utilities (speaks to sanitary services and glycol containment)

Prior to the opening of the airport, there was a utility tunnel under the Western gap which provided a corridor for services and utilities which was built in 1932. As part of PortsToronto's investment in city building, a new pedestrian tunnel was opened in 2015, which was designed and engineered to accommodate much needed utility conduits for current and future city infrastructure services. PortsToronto hired a consulting team to build a first-in-Canadian innovation with seven interlocking "tunnel drifts" which formed the unique arched crown design of the main tunnel. Three of the tunnel drifts were dedicated to City water mains, providing $10-million-dollars in savings for Torontonians. The pedestrian tunnel plays a key role as a conduit for connecting services and utilities both from the mainland to the Toronto Island and vice versa. The Island Water Treatment Plant sits on the site of the City's first water treatment plant built in the 1900's, which is no longer in service. The current plant, built in 1977, is located on Centre Island and provides 20 per cent of Toronto's drinking water. The airport and Island are served by a new 16-inch water main that extends through the pedestrian tunnel from the mainland to the Island Water Treatment Plant and Pumping Station. The City of Toronto provides sanitary services for the airport and Toronto Islands through a 12-inch and 8-inch force main from their sanitary pumping station located just south of the airport. The two force mains were re-routed in 2015 from the 1932 utility tunnel and now run through the pedestrian tunnel from the City's Island pumping station to the mainland. The airport is serviced internally by a smaller force main system that connects to the Island pumping station south of the airport. The airport has a mix of both gravity and force main storm systems. During the winter months when glycol is used for aircraft de-icing, aircraft are sprayed in an area where the surface water is contained and discharged to the City's sanitary system. The outfalls along the dock wall of the Western Gap discharge storm water, which does not contain glycol. Communication services are provided by Bell, Rogers and Telus through new fiber services that were installed through the pedestrian tunnel. Bell and Rogers also have existing services that extend through the original utility tunnel. Toronto Hydro serves the airport and Toronto Islands through three 13.8 kV feeders from the Strachan Transformer Station on the mainland. These 13.8 kV cables run through the original utility tunnel. Step down transformers located on both the mainland and the Island, distribute the power to airport facilities. Natural gas lines were installed through the original utility tunnel with supply by Enbridge Gas.

Page 37

Bathurst Quay Neighbourhood Association is an equal partner in the air quality study, not "community leaders" please change.

Done. Change made.

Please name the Public Health study and give the date.

2021 PortsToronto Sustainability Report, p.37

This was the study commissioned by Toronto Public Health and presented to CLC on May 3, 2017, by Barbara Lachapelle at CLC #26. The report noted that the largest contributor to the local community is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry. In 2021, the conversion of the Marilyn Bell I ferry from a bio-diesel engine to an electric-powered motor eliminated greenhouse gas emissions associated with the ferry's operation.

PortsToronto has since footnoted this study in the Sustainability Report as follows:

> Presentation from Toronto Public Health communicated to the Billy Bishop Airport CLC at meeting #26 held on May 3, 2017.

What part of the community/area is defined in the air-shed?

Toronto Public Health provided this link to a map showing where the Traffic-Related Air Pollution (TRAP) in Toronto.

Attachment 1 to the Report - Reducing Health Risks from Traffic-Related Air Pollution (TRAP) in Toronto

Page 53

1.Recommend: That you spell out BQNA and not the generic term 'community leaders' PT has partnered with the Bathurst Quay Neighbourhood Association, the City of Toronto, etc.

Done.

2.Why did Ports Toronto include this statement: 'a study commissioned by Toronto Public Health, the report noted that the largest contributor to the local community is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry."

Why did Ports Toronto not state the report name and date published? This study done in 2013 is now almost ten years old and is misleading to the reader, particularly as new monitoring data is being gathered.

A Health Impact Assessment was commissioned by Toronto Public Health and was completed in late 2013. The approach taken for this report was based on Toronto Public Health's Impact Assessment Framework. Health Impact Assessments are used as a tool to identify potential health risks, benefits, challenges, issues and opportunities.

The study results were presented to CLC on May 3, 2017, at the request of the CLC members. The Health Impact Assessment report noted that the largest contributor to the local community is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry. The specifics of the Health Impact Assessment are not misleading, but factual and key pieces are referenced below from the presentation from Toronto Public Health:

• The City of Toronto conducted a Health Impact Assessment at the end of 2013. To date, this has been the most significant piece of research the city has completed related to health and the airport. The assessment process focused on air quality relating to the operations of the airport, and the impacts on surrounding communities.

o A thorough modelling exercise was completed for the Health Impact Assessment. This included understanding where pollutants are found, which pollutants are found in different areas, and where pollutants are emitted (including transboundary emissions from the United States, residential heating emissions, transportation emissions, aircraft emissions, ground support emissions, the airport ferry, etc.). Tear 2011 air shed pollutants data was used for modelling.

o Modelling findings indicated that based on 202 commercial flights per day and assuming 3.8 million passengers per year) the worst-case scenario would have the airport contributes between 10-15% of the pollution measured in the local area. The ferry was a main contributor to emissions, due to the diesel fuel used for operation.

o Few pollutants that did exceed Ontario health benchmarks were associated with traffic and transportation sources; high levels were noted around transportation corridors and highways throughout the city. The largest contributor of pollutants are a result of vehicle emissions on the Gardiner Expressway, highways 401, 427 and DVP. Pollutants are elevated in other parts of the City as a result of vehicle emissions.

Toronto Public Health stated that to date, the 2013 Health Impact Assessment has been the most significant piece of research the city has completed related to health and the airport. The air quality study currently underway in the Bathurst Quay neighbourhood is gathering data that may provide new information on other sources of pollution in local air shed and will be completed in early 2023.

3.Why did Ports Toronto not conduct due diligence in referencing this (untitled and unreferenced) report. The introduction to the Golder report states that:

"The information, recommendations and opinions expressed in this report are for the sole benefit of the City of Toronto and Toronto Public Health, subject to the limitations and purposes described herein. No other party may use or rely on this report or any portion thereof without Golder's express written consent. Any other use of this report by others is prohibited and is without responsibility to Golder."

I recommend that you delete these two sentences referenced in 2. above, and issue an addendum that clarifies your 2021 report has been updated to correct the inaccuracy of citing an unreferenced report and with no permission to do so.

The PortsToronto team ensures that due diligence is always at the forefront when preparing and referencing the correct data sources in all publications. From a public health perspective, we rely on the subject matter expert staff at Toronto Public Health, and this includes comments or advice as it relates to disseminating scientific data or results. A Health Impact Assessment was commissioned by Toronto Public Health and was completed in late 2013. The approach taken for this report was based on Toronto Public Health's Impact Assessment Framework. Health Impact Assessments are used as a tool to identify potential health risks, benefits, challenges, issues and opportunities. Health Impact Assessments rely on various data sources from federal, provincial and municipal levels of government, including private consulting firms who have subject matter experts in the field of public health and assessment work. Similarly, the Health Impact Assessment commissioned by the City of Toronto's Public Health Unit relied on data from the World Health Organization, Environment Canada, Health Canada, Transport Canada, BA Group, Dillon Consulting, Urban Strategies Inc., HLT Advisory, the City of Toronto and Toronto Public Health to name a few. Barbara Lachapelle, City of Toronto Public Health, provided an update on the impact of airport

We did not cite the Golder Report in this report, as the information was provided by Toronto Public Health as the modelling data is their data and the comments we received from Toronto Public Health on the Airport Master Plan was their feedback for us to include.

We also cited the study by Toronto Public Health completed in 2015-2016, in collaboration with the Medical Officer of Health, and the City of Toronto's Environmental & Energy's Division, which expanded the local air quality modelling to address the city as a whole. This air quality modelling study and the associated cumulative health risk assessment confirm earlier findings that pollutants emitted by vehicles, and highway corridors, are associated with higher health risks. Traffic-related air pollution (TRAP) is a mixture of substances emitted from cars, buses, and trucks, including particles (PM10 and PM2.5), nitrogen oxides such as nitric oxide (NO) and nitrogen dioxide (NO2), carbon monoxide, and volatile organic carbons.

As part of the Airport Master Plan consultations with the City of Toronto and Toronto Public Health, staff referred us to the October 16, 2017 Report from Medical Officer of Health and the Deputy City Manager, Internal Corporate Services, on Reducing Health Risks from Traffic-Related Air Pollution (TRAP) in Toronto. This report found that Gardiner & Lakeshore are the main contributors to air pollution in the area and not Billy Bishop Toronto City Airport. http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.HL22.3

This report was approved by City Council in December 2017.

Toronto Public Health, shared this information at the Airport Community Liaison Committee meeting #26 held on May 3, 2017. It was stated that based on modelling, only 10-15% of pollution in the air-shed is attributed to airport, most of which is attributed to the diesel ferry operation.

We have since footnoted this study in the Sustainability Report as follows:

> Presentation from Toronto Public Health communicated to the Billy Bishop Airport CLC at meeting #26 held on May 3, 2017.

As such, we will not be deleting the two sentences referenced and will not be issuing an addendum as our citing was correct and supported by Toronto Public Health as the owner of the Health Impact Assessment and the data.

Appendix D – LURA Consulting Presentation on the CLC Refresh


Billy Bishop Toronto City Airport
Community Liaison Refresh Strategy
May 24, 2022
PORTS
TORONTO

CLC Mandate Overview

- The Ports Toronto, Billy Bishop Toronto City Airport (BBTCA) Community Liaison Committee (CLC) operating since February 2011.
- The CLC provides a platform which:
  - Allows BBTCA stakeholders to communicate their perspectives and observations on airport development, operations and activities, and represent the interests of their broader constituencies .
  - Enables airport management to communicate proposals, planning issues, relevant activities and information.

BILLY BISHOP TORONTO CITY AIRPORT

Terms of Reference Recap

- CLC Terms of Reference
  - First approved October 19, 2010
  - Last amended May 15, 2015
- Composition
  - A Chairperson (Ports Toronto-BBTCA Executive Vice Present or designate.
  - 19 volunteer members (generally representative of the waterfront community).
  - Members serve a two-year term and may be reappointed for two additional terms (6 years total).

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Liaison Strategy Refresh

- A new Liaison Strategy is being proposed to:
  - Update the TOR with community input
  - Fill long-standing vacant positions
  - Invite new voices from existing representative organizations
  - Broaden stakeholder representation to align with Toronto's growing waterfront
  - Advance diversity and inclusion within the CLC.

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Recent New Representatives

- M.P. Kevin Vuong & Zara Sajjad
- Alessandro Damico & Zane Zahorodny (Air Canada)
- Jennifer Quinn (Nieuport)

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Proposed Changes

(based on vacancies and time served on the committee)

Existing Membership	Potential New Members
New Representatives from • YQNA • BQNA • TICA • PortsToronto Communications **Vacant Positions to Fill from** • Waterfront Secretariat • Community Rep at Large • A waterfront hotel • TDSB • Ward 10 Councillor & Staff **Search for New Reps from** • TPVA • Waterfront Toronto • NAV Canada	• East Waterfront Neighbourhood Association (formed 2019) • Mississaugas of the Credit First Nation (involved in 2018 Master Plan) *Possible others depending on the results of conversations with existing membership*

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CLC Member Refresh Milestones

June 2022

- Existing member outreach (voluntary conversations)
- New member outreach begins

Summer 2022

- Search for new committee members continues
- Drafting revisions to TOR
- Selection of new committee members.

Sep 2022

- New members introductions and orientation to the CLC.
- Crossover meeting + new TOR review

Nov 2022

- New CLC reps attend/ confirm the new TOR

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Next Steps

- LURA Consulting will reach out to each current CLC representative to arrange a meeting to discuss CLC process, composition, and improvements
  - To be completed by LURA staff who have not been involved in the BBTCA CLC to-date

- LURA will begin reaching out to representatives with vacant positions
  - Resident at large to be recruited through application process, advertised across multiple print and digital platforms

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Thank You

Appendix E – Bathurst Quay Neighbourhood Association Community Member Photos

The following images were taken by members of the Bathurst Quay Community taken in May 2022.

Appendix F – Noise Management Subcommittee 2020-2021 Year In Review

PortsToronto Billy Bishop Toronto Centre Airport

Noise Management Subcommittee
2020 & 2021 Review

Formed in 2018, the PortsToronto Billy Bishop Toronto Centre Airport (BBTCA) Noise Management Subcommittee (NMSC) is a standing subcommittee reporting to the PortsToronto BBTCA Community Liaison Committee (CLC) with representation from the Bathurst Quay Neighbourhood Association (BQNA) and York Quay Neighbourhood Association (YQNA) **(see Figure 1)**. As part of its mandate, the NMSC serves as a two-way communication platform to enable residents to communicate perspectives and concerns regarding airport related noise to airport management, and enable airport management to communicate and discuss proposals, planning issues, and other information to stakeholders and the broader community relating to airport noise. As such, NMSC representatives from the BQNA and YQNA regularly report on perspectives and concerns on technical matters pertaining to airport noise that exist in their neighbourhoods.

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

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

In January 2022, the NMSC underwent its second review to track progress on its mandate, and report its discussions back to the CLC.

Reflecting on Two Years of Work

During the first review of the NMSC, the subcommittee determined that the next reporting milestone should be the end of 2021 due to the COVID-19 pandemic resulting in changes to the noise environment at BBTCA, most notably, the absence of commercial service from March 2020 to August 2021. Over the past two years, the NMSC met six times (three times in 2020, and three times in 2021). What follows are

highlights from the NMSC's efforts to learn about noise management principles surrounding noise mitigation:

Ground Noise Study – Commenced better understand the causes and impacts of noise stemming from airport operations. The ultimate goal is to identify key sources of noise in an attempt to design and implement mitigation efforts that will benefit the community. In order to conduct this study, subject matter experts need to measure noise directly at the source, as well as at the point of reception. The latter will we require that a series of Noise Monitoring Terminals (NMTs) be installed in the Queens Quay Neighborhood area. In an effort to engage the community, a letter was sent to the community representative who co-chairs the NMSC, as well as Building Management seeking volunteers in the neighbouring buildings.

- The Ground Noise Study has two elements, monitoring background "ambient" noise conditions on Bathurst Quay and a portion of the central waterfront, and developing the noise propagation model, whichare summarized in **Table 1**.

Table 1. Ground Noise Study Components - Simplified Scope

	Background Noise Monitoring	Noise Propagation Model Development
Data gathered	Measures background "ambient" noise created by everyday sounds associated with city life from six (6) temporary monitors located throughout Bathurst Quay and the central waterfront. Monitoring will occur 24 hours a day for two (2) weeks. Aircraft noise is scrubbed from the data.	Measures individual sources of ground noise associated with airport operation as close as possible to the source. Examples of noise sources include (but are not limited to): aircraft taxing, HVAC systems, ferry operations, and service vehicles. The complete list includes over 200 sources.
Application	Results from monitoring will assist the team in creating a better picture of the baseline noise on the waterfront independent of aircraft operations.	Noise sources will be inputted into a 3D model of the waterfront to understand enabling the team to model sound reception at various points on the waterfront given different operating and weather conditions. The model accounts of obstructions, the absorptive/reflective qualities of materials, and weather conditions. The model will allow the team to test various mitigation options to evaluate the potential impact of noise mitigation measures such as adjustments of operational procedures or physical changes to the airport

Akoustik Engineering Ltd. and R.J. Burnside have continued to progress with elements of the study. They have completed noise source measurement for the noise propagation model, while work on the background "ambient" noise monitoring is currently paused until "normal" or "normal-like" activity on the

waterfront resumes, pending COVID-19 reopening. Members of the subcommittee highlighted sources of ground noise that are very apparent and disruptive to them. They also discussed opportunities for reporting the information from this study for different audiences including tables with noise measurements, graphs, and vignettes of conditions at representative locations on the waterfront.

- **Permanent Noise Management Monitor Installation** – A new monitor was installed at Kings Landing Condominium (460 Queens Quay W) in early 2020.

- **Annual Noise Management Report (ANMR) –** The subcommittee reviewed the ANMR, indicating that there were positive improvements to the presentation of information. They offered feedback that additional effort should be taken to provide a glossary of terms to ensure clarity of communication, and to include a 10-year record of the number of noise complaints to better understand trends.

- **Researching Information on Noise and Improving Noise Literacy** – Through conversations about the Ground Noise Study, Permanent Noise Management Monitors, and independent learning that has been reported back to the subcommittee, the subcommittee now has a more extensive grasp of the following:
    - 1-hour LEQ (equivalent continuous sound level) reporting is not intended to capture short, sudden, disruptive sounds. Reporting in the Ground Noise Study will use additional tools beyond the 1-hour LEQ when measuring background noise to provide a complete picture of noise disturbance.
    - Additional information about decibel weightings (A,B,C, and Z) were discussed, including their ideal application and utility. The Ground Noise Study and the Permanent Noise Monitors report in two weightings, A and Z.
    - Low frequencies can cause structural excitation, meaning that while we cannot hear the noise that is causing a material such as glass to resonate, we hear the noise of the glass resonating at a higher, perceptible frequency.

Term Renewal

The NMSC intends to renew its mandate for another year with respect to further clarifying and deepening its knowledge about environmental noise matters as they relate to land uses surrounding the Billy Bishop Toronto Centre Airport. The TOR and renewal of term will be revisited by the NMSC in January 2023.

Looking Forward

In the upcoming year, members of the NMSC anticipate continuing to contribute to PortsToronto's noise management work and overall understanding of the noise conditions on the waterfront by all parties involved on the subcommittee through the following tasks:

- **Ground Noise Study (Implementation and Analysis)** –
  - Discussing and following up on the installation of temporary (2 weeks in duration) noise monitors to assess the background noise. A map of the most desirable locations is included in Meeting #8. The subcommittee reviewed and provided input into these locations.
  - Continuing to discuss additional opportunities for future identified noise study scope – eg. fly by noise at various elevations representing high rise apartments
- **Permanent Noise Management Monitor Installation** – BBTCA airport management will continue to facilitate the expansion of the Permanent Noise Management Monitors including a new permanent noise monitor on Windward Co-Op building. A second new permanent monitor will be installed at Ontario Place, as will the relocation of an existing permanent monitor from the mainland ferry terminal to the Windward Co-Op building. The NMSC continues to express interest in discussing how the collected data is filtered, presented and assessed with respect to community impacts.
- **Annual Noise Management Report (ANMR)** – The subcommittee will continue to review the ANMR at its next publication to assist the broader community in improving noise literacy.
- **Researching Information on Noise and Improving Noise Literacy**
  - The City of Toronto's Waterfront Secretariat has expressed their willingness to present on the City's Noise Study Requirements for new buildings and discuss how the City accounts for noise in the development process.
  - PortsToronto has arranged for Transport Canada and their subject matter experts to make a presentation about the Noise Exposure Forecasts (NEFs) as a regulatory tool and the unique conditions that exist at BBTCA .
  - At the request of the community members on the NMSC, PortsToronto is preparing to reach out to the International Civil Aviation Organization (ICAO).

Angela Homewood
Project Manager & Environmental Specialist – Infrastructure, Planning & Environment
PortsToronto
Phone: 519-521-8438
AHomewood@portstoronto.com

Alexander Furneaux
Meeting Facilitator
LURA Consulting
Phone: 289-768-5561
afurneaux@lura.ca