TORONTO PORT AUTHORITY

AND

BILLY BISHOP AIRPORT

COMMUNITY LIAISON COMMITTEE
MEETING #6

MEETING MINUTES

Wednesday April 25, 2012
Radisson Hotel, Rain Dance Room
Toronto, Ontario

Minutes prepared by:

LURA
LISTEN · UNDERSTAND · RELATE · ADVANCE

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

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Summary of Action Items from Meeting #6

Action Item #	Action Item Task	Individual/Organization Responsible for Action Item
M#6-A1.	Revise the TPA CLC Meeting #5 Minutes as per committee member comments.	TPA and Lura
M#6-A2.	Send an electronic version of the draft proposed Construction Committee Terms for Reference (TOR) to TPA CLC members.	TPA
M#6-A3.	Send an electronic version of the poster for the mural project for the airport noise barrier to TPA CLC members.	TPA
M#6-A4.	Meet with Hal Beck to ensure all his comments are integrated into previous CLC meeting minutes.	TPA and Lura

Appendices
Appendix A1-1: Pedestrian Tunnel Update Presentation
Appendix A1-2: Air Pollution Presentation

List of Attendees

Name	Organization (if any)
COMMITTEE MEMBERS	
John Horne	Bathurst Quay Neighbourhood Association (BQNA)
Tony Makepeace	Bathurst Quay Neighbourhood Association (BQNA)
Jen Chan (Con. Vaughan's office)	City of Toronto
Brad Cicero	Porter Airlines
(*unknown representative*)	Porter Airlines
Hal Beck	York Quay Neighbourhood Association (YQNA)
Carol Jolly	Waterfront Business Improvement Area (WBIA)
GUEST SPEAKERS AND SUBJECT EXPERTS	
Ken Shier	PCL
Gregory Kitscha	Forum Equity Partners
Mike Lepage	RWDI
TPA REPRESENTATIVES	
Suzanna Birchwood	Toronto Port Authority
Gene Cabral	Toronto Port Authority
Pat Fagnano	Toronto Port Authority
Irene Quarcoo	Toronto Port Authority
Phil Warren	Toronto Port Authority
Christine Ashwal	Toronto Port Authority
Ken Lundy	Toronto Port Authority
Antonella Tarantino	Toronto Port Authority
FACILITATION AND SECRETARIAT	
Jim Faught	Lura Consulting
Patricia Halajski	Lura Consulting
MEMBERS OF THE PUBLIC	
Barry Lipton	Toronto Island Community Association (TICA)
C. Schneyderberg	
Mario Silva	Toronto District School Board (TDSB)
Lynn Haderlein	Waterfront Business Improvement Area (WBIA)

1. WELCOME AND INTRODUCTIONS

Gene Cabral, Airport Director, Public Affairs, Toronto Port Authority (TPA), welcomed members of the Billy Bishop Airport Community Liaison Committee (CLC) to the sixth committee meeting. Mr. Cabral apologized for the change in meeting location, noting future meetings will continue to take place at the Harbourfront Community Center (HCC). Mr. Cabral then introduced key TPA staff and Tunnel Construction project team members in attendance at the meeting. Next, Jim Faught, Facilitator, Lura Consulting, reviewed the evening meeting materials, including:

- Proposed meeting agenda; and
- Draft Meeting #5 Minutes.

2. REVIEW OF PREVIOUS MEETING MINUTES

Mr. Faught asked the committee members if there were any comments or amendments to the meeting minutes from January 18, 2012 (Meeting #5). Below is a summary of comments received and suggested amendments:

- On page 3, fifth bullet down, it should say that there inconsistency in how the cumulative effects are documented between the Tunnel EA and the Noise Barrier EA, and both cumulative effects definitions applied are incorrect.
- On page 5, first bullet. It should say the "increase is travel is directly linked to expanding slots at the airport, and increased passenger loading at operating slots."
- TPA requested that a note be added to the minutes stating that 190 slots was the current state at the time of the January 18th 2012 CLC Meeting.
- Request to add a bullet on page 5, noting that YQNA requested that TPA provide the number of slots operating and the associated loading factors for December 2010 and December 2011.
- Third bullet, on page 5, the word "using" should be replaced with "forecasted".
- On page 5, the minutes should clarify what the number 900,000 refers to, and the bullet should be reworded to provide a more accurate reflection of the discussion.
- On page 6, the second last bullet needs to be revised to note the specific reference to the contractor doing a great job, not TPA, to minimize overnight noise during the period of June 5 to 11, 2011, as well as a period in November 2011. A note should be added to indicate that despite this mitigation, there were still very significant noise effects.
- On page 7, first solid bullet should be revised to read "the member of the public asked whether noise was measured using DBCs versus DBAs" and should note that DBC was the only valid measure for noise.
- On page 7, second bullet under the topic "noise management office" needs to be clarified. It says annual reporting but it refers to monthly reporting.
- On page 8, the fifth bullet should be revised to state the "YQNA would like to applaud and thank TPA for setting up the CLC meetings".
- The last bullet on page 8 should be revised to state that YQNA inquired about the status of the EA on the old historical airport terminal.

The meeting #5 minutes were approved by the committee with the above noted changes.

Actions:
M#6-A1. Revise the TPA CLC Meeting #5 Minutes as per committee member comments.

3. PEDESTRIAN TUNNEL UPDATE

Greg Kitscha, Forum Equity Partners Inc., provided a presentation on the construction process for the pedestrian tunnel to the Billy Bishop Airport. Key points from Mr. Kitscha's presentation included the following:

- The team will construct a 200 metre long and 30 metre deep underground pedestrian tunnel across the western gap connecting to the Billy Bishop Airport.
- The construction will include: an elevator building on the mainland; pedestrian moving walkways within the tunnel; three sets of escalators and two elevators on the island side; and sewer and water main services for the City of Toronto.
- The construction program is 25 months and will be completed in April 2014.
- The construction schedule consists of three phases: 1) traffic management and utility relocation, to be complete by end of April 2012; 2) shaft and tunnel construction to begin in May 2012 and ideally completed in April 2013; and 3) buildings construction, systems and finishes, to begin in May 2013 and be completed by April 2014.
- First step in April 2012 is to relocate existing City utilities. As part of this process the construction team has installed construction fencing ("hoarding"), and developed a new drop-off and pick-up area which will be open on Monday.
- The construction program will use an on-site, portable batch plant to make concrete, significantly reducing the number of trucks accessing and leaving the site. The concrete batch plant is electrically operated and does not produce any exhaust emissions.The unit is also equipped with dust minimization features.
- Shaft construction will occur in May/June. The team will drill piles as opposed to driving them into the earth, which will help minimize noise impacts.
- A gantry crane will be used to hoist material, personnel and equipment into and out of the shaft. The crane is electrically operated, therefore it is quiet and does not produce any exhaust emissions.
- The tunnel will be constructed by first driving seven interlocking and concrete filled "drift" tunnels from the mainland through to the island. This design provides the requisite support and safety to enable the excavation of the main tunnel below. The drifts also allow the City's services to be separated from the tunnel, which is a benefit to the City.
- The drifts will be created using a Tunnel Boring Machine, which will be advanced at a rate of 15 m / day. Excavation of the main tunnel will progress at about 3m / day.
- Construction will occur between the hours of 7:00 a.m. and 7:00 p.m. from Monday to Friday. The team is seeking a permit to extend the construction hours to excavate the tunnel in two 10 hour shifts per day, allowing work to be done in the evening and at night which will be safer for the community and have less impact on local traffic. If and when work is required on Saturdays, the hours will be 9:00 a.m. to 5:00 p.m.
- The Malting Site will be opened to airport uses as the new drop-off / pick-up area. Traffic will enter and exit the drop-off/pick-up circle in a single motion from and back to Eireann Quay.
- Construction traffic into and out of the hoarded area will occur through a single gate at the east side of the construction area. Access to this gate will be through the drop-off/pick-up area,

which has been set up to provide sufficient width to allow this to happen. This configuration will continue to the end of April until the team has completed the balance of the enabling works relating the City's underground services.
- A traffic management plan will be put in place during the construction period to ensure public safety and effective traffic flow.

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

- *A committee member asked about the option to remove excavated materials from the site via barge. Is that still a possible option?* Mr. Ken Shier, PCL Constructors, explained that the excavated materials will be removed from the site using trucks, because the work was bid in that manner. He noted that a barge is more expensive; prohibitively so. It was a competitive bid process, and all bidders had the option to consider barging materials off site. Mr. Ken Lundy, Toronto Port Authority, noted that barging requires a place to take the materials, which significantly increases the cost.
- *A member of the public asked whether the perimeter road for the airport is still being contemplated to be built using the excavated materials.* Mr. Shier acknowledged that yes, it is still being contemplated, but that the status is unknown at this time.
    - *The public member noted that TRCA is going forward with a wave remediation program. The public member talked to the representative in charge of the program and asked if clean fill can be used to rebuild out, and was told it was a good possibility. The public member suggested TPA will not need to truck the materials anywhere, or use a barge, but simply take it one kilometer away and dump it on the edge of the lake. The public member noted this approach would make economic sense and create community friendship.* Mr. Shier noted that would be a possible process, but would require approval from all authorities involved in order to dump materials into the lake. He noted that none of the approvals are in place at this time.
- *A committee member asked, on behalf of her constituents, whether there is an option to put the batch plant on the island side, rather than the city side*. Mr. Shier explained that this is not an option due to functionality. Putting the plant on the island side would create additional travel to and from the island, since the construction team would need to take gravel, stone etc. to the island and then pump it back.
- *A committee member asked how committee members and the public would receive notice of any Saturday work or double shift work during the construction project*. Mr. Shier noted the project team will utilize the TPA website, and provide two week look aheads. The team will also look into additional notices and communication channels.
    - *The committee member requested to receive notice at least 48 ahead of time for Saturday work.*
- *Another committee member wondered what would be the nosiest phase of the tunnel construction process?* Mr. Shier noted there are three phases as part of construction. Noting that phase 1 is concerned with utilities and is minor. Phase 2 has been started, and includes drilling casings in the shaft. There have been no complaints regarding noise during Phase 2 thus far. He noted that the busiest and nosiest time is the traffic coming in and out of the site carrying gravel and stone. The excavation into the shaft and tunnel is not a high decibel level.

The team has taken decibel measurements in the area to make sure they stay in the recommended range.

- *The committee member questioned whether the project team measures round the clock noise levels, to allow for ambient noise levels drops, such as experienced at 2:00 am?* Mr. Shier noted that around the clock monitoring will be done shortly. Background noise can easily be measured at night.
- *A committee member noted that the City would require ambient noise levels before permitting evening work and double shifts to occur.*

- *A committee member noted a concern from his constituents about the possible dust being generated by the batch plant, and the movement of dry sand and aggregate by truck to and from the site. He was concerned that such dust would be hard to control.* Mr. Shier explained that engineering data about the decibel level and dust created by the batch plant is available, and this data has been distributed to the Ministry of the Environment (MOE), and City of Toronto. The data indicates that batch plant has very low emission rates. He also indicated that the project team has paved the entrance ways to ensure that trucks don't drive on gravel and dirt, thereby reducing dust levels in the air from truck movements. The team has tried to do as much mitigation as possible. There are also options to put up mesh around the community centre and by the baseball field.
  - *The committee member was concerned that the prevailing winds would head into the YQNA area.*
- *A committee member noted that vibration effects were not discussed during the presentation.* Mr. Shier explained that a vibration program is in place, and the team monitors the dock walls, existing terminal on the mainland, Ireland Park, and the existing forestry building. The tests are monitored on a daily basis for the dock wall and the terminal. There are also regular conference calls with the consultant and the architect to review the results.
  - *The committee member noted that the concern from the residents' perspective is not so much the dock wall but the buildings they live and sleep in.* Mr. Shier noted that the local buildings were examined using a mobile unit for vibrations, and nothing significant was found.
- *A committee member brought up the concerns put forward by the local daycare centre, noting that vibrations in the building are so bad that items have been reported to move across the desk*. Mr. Shier indicated that he met with the daycare staff earlier this week to discuss their concerns. He noted that to the best of the team's knowledge the incident noted was not caused by TPA activities, since something so major would be noted by the team's monitors. He explained that the daycare sits on fill causing occasional movement and shifting.
- *A question was posed about the construction schedule for the City watermains*. Mr. Kitscha explained that pre-work is being done now and the main work will occur as the tunnel is being constructed, which is part of Phase 2.
- Mr. Cabral provided additional information about the noise activity, with regards to traffic and relating to airport users. He explained that TPA is currently in the most restrictive phase as far as traffic accessing the airport. This 5 week period will end on April 7th, at which point the layout will return to the turning circle and will reduce passenger congestion.

4. TAXI STAGING

Suzanna Birchwood, Director, Public Affairs, Toronto Port Authority (TPA), provided a brief update on the taxi staging and parking solution for which the TPA sought site plan approval. Ms. Birchwood explained that the plan includes a long-term parking lot to the immediate west of the Malting Site, a designated taxi staging area, and a 17 spot parking lot just south of the TDSB play ground that is intended to replace the community parking that will be lost when the traffic management plan for Eireann Quay is approved. Ms. Birchwood noted that the updated plan has been taken to the City, City staff approved it, and it has been deferred twice by City Council. TPA is going back to Community Council on May 15th, where the TPA hopes to reach agreement on the taxi and parking solution. The TPA plan is the overall proposed solution to address community concerns regarding removing taxis from Eireann Quay and away from Little Norway Park.

Mr. Cabral noted TPA also committed to ensure there are available designated spots on site to accommodate disabled children and students who need to access the school or community centre. TPA also met with the school to discuss how the school envisions administering the parking spaces.

Below is a summary of the comments and questions raised by committee members regarding the taxi staging proposal:

- *A committee member asked what happens on May 15 at Community Council. What are the possible outcomes*? Jen Chan, Con. Vaughan's office, explained that the Community Council required a number of items to be implemented in regards to taxi staging. These include consulting with the School Board about the proposed construction management plan; working out the details of community access to parking spaces; finalizing the design for the tree planting at the north end to create a buffer to the school; and considerations to retain the mature trees on the site. Ms. Chan noted there were also some concerns about the "no stopping" on the street, which has been approved, but Council is still waiting for clarification about the school bus loading zone and traffic calming. The City would like to see all those conditions achieved, and the TPA will be providing an update on the plan for Council on May 15th. Ms. Chan noted that she cannot say what the outcome of the May 15th meeting will be; but Council can either approve, defer, or go with another option.
    - Ms. Birchwood noted that TPA has presented many adjustments and has tried hard to meet the Council's new demands. The issue is that demands come in late and require some time to meet. The TPA is trying hard to catch up.
    - *A committee member noted that he receives approximately 12 to 15 emails about this issue per week from constituents in the BQNA. Residents want the taxi problem solved.*
- Mr. Cabral noted that there is a piece of land adjacent to the long term parking site which belongs to Waterfront Toronto, and is not part of the TPA surface lease. Waterfront Toronto will have a contractor on site next week to start work. Their work will be adjacent to the community centre and school. Mr. Cabral noted that TPA is not the only organization doing construction the area.
- *A committee member noted that granite installation pavers adjacent to the dock wall, and the planting of trees were planned for the site as part of a City of Toronto initiative. The committee member noted the City would like to ensure that the landscaped boulevard will match the rest of*

Queens Quay, noting that a construction liaison committee will be formed for the project. The project should be complete by the end of summer 2012.

- *A committee member expressed concern about the lack of consistency in the number of lanes being presented as part of the design drawing for the taxi corral. He noted that at CLC Meeting #4 (November 2011) that plan showed 3 taxi lanes in the south leg; at the March 28, 2012 public meeting the plan showed 4 lanes; and tonight the plan shows 2 lanes. The committee member wanted to know the size of the taxi corral*. Mr. Cabral explained that the plan has changed over time. The drawing presented tonight shows 2 taxi lanes on the south leg, which has been changed from the 3 lanes to accommodate a shuttle bus lane in the south lane, and passenger walkway. The purpose of this change was addressing the concern of getting the shuttle bus into the tight turning circle. The TPA is currently working on an additional drawing as a request of the site plan approval to save the trees, which will shift the taxi corral further north to protect trees. The revised drawing was submitted to the planning department today and the CLC will see a revised plan soon. The revised corral will still fit the same number of taxis, but will preserve the trees on the malting site, which was a requirement of Community Council.
- *A committee member wanted to discuss YQNA concerns regarding no traffic on residential streets including Queens Quay, and the taxi management provisions for that. He asked whether the last Council discussions resulted in prohibiting right turns going northbound on Eireann Quay onto Queens Quay.* Jen Chan, Con. Vaughan's office, explained there is no right turns permitted on a red light, but there are transportation risks associated with prohibiting them all together. Prohibiting all right turns would require traffic to go up Bathurst and past Lakeshore to turn around which would cause gridlock. No right turns on red allows for clear pedestrian movement.
- *A committee member asked what will happen when the taxi corral is full, where do overflow taxis go? What design scenario has been applied to the taxi turning area? How will this ensure taxis are kept off Eireann Quay? What horizon and trip generation rates for the airport are being assumed?* Mr. Cabral indicated that the number of taxi spaces in the corral has been increased, to allow for 41 taxis, however every time that TPA has to re-design the plan it affects the number of taxis that can fit into the corral. Currently, the plan allows for a net increase of 9 taxis when considering the finger lot. The key to a successful parking management plan is to put "no stopping" signage in place along the east side of Eireann Quay, the area that typically holds 8 to 9 taxis. From the TPA standpoint there will be enough room to accommodate the 41 taxis safely. The corral will be managed to prevent overflow from congregating in the street.
    - *The committee member requested the trip generation rates for the horizon, and what horizons are being assumed. He requested clarity with respect to whether the studies assume todays' number or future number 10 years from now. Questioned whether any studies have been done that project future numbers for demand based on flights, such as the number of vehicles coming into Eireann Quay.* Mr. Lundy explained that the capacity of the ferry is 196 spots if totally full. The mobile split for taxis is an average of 1.6 people per cab, meaning a full ferry may require about 50 cabs. The modal split is approximately 85/15 i.e. 85% of the 196 spots on full ferry capacity is anticipated to use cabs. The tunnel will allow the distribution of passengers not in lumps as they are today when the ferry arrives, but spread out more evenly thought the day, which will help with traffic management.

- Mr. Cabral noted that mornings tend to see a lot more people using taxis, whereas afternoons see more people using shuttle and public transit. Currently the traffic management plan is set for a 2 year, beyond that period TPA will examine long-term solutions in partnership with the City.
- *The committee member asked about the long-term solution for traffic and taxi management for the site*. *Concerned that something would not allow the taxi staging area to be decommissioned. What will happen to the site?* Mr. Cabral noted that TPA has a 3 year surface lease on the property, and TPA envisions the taxi staging area as a temporary solution to address the concerns until the pedestrian tunnel is complete. The long term solution is the pedestrian tunnel, which will allow a manageable and smoother flow of people and vehicles to and from the area.
- *The committee member was concerned that the tunnel will increase the volume and capacity on Eireann Quay. Noting that there would be induced effects causing more people to come and use the airport once the tunnel is open. The committee member was concerned about the number of slots increasing from 202 slots to 300 slots.* Ms. Birchwood explained that the airport operates at 202 slots, and anything above that is based on speculation.

5. AIR POLLUTION PRESENTATION

Mike Lepage, RWDI Consulting Engineers and Scientists, provided a presentation about fuel odours in the Little Norway Park area. TPA requested this study and presentation based on community concerns about odours detected in the area. Key points from Mr. Lepage's presentation included the following:

- RWDI examined community concerns about fuel odours in the Little Norway area, by examining wind data, facility information from TPA, MSDS and other data for fuels, applicable regulations, and review of the area.
- Based on the data gathered, RWDI preformed preliminary calculations.
- Preliminary finding indicate that jet fuel is not the likely culprit. Other potential sources uncovered as part of the preliminary findings include smaller aircraft and ground operations using gasoline; re-fuelling of the ferry; combustion exhaust from the ferry; and re-fuelling operations at the local marinas.
- Jet fuel is not the likely cause due to the fuel characteristics, such as very low evaporation rate. Odour comes from evaporated fuel, and gasoline has 100 times higher evaporation than jet fuel.
- Jet fuel is not the likely cause because of the separation distance. The nearest separation distance is approximately 300 metres; preliminary calculations indicate odour might be smelled only under rare, worst-case weather conditions; and wind direction also needs to be correct to carry the odour to the mainland.
- The fumes being reported are not likely harmful, given that even at the maximum safe levels for workers, the both gasoline and jet fuel vapours have a very strong odour. At a level 1000 times lower than safe levels for workers, may people can still smell the odour.

Below is a summary of the comments and questions raised by committee members regarding the fuel odours presentation:

- *A committee member noted that idling vehicles should be added as a potential cause of the odours, and should be examined.*
- *A committee member requested a seasonal breakdown to of the wind directions, noting it would help correlate community complaints. The committee member suggested collecting community complaints about odour and forwarding them to TPA.*
- *Another committee member asked if committee representatives were to collect information about odours from their members, would it not be useful to back track to see when the ferry was being fueled, what the weather conditions were like etc.* Mr. Lepage indicated such an approach was the classic way to investigate odours.
    - Mr. Cabral noted the ferry is fueled twice a week at approximately 4:30 am. The fuel used for the ferry is diesel which is very low volatility.
- *A committee member asked how many fuel tanks are present in the vicinity, specifically associated with industrial and commercial operations*. Mr. Lepage indicated he did not have that exact number, but noted there are holding tanks at the airport, boat slips, yacht clubs, and the gas bar.
- *A committee member noted he received a complaint from a constituent about the odour being released by snow plow operations in the winter*. Mr. Lepage explained that odour would result from diesel combustion.
- *A member of the public noted that most of the odours people are complaining about are burnt kerosene or combusted jet fuel. The public member noted that the City of Toronto Board of Health recently prepared a study on air pollution in the South Riverdale area. The report includes maps of Toronto divided into squares about 2 km^2 in size, and the area around the airport was second highest on seven of those maps. He suggested that TPA may want to look at this report.*
- *A committee member noted that there was a previous request from the Board of Health asking the TPA about air quality in the airport*.
- Ms. Birchwood indicated the committee should give some thought as to how they want to treat the odour issue moving forward. The TPA doesn't want to start another study based on anecdotes; we want to ensure the data is accurate and compelling. The TPA has contacted David McKeown, and requested that a representative from the Board of Health attend the CLC and share information. The best way forward may be for CLC members to talk to their constituents to determine the best next steps and an approach to deal with odour.
- *A committee member recommended that TPA create a list of typical odours so constituents can accurately determine what they smell.*
- *A committee member asked whether ferry service is going to change or be eliminated after the tunnel is open and operational*. Mr. Cabral explained that ferry service will not be eliminated, since people still need to get to island, such as workers. Also, the tunnel does not accommodate vehicles, and airport workers and delivery vehicles need to reach the island.
- *A committee member commented that overall air quality in Toronto has improved, due to the reduction in manufacturing in the United States*. Mr. Lepage noted that the main reason for the air quality improvement are federal regulations with respect to automobile tailpipe emissions on both sides of the boarder.
- *A committee member thanked the TPA for the fuel odour study, but noted that an air quality study remains outstanding. Odour is symptomatic of air pollution from the airport. An air quality*

study should be conducted and provided to Toronto Public Health. Ms. Birchwood noted the TPA has discussed who would be best suited to author an air quality report, to ensure it is created by a neutral third party.

- *A committee member brought up a concern from a local resident. The resident moved her family from a balcony unit facing the airport, to a unit at the back of the building due to a sticky film that appeared on the balcony and the children's toys. The resident noted the film appeared in 2007*. Mr. Lepage explained that the film may not be caused by air pollution by-products but by something else, such as a fungus.
- *A committee member asked for the presenter to clarify the difference between fume and odour*. Mr. Lepage explained that odour refers to a smell, and fume refers to a substance in gas form.
- *A committee member was concerned about fumes people can't smell, and questioned whether such fumes are captured in the review*. Mr. Lepage indicated that RWDI previously examined such air quality concerns as part of the EA for the Pedestrian Tunnel. The study revealed that all the pollutants studies were at acceptable levels. The study considered full future horizons with full operations of the airport. The report is available as part of the EA documents.

6. CONSTRUCTION COMMITTEE

Ms. Birchwood provided a brief update on the Construction Committee, and distributed the proposed draft Terms of Reference (TOR) for the committee. Ms. Birchwood asked CLC members to review the proposed draft TOR, discuss it with constituents, and provide the TPA with feedback about how the committee should operate. She noted the committee would be led by Forum and PCL Constructors, and contains the same criteria for membership as the CLC committee. Ms. Birchwood indicated that the TOR has been approved by City Community Council.

7. MURAL COMMITTEE

Ms. Birchwood provided a brief update on the mural for the noise barrier wall located on the north side of the airport. She noted that TPA has created a poster to call artists to come forward with creative ideas for the wall, and join a Mural Committee. Ms. Birchwood also noted that TPA is working with the community center and their Room 13 project. The TPA has funding for this project and would like to include the community in the process.

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

- *A committee member questioned whether the wall can have some advertising to promote local businesses*. Jen Chan, Con. Vaughan's office, explained that the City has a sign by-law that would regulate advertising and what is permitted. Ms. Birchwood noted that wall is on TPA property, not City property.
- *A committee member asked whether CLC members were required to recruit members for the construction committee and the mural committee*. Ms. Birchwood indicated that she would like CLC members to review the proposed TOR and spread the word to their constituents to help attract potential members for both committees.

Actions:

M#6-A2. Send an electronic version of the draft proposed Construction Committee Terms for Reference (TOR) to TPA CLC members.

M#6-A3. Send an electronic version of the poster for the mural project for the airport noise barrier to TPA CLC members.

8. BUSINESS ARISING

Mr. Faught asked CLC members if they had any ideas for future committee meetings. CLC members noted that they would like to see a Toronto Transit Commission (TTC) representative present at the upcoming meeting in September 19, 2012.

9. WRAP UP

Mr. Faught thanked all members of the public and TPA employees for attending the meeting. A private "in camera" session was then held with CLC member only.

ADJOURN

Appendix A1-1

Pedestrian Tunnel Update Presentation

Forum Infrastructure Partners

Company	Role
Forum Equity Partners	Concessionaire / Equity Sponsor
PCL Constructors	Design Builder
Technicore Underground	Tunnelling Contractor
Arup	Lead Designer
ZAS	Architect
Exp	Geotechnical Engineer

During the course of this project the TPA will continue to own and operate the BBTCA

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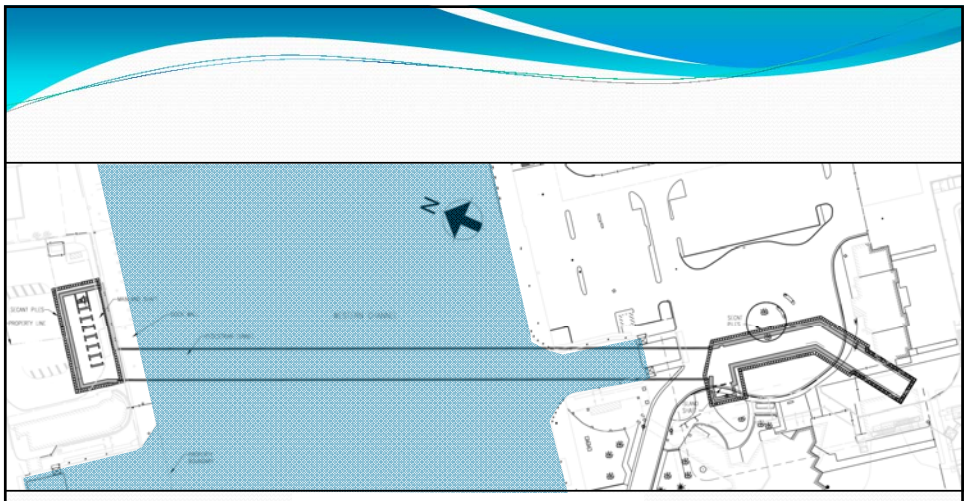

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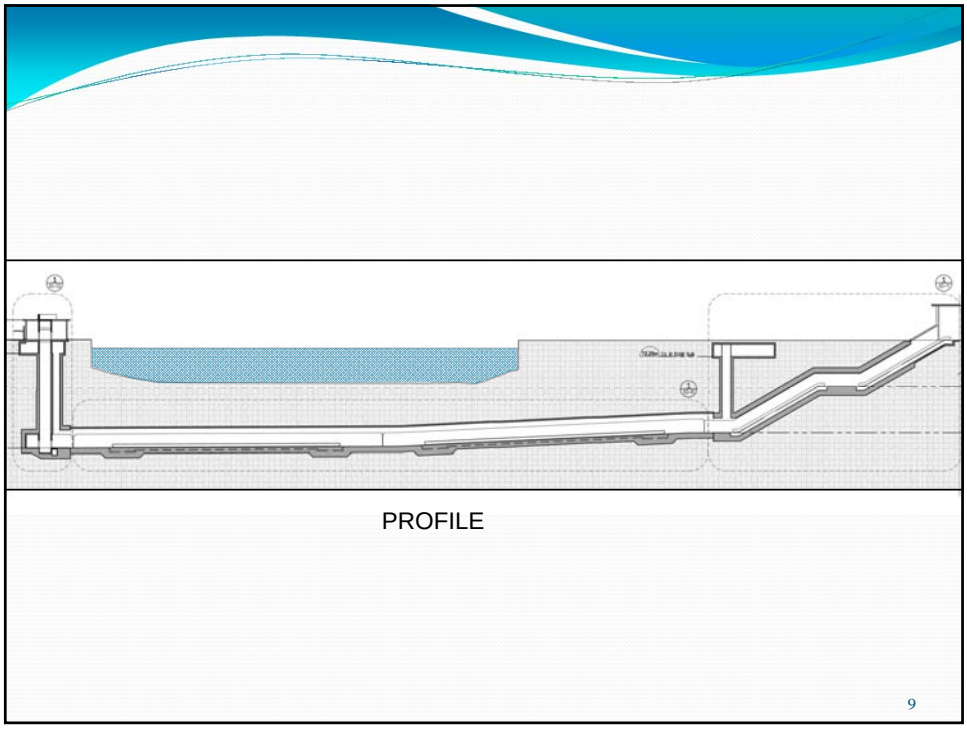


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PLAN

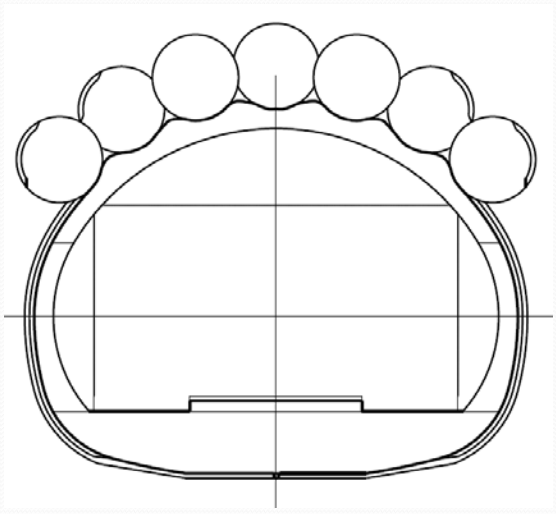
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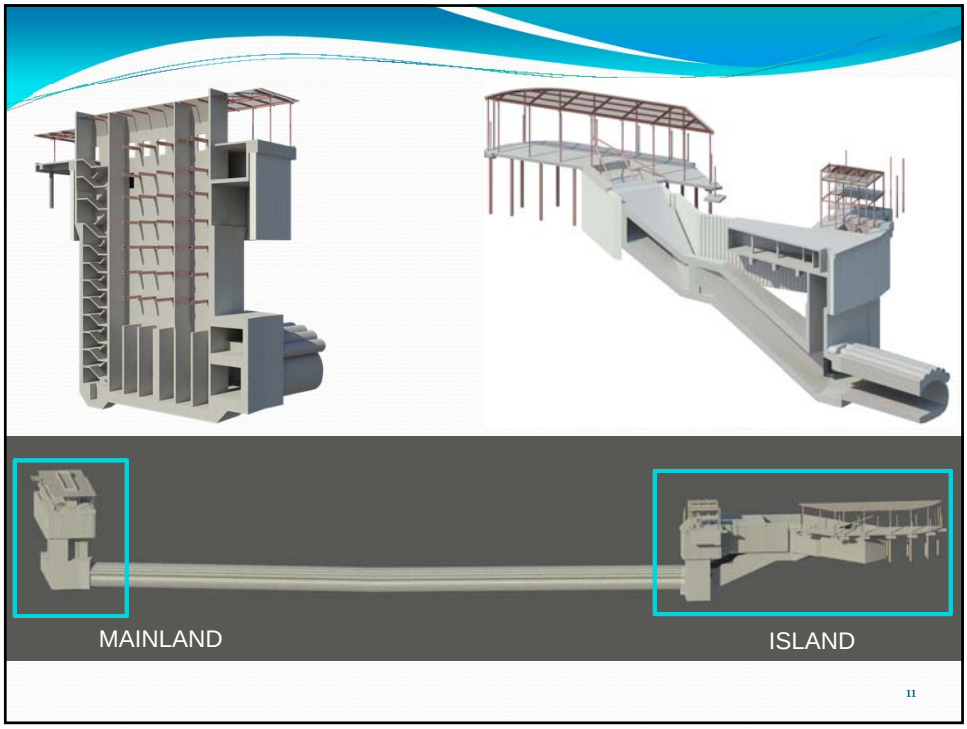
PROFILE

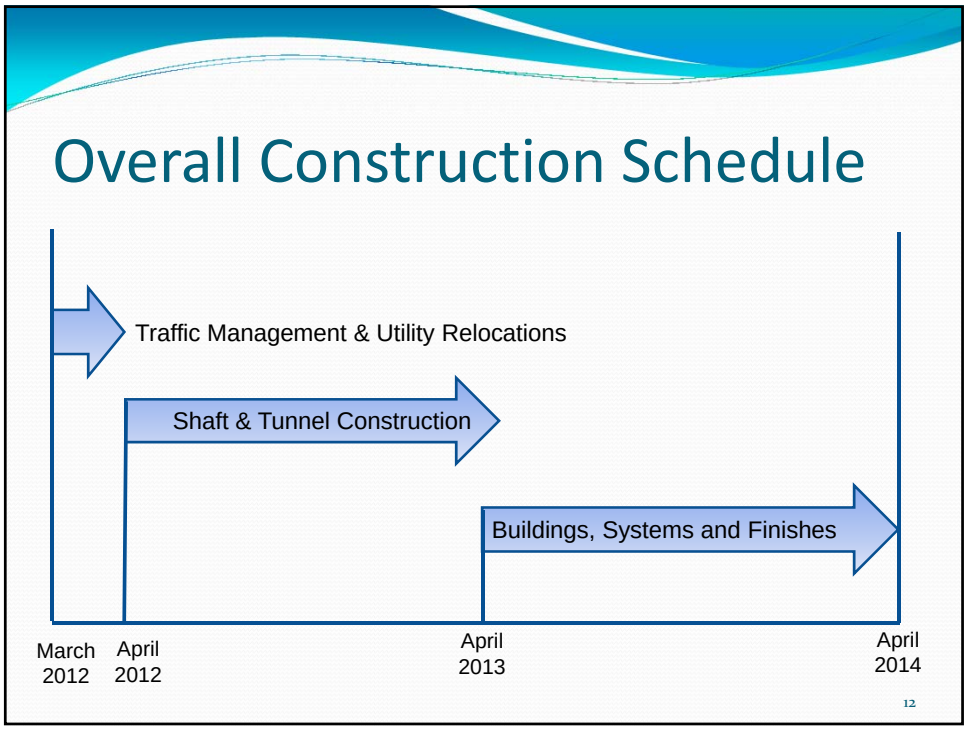
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Tunnel Construction



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MAINLAND
ISLAND
11


Overall Construction Schedule
Traffic Management & Utility Relocations
Shaft & Tunnel Construction
Buildings, Systems and Finishes
March 2012
April 2012
April 2013
April 2014
12

Construction Milestones

Task	Start	Finish	# Weeks
Traffic Management & Utility Relocations			
Traffic Management - Mainland	March 2012	March 2012	3
Utility Relocates - Mainland	March 2012	April 2012	7
Utility Relocates - Island	March 2012	April 2012	6
Shaft & Tunnel Construction			
Caissons - Mainland	April 2012	May 2012	7
Caissons - Island	June 2012	September 2012	10
Shaft - Mainland	May 2012	June 2012	4
Shaft - Island	September 2012	October 2012	5
Construction of Drifts	July 2012	October 2012	14
Main Tunnel Excavation	October 2012	April 2013	28
Tunnel Waterproofing & Finishes	April 2013	February 2014	40
Building Construction			
Building - Mainland	July 2013	January 2014	29
Building - Island	August 2013	January 2014	24
Construction Complete		**April 2014**	

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Traffic Management & Utility Relocations

This initial enabling work includes:

- Installation of construction fencing (“hoarding”)
- Development of a new Drop-off and Pick-up area
- Relocation of existing City Services

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Shaft & Tunnel Construction

This is the bulk of our work and will generally include:

- Material / Equipment deliveries and set-up:
  - Dump Truck, Batch Plant, Gantry Crane, Drill Rig, Excavator, TBM
- Shaft excavation
- Tunnel excavation
- New City Services installation

- Following this work we will perform the conventional building construction.

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Material Delivery & Removal



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Batch Plant



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Shaft Construction



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Gantry Crane



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Tunnel Boring Machine (TBM)



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Excavator

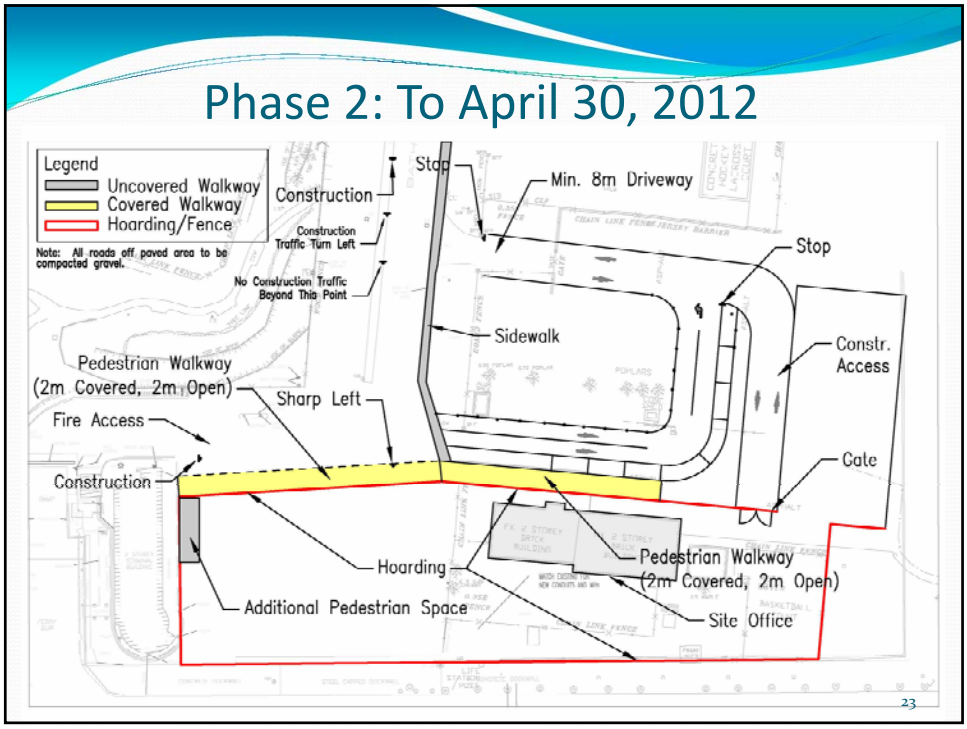


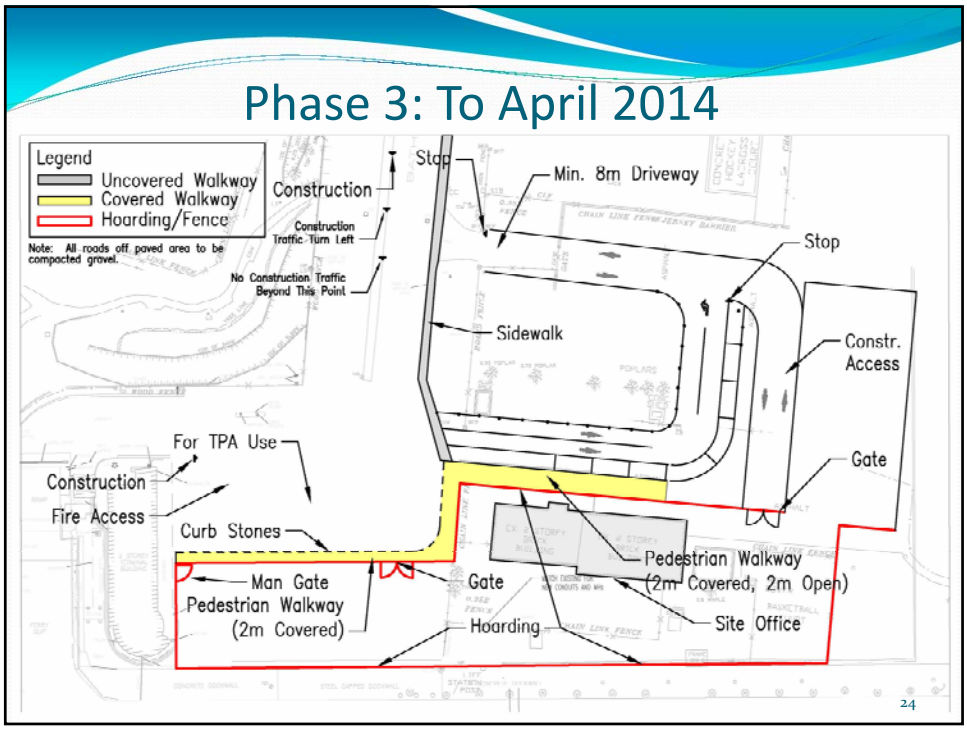
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Construction Hours

- Our current program is to perform the construction work between the hours of 7AM to 7PM from Monday to Friday. We will work Saturdays if required to maintain the project schedule.
- We have requested a permit to extend the construction hours to allow us to excavate the tunnel in 2 shifts/day (2 x 10 hour shifts).
- By working in the evening and at night our program will be safer for the community and have less of an impact on local traffic.

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Phase 2: To April 30, 2012
Legend
Uncovered Walkway
Covered Walkway
Hoarding/Fence
Note: All roads off paved area to be compacted gravel.
Construction
Construction Traffic Turn Left
No Construction Traffic Beyond This Point
Stop
Min. 8m Driveway
Stop
Sidewalk
Constr. Access
Pedestrian Walkway (2m Covered, 2m Open)
Sharp Left
Fire Access
Construction
Gate
Hoarding
Pedestrian Walkway (2m Covered, 2m Open)
Additional Pedestrian Space
Site Office
23


Phase 3: To April 2014
Legend
Uncovered Walkway
Covered Walkway
Hoarding/Fence
Note: All roads off paved area to be compacted gravel.
Construction
Construction Traffic Turn Left
No Construction Traffic Beyond This Point
Stop
Min. 8m Driveway
Stop
Sidewalk
Constr. Access
For TPA Use
Construction
Fire Access
Curb Stones
Gate
Man Gate
Pedestrian Walkway (2m Covered)
Gate
Hoarding
Pedestrian Walkway (2m Covered, 2m Open)
Site Office
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Appendix A1-2

Air Pollution Presentation

Fuel Odours in the Little Norway Area

About RWDI

- Over 300 people
- Offices across Canada and overseas
- Air quality studies for industry and government for over 30 years
- Extensive work in transportation, for MTO, GTAA, GO Transit, municipalities

Background

- Fuel odour concerns have been raised in the Little Norway area
- What might be the cause?

Scope of Review

- Wind data
- Facility information from Toronto Port Authority
- MSDS and other data for fuels
- Review of the area
- Applicable regulations
- Preliminary calculations

Summary of Findings

- Jet fuel – very unlikely
- Other options
  - Smaller aircraft and ground operations using gasoline
  - Re-fuelling of the ferry
  - Combustion exhaust from the ferry
  - Re-fuelling operations at marinas
  - Other?

Why Not Jet Fuel?

1. Characteristics of the fuel
   - Odour comes from evaporated fuel
   - Most likely during fuel handling
   - Jet fuel has a very low evaporation rate
   - Gasoline has 100 times higher evaporation

Why Not Jet Fuel? (continued)

2. Separation distance
   - Nearest separation distance ~ 300m
   - Preliminary calculations indicate odour might be smelled only under rare, worst-case weather conditions
   - Wind direction also needs to be right

Wind Direction

- Relevant winds come from S & SSE
  - 5% of the time in winter
  - 9% of the time in summer
- Winds from E & ENE are much more common
  - 26% of the time in summer
- Winds from W & WSW are also more common
  - 15% of the time in summer
  - 25% of the time in winter
- Also need low dispersion conditions

Frequencies based on Toronto Island data (1989-2009)

Are the fumes harmful?

Not likely:

- At maximum safe levels for workers, the odour is very strong
- At a level 1000 times lower than that, it may still be smelled by some people

THANK YOU

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