Community Meeting for the Planned Ground Run-Up Enclosure

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June 28, 2016



Purpose of this Community Meeting

- As requested by the City of Toronto (2013) and identified in the Jacobs study (2010) and Airport Master Plan (2012) to manage noise due to engine runups, PortsToronto is proposing to construct a Ground Run-Up Enclosure (GRE) at Billy Bishop Toronto City Airport.
- A GRE is an open-air, acoustically engineered structure used to dampen the noise produced by engine maintenance run-up inspections.
- The City of Toronto is undertaking a technical review of the GRE, and requested PortsToronto to hold a site visit (June 23) and support the City's community meeting (tonight) for interested parties to learn more about the proposed design, construction and operation of this noise management facility and provide an opportunity to ask questions and share comments.



Who We Have to Support Us

- As background, the GRE facility being planned at Billy Bishop Toronto City Airport is only the second such facility to be constructed at a Canadian airport.
- PortsToronto has engaged the same GRE facility design-builder, Blast Deflectors, Inc. (BDI) that constructed the GRE facility at Vancouver International Airport, which has received very positive feedback from the airport community. BDI is one of a couple of suppliers that specializes in such facilities, and has built over thirty worldwide.
- WSP is providing the site inspections services and Pave-Al is the general contractor for this project.







Background

- PortsToronto has been planning for a rehabilitation of the airfield at Billy Bishop Toronto City Airport, including the operation of a GRE, as proposed in the Jacobs study and as part of the 2012 Airport Master Plan.
- The planned GRE would minimize engine run-up impacts to the neighbouring community and users of the waterfront. The building is a 3-sided enclosure that would allow the planes to do engine run-ups inside.
- The planned GRE would be located on the south-west end of the airport property (situated on City-owned lands leased to PortsToronto) as an optimal location identified in the Jacobs Study, as this area provides a safe distance from the active airfield and is where high power engine run-ups have been occurring historically.





The GRF's steel framed structure is fully lined with acoustic panels designed specifically for the purpose of absorbing engine sound and reducing noise on the surrounding community. Through a design-build analysis it was determined that an optimized orientation would be at 250 degrees.

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The GRE is a design-build element sized to accommodate power-in power-out for the current Q400 aircraft, with aircraft access via taxiway south of Runway 06-24. With approximately a 60m x 60m footprint for the planned GRE, the location has been established south of Runway 06-24.

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The GRE facility is enclosed on three sides and consists of a 14m-high north wall, an 11m-high south wall and an east wall that transitions from 14m to 11m-high.



Hours of Operation – Not Changing

CURRENT without GRE	FUTURE with GRE	Any Change?
Normal Hours Monday to Friday - 8:00 am to 10:00 pm Weekends & Holidays – 9:00 am to 9:00 pm	Normal Hours Monday to Friday - 8:00 am to 10:00 pm Weekends & Holidays – 9:00 am to 9:00 pm	No
Restricted Hours Monday to Friday – 6:45 am to 7:59 am and 10:01 pm to 11:00 pm Weekends & Holidays – 6:45 am to 9:00 am and 9:01 pm to 11:00 pm	Restricted Hours Monday to Friday – 6:45 am to 7:59 am and 10:01 pm to 11:00 pm Weekends & Holidays – 6:45 am to 9:00 am and 9:01 pm to 11:00 pm	No
Prohibited Hours Monday to Sunday – 11:01 pm to 6:44 am	Prohibited Hours Monday to Sunday – 11:01 pm to 6:44 am	No

- Maintenance/ground run-ups are only completed in the restricted hours in situations involving unforeseen and unavoidable circumstances, and Billy Bishop Airport will explore all other options before allowing an engine run to occur during these times.
- Maintenance/ground run-ups are not permitted during prohibited hours.

- On average, one engine run-up test is conducted per day. The GRE does not facilitate additional run-ups beyond what is required for normal operations.
- While the intent is to undertake all engine run-up tests inside the facility, certain wind conditions will not allow its use due to the possibility of engine damage.
- The facility is oriented and designed in such a way to maximize its usability taking into consideration wind patterns. In circumstances when the facility cannot be used, the engine run-ups will occur outside the facility near the same location as they are performed today.

Project Scope









City of Toronto Development Review and Approval Process

- Pre- Submission consultation in Winter 2015/2016.
- Key issues and submission materials included:
 - Site Plan and Concept Drawing
 - Letter of Structural Certification by a Qualified Professional
 - Ground Level Renderings from public spaces
 - An Operations Brief on the Aircraft Maintenance Run Procedures
 - A Noise Abatement Brief, including noise reduction specifications
 - Combined Ground Run-Up Enclosure Usage Data
 - Final Stage 2 Archaeological Assessment Report
- Submission made to the City on May 24, 2016.



Public Realm View Impacts

- GRE facility photorealistic renderings from six publically accessible locations in the area of the airport, as requested by the City of Toronto.
- Locations include:
 - Inuksuk Park
 - Western Channel Promenade
 - Hanlan's Point Beach
 - Hanlan's Point
 - Toronto Music Garden
 - Harbourfront Centre



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View from Inukshuk Park Without GRE

View from Inukshuk Park With GRE



View from Toronto Music Garden Without GRE

View from Toronto Music Garden With GRE



Noise Contours without GRE

Noise Contours with GRE

Completed Technical Work – Archaeological Assessment

- A Stage 1 & 2 Archaeological Assessment was undertaken on the lands of the proposed GRE at the airport. The assessment was conducted by the consulting team from AECOM, along with support from field liaison staff with the Mississauga of the New Credit First Nations Community, on the lands of the proposed GRE at the airport.
- The results of the assessment have been deemed compliant with the Ministry of Tourism, Culture and Sport based on the requirements for archaeological fieldwork and reporting.
- The report has been entered into the Ontario Public Register of Archaeological Reports and filed with the City of Toronto.



Next Steps

- The City of Toronto is in the process of conducting a development review and approval process of the GRE.
- Comments raised at this engagement meeting tonight will be considered by the City and PortsToronto.
- The City and PortsToronto will enter into a Memorandum of Understanding following the review process.
- The planned ground run-up enclosure is estimated to be operational in the first quarter of 2017, subject to final approvals.



For More Information

PortsToronto - Angela Homewood, Project Manager Via telephone at (416) 863-2046 Via e-mail at <u>ahomewood@portstoronto.com</u>

Or PortsToronto Program website at www.BillyBishopAirfieldProject.com



Thank you

