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August 23, 2016

Mr. Geoffrey Wilson
President and CEO
Ports Toronto
60 Harbour Street
Toronto, ON
M5J 1B7

Dear Mr. Wilson:

Re:

**Technical Review of Planned Ground Run-up Enclosure (GRE) at Billy Bishop
Toronto City Airport (BBTCA) – Results and Next Steps**

Further to my letter of March 10, 2016, I am writing to advise you of the results of the City's consideration of the proposed GRE at BBTCA, and to outline next steps towards completing the technical review process.

The current proposal does not require a statutory development or building permit application under (respectively) the Ontario Planning Act or Ontario Building Code Act. However, the City of Toronto seeks to ensure that construction of the proposed GRE structure addresses the City's concerns as landowner, meets certain standards, and maintains an appropriate balance between the airport and other waterfront users. To that end, the City of Toronto structured its review of the GRE according to our typical site plan control process, which is an examination of the design and technical aspects of a proposed development in order to promote compatibility with the surrounding area.

After receipt of Ports Toronto's formal GRE submission on May 24, 2016, the City's technical review process entailed:

- internal circulation of application materials to multiple City of Toronto divisions;
- external circulation of application materials to the Ministry of Municipal Affairs, Ministry of Tourism, Culture and Sport, Nav Canada, and Waterfront Toronto;
- a community notice distributed to more than 15,000 addresses;
- two community information events; and
- creation of a project website with all application materials available to stakeholders.

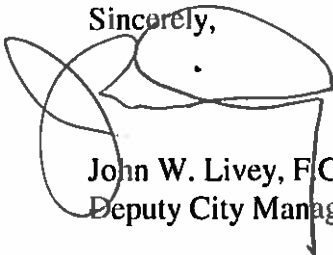
City staff have confirmed through the review process that the run-up enclosure as proposed is appropriate in the context of the Tripartite Agreement, and is legally permitted at BBTCA. Therefore, City staff are prepared to recommend approval of the GRE subject to terms and conditions to be set out in a Consent Agreement ("the Agreement") to be entered into between the City of Toronto and Ports Toronto. Final approval, required prior to start of any above-grade construction, is subject to obtaining authority from City officials and execution of the Agreement. A summary of matters to be addressed in the Agreement is provided as Appendix A to this letter.

A number of stakeholder questions and comments were raised throughout the review process which warrant additional consideration and response. These questions and comments are summarized in Appendix B to this letter. An unabridged set of agency and stakeholder comments submitted to the City is additionally provided as Appendix C. The City of Toronto requests that Ports Toronto provide written responses and/or additional technical information to these submissions, and that these responses be provided in a timely fashion.

Once Ports Toronto confirms that it is agreeable to the Matters to be Addressed in the Consent Agreement (described in Appendix A), and that it will respond to the Summary of Agency and Stakeholder Questions and Comments (summarized in Appendix B), City staff will forward the Agreement for execution.

I trust this review process has met your expectations, and that we may make timely progress towards the execution of the Agreement so that construction may proceed. If you have any questions or concerns, please do not hesitate to contact Bryan Bowen, Project Manager, Waterfront Secretariat (Email: bbowen@toronto.ca / Tel: 416-338-4842).

Sincerely,



John W. Livey, F.C.I.P.
Deputy City Manager, Cluster B

cc. Councillor Pam McConnell, City of Toronto
Councillor Joe Cressy, City of Toronto
David Stonehouse, Director, Waterfront Secretariat, City of Toronto
Lynda MacDonald, Manager, Community Planning, City of Toronto
Barbara Cappell, Legal Services, City of Toronto
Simona Rasanu, Real Estate Services, City of Toronto
Susan Hughes, Supervisor, Heritage Preservation Services, City of Toronto

Appendix A - Matters to be Addressed in the Consent Agreement

GRE to improve existing area conditions

The City of Toronto has on multiple occasions expressed interest in the construction of a GRE to improve upon "existing" groundside noise conditions. The Agreement will contain appropriate language to acknowledge the GRE as a means to reduce noise impacts from existing airport operations.

Approval

The City of Toronto will consent to the use of the subject lands for GRE purposes for the duration of the Tripartite Agreement on the terms and conditions set out in the Agreement.

Appearance

The City of Toronto provided pre-application feedback on the appearance of the structure, including recommendations on materiality, colour, and a prohibition on external signage. The City acknowledges this feedback was incorporated within the design formally submitted on May 24, 2016. The Agreement will commit Ports Toronto to construct the GRE in accordance with the plans and materials approved by the City. The City is to be notified immediately, and provided updated plans and materials for review and consideration, should Ports Toronto propose any design revisions prior to or during the course of construction.

Acoustic performance

Ports Toronto will provide the City of Toronto a copy of the post-construction test report confirming results that meet the specified acoustic performance.

Hours of operation

Operating hours shall be in accordance with the Aircraft Maintenance Run Procedures provided to the City as part of the submission for approval of the GRE. In addition, Ports Toronto will undertake best efforts to reduce run-up procedures during restricted operating hours. Upon request, Ports Toronto will provide the City of Toronto with any/all records authorizing run-up procedures during restricted operating hours.

Structural certification

Upon completion of detailed design documents, Ports Toronto will provide the City a structural certification from a qualified person. The certification shall confirm compliance with all applicable national and provincial building codes.

Site restoration

Upon expiration of the Tripartite Agreement, Ports Toronto shall remove the GRE and return the subject lands to their pre-construction condition at no cost to the City of Toronto.

Archaeological impacts

In the event that deeply buried archaeological remains are encountered on the property during construction activities, you agree that the Heritage Operations Unit of the Ministry of Tourism,

Culture and Sport, will be notified immediately at (416) 314-7146 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.

In the event that human remains are encountered during construction, Ports Toronto agrees to immediately contact both the Ministry of Tourism, Culture and Sport, and the Registrar or Deputy Registrar of Cemeteries at the Cemeteries Regulation Unit, Ministry of Consumer Services, (416) 326-8393.

If any expansions to the boundaries of the subject property are proposed, you acknowledge that further archaeological assessment work may be required which may impact the construction of the GRE.

**Appendix B -
Summary of Agency and Stakeholder Questions and Comments**

1. Why are engine run-up procedures performed at BBTCA? Does anything prevent Ports Toronto from reducing the number, operating hours, and types of run-ups performed at BBTCA?
2. Could the GRE be designed and built with a roof enclosure?
3. What is the cost to construct the GRE and how will it be funded?
4. Will the cost of the GRE be amortized beyond the June 30, 2033 expiration date of the Tripartite Agreement?
5. What feedback has Vancouver International Airport received following the construction of their GRE?
6. What is the largest plane the GRE can accommodate?
7. Elaborate on the relationship of elevation to GRE noise abatement. At what elevation does the noise abatement begin to diminish? At what elevation is the abatement no longer effective? Confirm there is no elevation or location at which the GRE creates a net increase in current noise impact from run-up procedures.
8. Describe possible contaminants associated with run-up procedures. Are these affected by the construction of a GRE? How will they be managed?
9. Describe the correlation between run-up procedures and number of aircraft movements at BBTCA. Would the number of engine run-ups increase with an increase in aircraft movements? Will construction of the GRE support any increase in additional aircraft movements?
10. What impact will wind direction have on the effectiveness of the GRE? How often will run-up procedures be performed outside the GRE?
11. Will there be permanent noise monitoring at various points along the waterfront to monitor the effectiveness of the GRE?
12. Elaborate on your construction management plan. How will traffic related to construction of the GRE affect the community?
13. Elaborate on the creation and confirmation of the pre and post-construction acoustic contours provided in Appendix D. Will Ports Toronto collect and make available noise data in both dBA and dBC?
14. Please provide Ports Toronto's interpretation of Provincial noise guidelines as they relate to ground-based noise at BBTCA.

15. Elaborate on the performance parameters of the GRE as proposed. What options exist to refine the structure in order to expand the benefit further, in particular for waterfront destinations west of the GRE (i.e. Ontario Place), which receive only a modest noise reduction.
16. What landscaping options exist to reduce the visual profile of the GRE? Can features such as a berm, tree plantings and other landscape treatments be incorporated into the design?
17. Elaborate on the various types of run-up procedures performed at BBTCA, including the average frequency of each procedure, and a map identifying the location of each. Please confirm which run-up procedures are technically capable/incapable of relocation to the GRE.
18. Please revise and resubmit the acoustic plans provided in Appendix D to allow for reproduction in black and white.