



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

**NOISE MANAGEMENT SUB-COMMITTEE
MEETING #11**

MEETING MINUTES

September 16, 2020
7:00 pm - 8:30 pm
Zoom Online Meeting
Toronto, Ontario

Minutes prepared by:



PORTS TORONTO



These meeting minutes were prepared by LURA Consulting. LURA provides neutral third-party consultation services for the Ports Toronto Noise Management Sub-Committee. 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:

Angela Homewood

Project Manager &
Environmental Specialist –
Infrastructure, Planning &
Environment

PortsToronto

Phone: 416-863-2046

AHomewood@portstoronto.com

OR

Alexander Furneaux

Meeting Notetaker

LURA Consulting

Phone: 289-768-5561

afurneaux@lura.ca



Summary of Action Items from Meeting #11

Action Item	Action Item Task	Who is Responsible for Action Item
M#11-A1	Circulate the 2019 Year in Review document included in CLC Meeting #38's appendix.	LURA
M#11-A2	Michael David to check whether the permanent noise monitors can measure noise in dBZ and outputs for these measurements can be made available.	PortsToronto
M#11-A3	Michael David will provide to the NMSC any literature he is able to find on calibration techniques used in similar noise studies	PortsToronto
M#11-A4	Michael David will provide a map of the positive responses to the installation of temporary noise monitors	PortsToronto
M#11-A5	Michael David will provide the temporary noise monitor tracking sheet to Mr. Bowen to share with Councillor Cressy's office to coordinate additional outreach on outstanding best case scenario locations.	PortsToronto
M#11-A6	LURA Consulting will email the subcommittee in November 2020 to confirm a January 2021 meeting date for the subcommittee.	LURA

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Hal Beck – Co-Chair	York Quay Neighbourhood Association	Present
<i>Vacant position</i>	York Quay Neighbourhood Association	<i>N/A</i>
Max Moore	Bathurst Quay Neighbourhood Association	Present
Lesley Monette	Bathurst Quay Neighbourhood Association	Present
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
PORTS TORONTO REPRESENTATIVES		
Angela Homewood – Co-Chair	PortsToronto	Present
Michael David	PortsToronto	Present
Michael MacWilliam	PortsToronto	Present
FACILITATION		
Jim Faught – Lead facilitator	LURA Consulting	Present
Alexander Furneaux - Notetaker	LURA Consulting	Present

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Appendix A: Meeting Agenda

1. Agenda Review and General Updates

Jim Faught (LURA Consulting) welcomed the members of the Noise Management Subcommittee (NMSC) to their 11th meeting held virtually via Zoom. Mr. Faught provided an overview of the agenda and asked the committee for any additional items or updates to be added to the list of agenda items. The meeting agenda is included in **Appendix A**.

Alexander Furneaux (LURA Consulting) provided an update to the subcommittee that the meeting minutes and appendices from NMSC meetings 1 to 8 are now available on the PortsToronto Community Liaison Committee page.

[Visit the PortsToronto CLC webpage.](#)

Mr. Beck (YQNA) inquired whether the NMSC 2019 Year in Review had been finalized and was available for the subcommittee. LURA indicated the Year in Review was finalized and presented for inclusion in the appendix in the Community Liaison Committee meeting #38 minutes from May 27th, 2020. It was discussed to circulate the version of the NMSC 2019 Year in Review included in this appendix for the subcommittee's reference.

Point of Clarification – *At the NMSC #10 on April 1, 2020, the subcommittee reviewed and provided detailed feedback on the draft 2019 Year in Review document. LURA incorporated the revisions, and circulated a second draft to the NMSC members on April 9th, 2020. NMSC members were requested to provide comments on the document by April 27th, to finalize and present to the Airport CLC at the May 2020 meeting. M#11-A1*
Circulate the 2019 Year in Review document included in CLC Meeting #38's appendix.

2. Ground Noise Study Update

Michael David (PortsToronto) provided a brief update on the Ground Noise Study. The partial closure of the airport has provided the team with the opportunity to gather source noise data on the Q400 at different throttle positions during landing and takeoff that will be inputted into the database of source noises that feed into the noise model. This uninterrupted data is important given that the Q400 aircraft is one of the most frequent offending sounds associated with the airport. Conversely, due to reductions in staff at the airport getting certain source noise data has been difficult due to reduced Air Canada and Porter staff. Additionally, the background noise study has been put on hold to avoid entering individuals' personal spaces during COVID and concerns about the usefulness of the data given that "normal" background noise has been disrupted due to changes in day-to-day activity caused by COVID.

Michael David and Mike MacWilliam acknowledged that they received the request from Max Moore comparing noise data from 2019 and 2020, and are in the process of trying to get that data. With Gary Colwell being temporarily laid off, Mr. MacWilliam has had to assume his role and reacquaint himself with the Noise Management office at the airport on top of his regular duties which has taken some time.

- Mr. Moore stated the importance of measuring in both dBA and dBZ. Mr. David indicated that while the permanent noise monitors do not currently report in dBA,

the Ground Noise Study will include both, as specified in the RFP. Mr. David indicated that he would have to check whether the permanent noise monitors (which measure fly-by noise from aircraft, rather than ambient noise) are able to record measurements in dBZ

M#11-A2 Michael David to check whether the permanent noise monitors can measure noise in dBZ and outputs for these measurements can be made available.

- Mr. Beck noted that average 1-minute peaks do not reflect the impacts felt by people as it is the duration of the peak that is what can be most disruptive to things like sleep. He noted that there was discussion in a previous meeting about the format of the data and a template being created for how the data would be summarized in the report.
- Mr. David replied that there will indeed be a lot of data, some of which may not be of use. The team is still working to establish a format and scenarios, such as theoretical locations, noise contours, or other methods of representing this data.
- Mr. Beck inquired whether given that it is currently very quiet near the airport compared to normal, whether this is a good opportunity to calibrate the model. For instance, Mr. Beck referred back to an ongoing concern about the use of a ground-based model in a marine environment discussing how the ground may absorb 10 dB whereas the water may only absorb 1dB. Mr. Beck posed the question as to whether there has been any thought to test at different frequencies how noise travels.
- Mr. Moore also added to consider the effect of noise bouncing off concrete buildings along the waterfront.
- Mr. David indicated that the modelling system has frequency weighting and is fairly certain it can be calibrated by creating noise of a known quantum at a specific point at the airport and observing how it diminishes over distance.
- Mr. Beck indicated that what Mr. David described is along the lines of what he had envisioned. Specifically he envisioned a boat measuring noise at different frequencies based off noise emitted from different runway offsets and heights.
- Mr. David indicated that this is outside of the scope of the ground noise study but that he can see what literature there is available on this. Regarding sound bouncing off buildings, this can be accounted for. The consultants are currently modelling buildings in the area using known properties such as massing and orientation.

M#11-A3 Michael David will provide to the NMSC any literature he is able to find on calibration techniques used in similar noise studies.

- Ms. Monette inquired whether the massing model accounts for building design such as balconies where the sound can bounce around.
- Mr. David indicated that the model won't be able to create that amount of detail for buildings, and in many cases that level of detail on architectural drawings is not readily accessible due to the age of most waterfront structures.
- Mr. Bowen concurred that anything older than 10 years would likely be a hardcopy drawing somewhere in Toronto's archives.

- Mr. Beck raised the concern that he is unaware of the exact location of the proposed microphones and that in his opinion the letter provided by PortsToronto to buildings requesting their participation in installing a temporary noise monitor was confusing and poorly worded.
- Mr. David reminded the subcommittee that there are two components to the Ground Noise Study – the source noise observations (measured at the source of various noise emitters from the airport while on the ground) which feeds into the noise model, and the ambient noise which measures the background noise at various points around the airport. For the ambient noise measurement, this requires the installation of a temporary noise monitor for at least 1 week to measure the hum. Mr. David indicated that these locations were shared at a previous meeting and represented the best-case scenario for where these monitors could be placed, however ultimately PortsToronto cannot force people to install this monitor on their property. He noted that PortsToronto had received 4 positive applications similar to the best case however this process has been slowed by COVID-19. Mr. David indicated he could share the best-case scenario locations that responded positively.

Point of Clarification - *These locations were shared at NMSC #8 on October 17th, 2019 and are included in Appendix B of this meeting.*

M#11-A4 Michael David will provide a map of the positive responses to the installation of temporary noise monitors.

- Mr. Bowen indicated that if there are buildings that would be particularly useful for this work, he can work with Councillor Cressy's office to contact specific buildings through that channel as a slightly different approach.
- Mr. David indicated he has a tracking sheet with the building, mounting height, and wish list of locations correlated with individuals who would be willing to participate that he can share with Mr. Bowen and the Councillor's office to fill in any missing gaps.

M#11-A5 Michael David will provide the temporary noise monitor tracking sheet to Mr. Bowen to share with Councillor Cressy's office to coordinate additional outreach on outstanding best case scenario locations.

- Ms. Monette indicated she can run the letter provided by PortsToronto through BQNA again to see if there would be more volunteers, if the outstanding locations are known.
- Mr. Beck rearticulated that he felt the letter was poorly written, suggesting a quick review of the letter and in future outreach efforts to improve the quality of the letter and community receptiveness. Specifically Mr. Beck indicated he felt the letter lacked context as to why the monitors are being installed and how this would be carried out.
- Mr. David replied that he disagrees with the characterization of the letter by Mr. Beck indicating the letter was clear on all points of context and installation, and included an exact picture of the monitor that would be installed.

Point of Clarification - The letter was finalized based on a discussion at NMSC #9 on January 8, 2020, where committee members asked questions and suggested additional details to be included in the letter. As discussed with the committee, the letter was sent to building management in the Queens Quay neighbourhood area, including NMSC members, asking for volunteers to host the temporary noise management terminals, along with a picture of the terminal. An email was sent under Gene Cabral's signature to each NMSC community representative to share with their building management on January 14, 2020. A copy of the letter and an image of the noise monitoring terminals is included in **Appendix B**.

- Mr. Beck indicated he never received a map of the best case scenario locations and a map of the current locations offered.
- Mr. David indicated he can happily recirculate these locations (previously shared at NMSC #8) and provide an updated version identifying which locations received a positive response from outreach.
- Mr. Beck indicated these locations will eventually need to be plotted and expressed frustration that there are no monitors on tall towers to understand the noise profiles of aircraft as they fly by.
- Mr. David indicated he can't speak to future studies that might examine these fly-by concerns. He also pointed out that the temporary monitors are only intended to capture ambient noise from the average building height on the south face of buildings.
- Mr. Beck made the request to gather fly-by noise from the top of buildings.
- Mr. MacWilliam also indicated that PortsToronto has a cheque ready to go for the installation of a monitor at Ontario Place.
- Mr. Beck indicated that he would like to join Mr. MacWilliam and Colin Novak for the installation of this noise monitor if possible. Also to use this as an opportunity to discuss installation of a temporary monitor at the Windward Co-Op.
- Ms. Monette indicated that the monitor on Kings Landing has been working fine and that the issues she raised in the spring with Gary Colwell.
- Mr. MacWilliam indicated that he is grateful for the offer of assistance in accessing the building. It was determined that the problem was a GFI issue and that there shouldn't be any further issues but to contact him if there are. Mr. MacWilliam also confirmed that Mr. Beck is the best contact for the Windward Co-Op going forward with matters relating to the monitors.

3. Billy Bishop Airport Operations Status Update

Angela Homewood (PortsToronto) provided an update on Billy Bishop Airport's operation status in light of COVID-19:

- Ms. Homewood heard from Wayne Christian and is happy to report that he is enjoying his new home in Edmonton. At the moment, he hasn't responded as to whether he would like to call-in to subcommittee meetings going forward.
- Ms. Homewood noted that Mike Karsseboom has taken a new position at a small airport in North Peace, British Columbia as the managing director.

- Mr. MacWilliam noted that his role as Manager of Groundside Services, Security, and Compliance he will be taking on the responsibilities of Mr. Karsseboom and Gary Colwell (for the duration of his temporary layoff due to COVID).
- Ms. Homewood noted that with the ongoing reduction of operations at the airport, PortsToronto has initiated a second round of temporary layoffs. She reiterated PortsToronto's commitment to noise management and the community and will continue to work through the CLC and NMSC. Current staff are being reassigned to cover these initiatives. Going forward, Mr. MacWilliam will attend the NMSC meetings in his capacity to manage the noise management office.
- Mr. MacWilliam indicated he is trying to get the requested noise data, though he also wants to be respectful of Mr. Colwell given he has been temporarily laid off. Mr. MacWilliam asked for the subcommittees patience and understanding as he reacquaints himself with noise management at the airport.
- Mr. Beck indicated he is still working with the Windward Co-Op on installation of a permanent noise monitor with Gary Colwell and Colin Novak. He followed up with the board of the co-op though they are stretched due to the pandemic and re-elections of the board. He is hoping to get more information from Colin on the preferred monitor locations.
- Mr. MacWilliam indicated he reached out to Colin over the weekend and would be having a meeting with him.
- Mr. Beck indicated he was going to get information on the Windward Co-Op given there is some exterior restoration underway and Colin wished to do a new inspection. He inquired who the new point-person should be.
- Mr. MacWilliam indicated he is the point of contact and would send his contact information to the NMSC.

4. Permanent Noise Management Terminal Update

Mr. MacWilliam had no updates on the Permanent Noise Management Terminals other than he will be reacquainting himself with Noise Desk with Mr. Colwell away. Mr. MacWilliam reminded the NMSC that he will, for the time-being, be the primary point of contact on matters relating to the Noise Management Office at the airport.

5. City of Toronto Update

Mr. Bowen provided a brief update that the dockwall and promenade construction is nearing completion and thanked the subcommittee for their patience and support with any noise impacts created through this project. Mr. Bowen indicated he would be providing a more comprehensive report on the Bathurst Quay Neighbourhood Plan at the upcoming Airport Community Liaison Committee Meeting on September 23rd, 2020.

6. Business Arising

Mr. Faught inquired whether there were any additional items to address prior to adjourning.

- Mr. MacWilliam added that Porter and Air Canada are not planning to resume operations at the airport until November 12th, 2020 (Porter) at the earliest.

- Mr. Beck wished to clarify the number of permanent noise terminals, following up on a request for clarification from the Toronto Island Community Association (TICA). PortsToronto staff collectively replied that there are permanent noise terminals in the following locations
 - On the roof of the Ward's Island fire hall;
 - On the roof of the Toronto Police Marine Unit building;
 - On the roof of the BBTCA ferry terminal; and
 - On the Kings' Landing condominium (this was the most recently installed terminal).
- The subcommittee collectively agree that the next meeting date should be in early 2021 given delays caused by COVID.

M#11-A6 LURA Consulting will email the subcommittee in November 2020 to confirm a January 2021 meeting date for the subcommittee.

The meeting adjourned at 8:30 p.m.