# Appendix O

## Consultation

# Appendix O


O1. Notification Materials

O2. Records of Consultation with Indigenous Communities

O3. Records of Consultation with Technical Stakeholders

O4. Records of Public Consultation

O5. Records of Consultation with Agencies

# Table of Contents


**O1. Notification Materials ..... 1**

O1.1 Notice of Commencement: Public Meeting and Open House No. 1 ..... 2
O1.2 Notice of Public Meeting and Open House No. 2 ..... 4
O1.3 Notice of Completion ..... 6
O1.4 Media ..... 8

**O2. Records of Consultation with Indigenous Communities ..... 16**

**O3. Records of Consultation with Technical Stakeholders ..... 18**

O3.1 Technical Advisory Committee No. 1, June 2024 ..... 19
O3.2 Technical Advisory Committee No. 2, July 2024 ..... 46
O3.3 Technical Advisory Committee No. 3, October 2024 ..... 72
O3.4 Technical Advisory Committee No. 4, November 2024 ..... 103

**O4. Records of Public Consultation ..... 142**

O4.1 Public Meeting and Open House No. 1, July 2024 ..... 143
O4.1.1 Presentation Materials ..... 144
O4.1.2 Summary Report (Prepared by MASS LBP) ..... 199
O4.2 Public Meeting and Open House No. 2, October 2024 ..... 206
O4.2.1 Presentation Materials ..... 207
O4.2.2 Summary Report (Prepared by MASS LBP) ..... 249
O4.3 Records of Public Comments and Project Team Responses ..... 257
O4.3.1 Public Meeting and Open House No. 1 ..... 258
O4.3.2 Public Meeting and Open House No. 2 ..... 265
O4.3.3 Draft Environmental Assessment Report ..... 321

**O5. Records of Consultation with Agencies ..... 457**

O5.1 Impact Assessment Agency of Canada ..... 458
O5.2 Ministry of the Environment, Conservation, and Parks ..... 500
O5.3 The City of Toronto ..... 513
O5.4 Toronto and Region Conservation Authority ..... 550
O5.5 Transport Canada ..... 554
O5.6 Environment and Climate Change Canada ..... 580
O5.7 Ministry of Natural Resources ..... 592
O5.8 Fisheries and Oceans Canada ..... 604
O5.9 Ministry of Citizenship and Multiculturalism ..... 608

# O1. Notification Materials


O1.1 Notice of Commencement: Public Meeting and Open House No. 1

O1.2 Notice of Public Meeting and Open House No. 2

O1.3 Notice of Completion

O1.4 Media

# O1.1 Notice of Commencement: Public Meeting and Open House No. 1

# Notice

## Commencement of Environmental Assessment with Public Meeting and Open House

### Runway End Safety Area (RESA) Environmental Assessment, PortsToronto

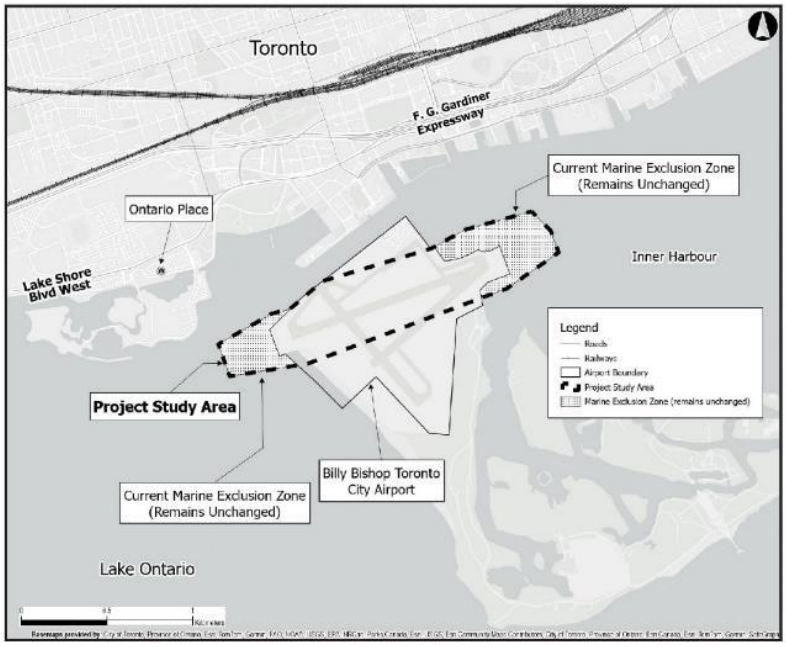
PortsToronto is commencing an Environmental Assessment (EA) to implement the Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Project is being undertaken to comply with the new Canadian Aviation Regulation requirements in response to Transport Canada's safety standards for RESAs and only applies to Runway 08/26, as it is the only runway that supports commercial air service at the airport.

RESAs are located at both ends of runways and are designated areas of open space designed to reduce damage to aircraft in cases where aircraft overrun the end of a runway or undershoot and land prior to the runway. The Project does not involve any runway extensions, and will not result in any changes to current runway operations, capacity, or the type of aircraft utilizing the runway.

PortsToronto is also exploring opportunities to minimize vehicular crossings on Runway 08/26, currently necessary for both airport and Toronto Islands vehicle operations which rely on runway access and interaction with the Airport Traffic Control Tower. This effort supports the Transportation Safety Board of Canada's objective to reduce the risk of runway incursions at airports.

Additionally, PortsToronto is considering measures to reduce emissions and ground-based noise levels along the lakefront. This includes realigning a section of the taxiway at the west end to shorten commercial aircraft taxi distances, and the provision of a sound wall at the east end.

The RESA EA Study Area is outlined below:




### Environmental Assessment Process

The Project is not mandated under federal or provincial environmental assessment legislation. The EA will be carried out as a voluntary non-statutory process, established through consultation with federal, provincial and municipal agencies. The EA will evaluate potential environmental impacts of various RESA alternatives for Runway 08/26 that will comply with Transport Canada standards for RESAs. Results from this study will be documented in an EA Study Report.

### Consultation

Members of the public, community groups and agencies including First Nations communities are encouraged to actively participate in the planning of the undertaking by attending consultation opportunities or contacting staff directly with information, comments or questions. Two public meetings and open houses will be taking place on **Wednesday July 17, 2024**, at George Brown College – Waterfront Campus, with the first from 2:00 to 4:00 p.m. and the second from 6:00 to 8:00 p.m.

If you would like to be added to our Project mailing list or have Project-related questions, please contact: **info@safecleanquiet.ca**

SAFE CLEAN QUIET

PORTS TORONTO

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

safecleanquiet.ca

# O1.2 Notice of Public Meeting and Open House No. 2

# Notice

## Runway End Safety Area (RESA) Environmental Assessment, PortsToronto – Public Meeting and Open House #2

PortsToronto is undertaking an Environmental Assessment (EA) to implement the Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Project is being undertaken to comply with the new Canadian Aviation Regulation requirements in response to Transport Canada's safety standards for RESAs and only applies to Runway 08/26, as it is the only runway that supports commercial air service at the airport.

RESAs are located at both ends of runways and are designated areas of open space designed to reduce damage to aircraft in cases where aircraft overrun the end of a runway or undershoot and land prior to the runway. The Project does not involve any runway extensions and will not result in any changes to current runway operations, capacity, or the type of aircraft utilizing the runway.

PortsToronto is also exploring opportunities to improve safety by minimizing vehicular crossings on Runway 08/26, currently necessary for both airport and Toronto Islands vehicle operations which rely on runway access and interaction with the Airport Traffic Control Tower. This effort supports the Transportation Safety Board of Canada's objective to reduce the risk of runway incursions at airports.

Additionally, PortsToronto is considering measures to reduce emissions and ground-based noise levels along the lakefront. This includes realigning a section of the taxiway at the west end to shorten commercial aircraft taxi distances, and the provision of noise walls at the east and west ends.

### Environmental Assessment Process

The Project is not mandated under federal or provincial environmental assessment legislation. The EA will be carried out as a voluntary non-statutory process, established through consultation with federal, provincial and municipal agencies. The EA will evaluate potential environmental impacts of various RESA alternatives for Runway 08/26 that will comply with Transport Canada standards for RESAs. Results from this study will be documented in an EA Study Report.

### Consultation

Please join us for the second public meeting to discuss the implementation of the RESAs at Billy Bishop Toronto City Airport.

During this meeting you will have the opportunity to learn about PortsToronto' s preferred RESA design based on a recent EA. We will also share information about important environmental protections and community benefits that could be part of this compliance program, as well as how PortsToronto intends to minimize disruptions during construction.

Members of the public, community groups and agencies including Indigenous communities are encouraged to actively participate in the planning of the undertaking by attending consultation opportunities or contacting staff directly with information, comments or questions.

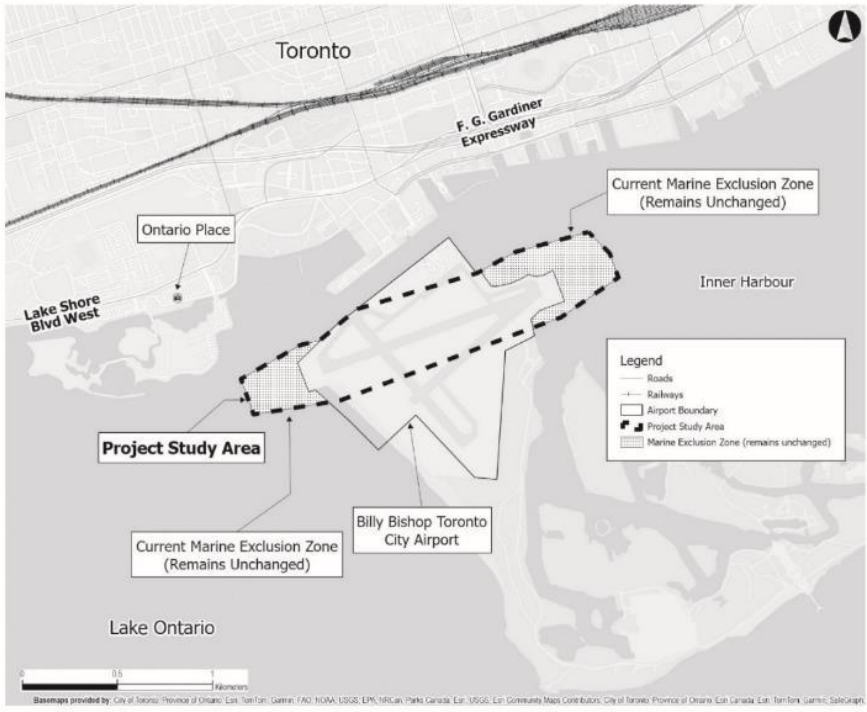
Two meetings will be taking place on **Tuesday, October 15, 2024**, at the Westin Harbour Castle Hotel, with the first from 2:00 to 4:00 p.m.; and the second from 6:00 to 8:00 p.m. (both will be held in the rontenac Ballroom).

A thirty-minute presentation will be followed by a brief Q&A session and the opportunity to review display boards and speak directly to members of the EA team, design engineers as well as PortsToronto staff. A livestream to the meeting will also be provided.

If you would like to be added to our Project mailing list or have Project-related questions, please contact: info@safecleanquiet.ca.

The RESA EA Study Area is outlined below.

Please register for the meeting here:




SAFE CLEAN QUIET

PORTS TORONTO

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

safecleanquiet.ca

# O1.3 Notice of Completion

# Notice

## Runway End Safety Area (RESA) Environmental Assessment, PortsToronto – Notice of Completion of Draft Environmental Assessment Study Report

PortsToronto has completed a draft Environmental Assessment to implement the Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Project is being undertaken to comply with the new Canadian Aviation Regulation requirements in response to Transport Canada's safety standards for RESAs.

RESAs are located at both ends of runways and are designated areas of open space designed to reduce damage to aircraft in cases where aircraft overrun the end of a runway or undershoot and land prior to the runway. RESAs will only be developed for Runway 08/26, as it is the only runway that supports commercial air service at the airport. The Project does not involve any runway extensions and will not result in any changes to current runway operations, capacity, or the type of aircraft utilizing the runway.

The Project is not mandated under federal or provincial environmental assessment legislation. The Environmental Assessment has been carried out as a non-statutory process, established through consultation with federal, provincial and municipal agencies.

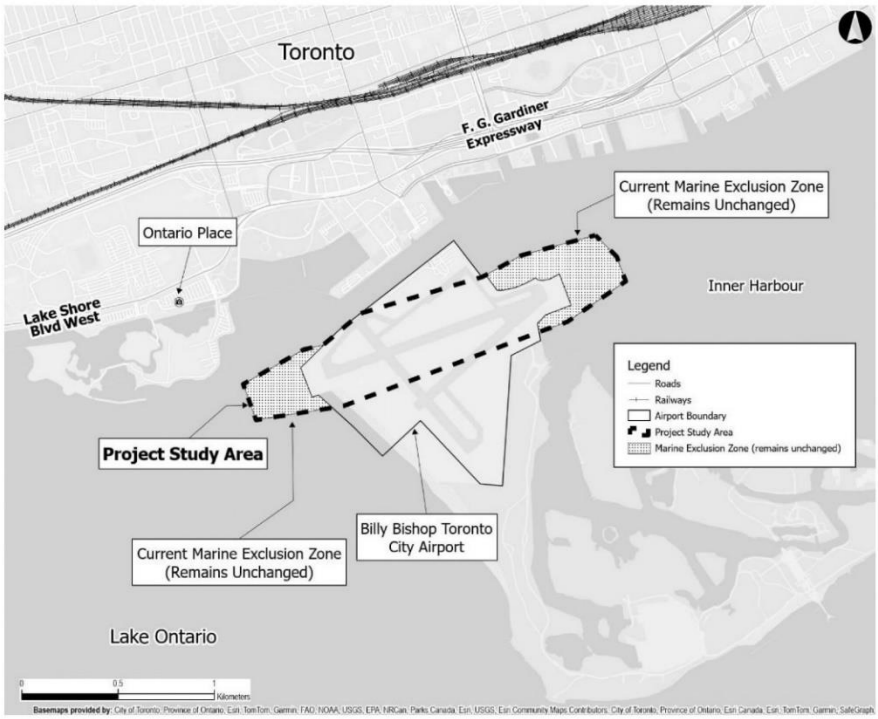
The draft Environmental Assessment Study Report outlines a short list of RESA alternatives for Runway 08/26 that meet Transport Canada standards for RESAs. It describes the evaluation of their environmental effects, and proposed mitigation measures to reduce the potential impacts. The draft Environmental Study Report also provides a record of consultation undertaken throughout the study.

Based on a comprehensive evaluation of each RESA alternative, RESA 3 was identified as the preferred alternative. This alternative allows for an underground utility conduit, which supports the burial of underground conduits, pipes and other essential conduits for airport and city infrastructure to connect utilities to the Toronto Islands. It also includes taxiway modifications along both the east and west ends of the airport. In addition, RESA 3 accommodates an extension of the existing noise wall installed at the western end of Runway 08/26, and the introduction of a new noise wall at the east end of the runway.

Notwithstanding the identification of RESA 3 as the preferred alternative, a decision was made by PortsToronto and its partners under the Tripartite Agreement (Agreement) that governs Billy Bishop Toronto City Airport, the City of Toronto and Transport Canada, to implement a different alternative. The Agreement, amended on January 28, 2025, outlines the conditions required to achieve compliance with Transport Canada's mandated RESA and identifies RESA 1, an alternative with a minimal landmass extension, to enable RESA. PortsToronto will now collaborate with the City of Toronto and Transport Canada to implement the RESA 1 alternative based on the terms outlined in the January 2025 Amending Agreement.

This Notice places the draft Environmental Assessment Study Report on the public record for review and comment from June 2, 2025 to July 7, 2025, on the Project website at: https://www.safecleanquiet.ca/.

Members of the public, community groups and agencies, and Indigenous communities are invited to provide comments on this Project directly to PortsToronto via the link provided below by July 7, 2025: https://www.safecleanquiet.ca/ea-comments.




safecleanquiet.ca

# O1.4 Media

- Toronto Star, July 4, 2024, Oct 5, 2024, and June 5, 2025
- L’Express, July 6, 2024, October 5, 2024, and June 7, 2025

THE FIXER

# Public washroom raises a stink

JACK LAKEY
CONTRIBUTING COLUMNIST

Here's one of the best tips I ever got from my long-gone ol' dad: Make sure your shoes are tied before going into a public washroom.

That's sound advice for courageous souls who have no choice but to conduct business in the privies at Nathan Phillips Square, where cleanliness is in the eye — and nose — of the beholder.

The city's website proclaims the venerable square in front of city hall, at Queen and Bay streets, is a "vibrant, active space" where "over 1.8 million visitors attend a variety of community and special events."

That adds up to a lot of trips to the washroom and great potential for fragrant situations within, as confirmed by users who tiptoe through something other than tulips to engage in a game of thrones or see a man about a horse.

With so many visitors to the square, you'd think clean washrooms would be right up there with genuflecting to the Chief Magistrate who wears the pants at city hall.

Or maybe not. I got an email from Alana Hoeben, who told a tale of woe about a recent trip to Nathan Phillips Square, highlighted by a visit to the women's washroom.

Hoeben said that, while she and her husband attended a rally, she "had occasion to use the washrooms that are part of the skate rental and fast food building."

"Out of four sinks in the women's facility, only two were working; one of those had a broken faucet and put out only a very small stream of water and the other sink was backing up," she said.

"The washroom smelled of urine quite noticeably. We looked around for a park employee but found none and there was no phone number posted that we could use to notify personnel," she added.

"That fine public space hosts almost two million people a year for various events and activities, and many of those folks are visitors to Toronto. I think we all should be embarrassed that a washroom in such a central and busy location is in such a bad condition," she said.

"Surely the city can afford a plumber for half a day and some new hardware (and the price of a good cleaning) to treat our citizens and visitors better."

I went there on an evening when there was nothing special going on to create heavy washroom traffic. All four sinks in the boys' room were functional, and while there was a whiff of pungency in the air, it did not quite qualify as revolting.

But how to discern the situation in the women's loo? It's not like I could just wander in there. So I loitered outside the door until someone came out who looked like they wouldn't be too alarmed by a guy asking about the state of affairs inside.

Her name was Margaret. She was pushing a walker and smiled when I asked her what she thought about the washroom, saying it wasn't all that bad at the moment.

But Margaret, who told me she often goes to the square and has need of the washroom, then warmed to the subject.

When it's busy, she said the women's washroom is usually "a disgusting pigpen," with toilet paper littering the floor that sometimes sticks to the wheels of her walker.



**The odour in the women's washroom at Nathan Phillips Square was described as "nauseating" by one user, despite the city's claim that staff clean it every two hours.**

JACK LAKEY PHOTO

**STATUS** I sent the city a note that raised many questions about how the washrooms in the square are cleaned and maintained; hardly any were answered. But here's their story:

"The City of Toronto is committed to best practices resulting in a prescribed level of cleanliness and ensuring washrooms are serviced and cleaned every two hours during the daily operating hours of 8 a.m. to 10 p.m., which contributes to the overall visitor experience at the Square.

"Washrooms should be clean, sanitary and in good repair. Fixtures are repaired or replaced on demand and the custodial staff report any deficiencies to the on-site operations staff. Repairs are completed as soon as possible based on complexity and availability of parts and equipment."


# Notice

## Commencement of Environmental Assessment with Public Meeting and Open House

### Runway End Safety Area (RESA) Environmental Assessment, PortsToronto

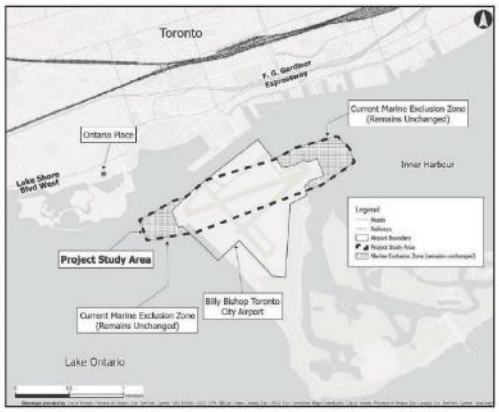
PortsToronto is commencing an Environmental Assessment (EA) to implement the Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Project is being undertaken to comply with the new Canadian Aviation Regulation requirements in response to Transport Canada's safety standards for RESAs and only applies to Runway 08/26, as it is the only runway that supports commercial air service at the airport.

RESAs are located at both ends of runways and are designated areas of open space designed to reduce damage to aircraft in cases where aircraft overrun the end of a runway or undershoot and land prior to the runway. The Project does not involve any runway extensions, and will not result in any changes to current runway operations, capacity, or the type of aircraft utilizing the runway.

PortsToronto is also exploring opportunities to minimize vehicular crossings on Runway 08/26, currently necessary for both airport and Toronto Islands vehicle operations which rely on runway access and interaction with the Airport Traffic Control Tower. This effort supports the Transportation Safety Board of Canada's objective to reduce the risk of runway incursions at airports.

Additionally, PortsToronto is considering measures to reduce emissions and ground-based noise levels along the lakefront. This includes realigning a section of the taxiway at the west end to shorten commercial aircraft taxi distances, and the provision of a sound wall at the east end.

The RESA EA Study Area is outlined below:




### Environmental Assessment Process

The Project is not mandated under federal or provincial environmental assessment legislation. The EA will be carried out as a voluntary non-statutory process, established through consultation with federal, provincial and municipal agencies. The EA will evaluate potential environmental impacts of various RESA alternatives for Runway 08/26 that will comply with Transport Canada standards for RESAs. Results from this study will be documented in an EA Study Report.

### Consultation

Members of the public, community groups and agencies including First Nations communities are encouraged to actively participate in the planning of the undertaking by attending consultation opportunities or contacting staff directly with information, comments or questions. Two public meetings and open houses will be taking place on **Wednesday July 17, 2024**, at George Brown College – Waterfront Campus, with the first from 2:00 to 4:00 p.m. and the second from 6:00 to 8:00 p.m.

If you would like to be added to our Project mailing list or have Project-related questions, please contact: **Info@safecleanquiet.ca**

SAFE CLEAN QUIET
PORTS TORONTO
AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

safecleanquiet.ca


pressreader
PRINTED AND DISTRIBUTED BY PRESSREADER
PressReader.com +1 604 278 4604
COPYRIGHT AND MORAL RIGHTS APPLY

U.S. PRESIDENTIAL ELECTION

# Canadians favour Harris over Trump

ROBERT BENZIE
QUEEN'S PARK BUREAU CHIEF

Canadians are three times more positive about U.S. presidential candidate Kamala Harris than they are about Donald Trump, a new Pollara poll suggests.

"If Canada was the 51st state, it would be a state that no one would bother to campaign in because it would be a landslide for the Democrats," said Dan Arnold, chief strategy officer for Pollara Strategic Insights.

Indeed, 62 per cent of respondents had positive feelings about Harris with only 18 per cent having negative feelings toward the current Democratic vice-president.

In comparison, 66 per cent had negative feelings about Trump with 20 per cent having positive feelings toward the former Republican president.

"There's still apprehension that Trump might win — people are much more positive about the Democrats."

As part of Pollara's "Rage Index" polling that examines the mood of Canadians, the firm surveyed 1,500 people on their thoughts about the Nov. 5 U.S. election.

The poll was conducted between Sept. 11 — the day after the Harris-Trump debate — and Sept. 19 using online panels. While such opt-in polls cannot be assigned a margin of error, for comparison purposes, a random sample of this size would have one of plus or minus 2.5 percentage points, 19 times out of 20.

Arnold said Canadians appear slightly more optimistic about the Democrats' chances since President Joe Biden stepped aside on July 21 following his disastrous June 27 debate performance against Trump.

In June, six per cent said they were "happy" about the U.S. election while 53 per cent were "angry." Last month, 10 per cent were happy and 46 per cent were angry.

But Harris's strong showing in the Sept. 10 debate against Trump has helped her standing among voters of all three major Canadian political parties.

Seven out of eight Liberal supporters — 87 per cent — felt positively toward her with only seven per cent feeling negative. Similarly, 83 per cent of Liberals were negative toward Trump with 10 per cent positive.

Almost half of Conservative voters — 45 per cent — had positive feelings about Harris with 37 per cent negative. That's greater than the 39 per cent of Tories who held a positive view toward Trump. Nearly half — 46 per cent — had a negative sentiment about him.

Among New Democratic voters, 83 per cent were positive about Harris with six per cent negative, while 88 per cent of NDP supporters had a negative view of Trump with six per cent positive.

Pollara also tested the views Canadians have toward the current president and about the two running mates.

Only one-third — 34 per cent — were positive about Biden with 36 per cent negative.

Minnesota Gov. Tim Walz — Harris's vice-presidential pick and a favourite of Ontario Premier Doug Ford, who has worked closely with him on trade issues — was viewed positively by 32 per cent of respondents and negatively by 10 per cent.

Ohio Sen. JD Vance, Trump's running mate, fared worse than Harris, Trump, Walz or Biden in terms of the "positive" metric.

Just 12 per cent of those surveyed viewed Vance positively, while 36 per cent had negative feelings about him.

The survey was completed before Tuesday's vice-presidential debate.

Arnold noted awareness of the vice-presidential candidates is high among Canadians — 63 per cent knew who Vance was while 57 per cent knew who Walz was.

That's greater than those who could identify Canada's longest-serving premier — Saskatchewan's Scott Moe at 35 per cent — or federal Health Minister Mark Holland at 31 per cent.

"It's been more exciting than a typical Canadian election. People here are following it very closely."

Harris has a strong connection to Canada, where she spent most of her teenage years when her mother worked as a researcher at the Jewish General Hospital and taught at McGill University. She graduated from Montreal's Westmount High School in 1981 then returned stateside for university.



A new Pollara poll suggests 62 per cent of Canadian respondents had positive feelings about Kamala Harris as compared to 20 per cent for Donald Trump.

# Notice

## Runway End Safety Area (RESA) Environmental Assessment, PortsToronto – Public Meeting and Open House #2

PortsToronto is undertaking an Environmental Assessment (EA) to implement the Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Project is being undertaken to comply with the new Canadian Aviation Regulation requirements in response to Transport Canada's safety standards for RESAs and only applies to Runway 08/26, as it is the only runway that supports commercial air service at the airport.

RESAs are located at both ends of runways and are designated areas of open space designed to reduce damage to aircraft in cases where aircraft overrun the end of a runway or undershoot and land prior to the runway. The Project does not involve any runway extensions and will not result in any changes to current runway operations, capacity, or the type of aircraft utilizing the runway.

PortsToronto is also exploring opportunities to improve safety by minimizing vehicular crossings on Runway 08/26, currently necessary for both airport and Toronto Islands vehicle operations which rely on runway access and interaction with the Airport Traffic Control Tower. This effort supports the Transportation Safety Board of Canada's objective to reduce the risk of runway incursions at airports.

Additionally, PortsToronto is considering measures to reduce emissions and ground-based noise levels along the lakefront. This includes realigning a section of the taxiway at the west end to shorten commercial aircraft taxi distances, and the provision of noise walls at the east and west ends.

### Environmental Assessment Process

The Project is not mandated under federal or provincial environmental assessment legislation. The EA will be carried out as a voluntary non-statutory process, established through consultation with federal, provincial and municipal agencies. The EA will evaluate potential environmental impacts of various RESA alternatives for Runway 08/26 that will comply with Transport Canada standards for RESAs. Results from this study will be documented in an EA Study Report.

### Consultation

Please join us for the second public meeting to discuss the implementation of the RESAs at Billy Bishop Toronto City Airport.

During this meeting you will have the opportunity to learn about PortsToronto' s preferred RESA design based on a recent EA. We will also share information about important environmental protections and community benefits that could be part of this compliance program, as well as how PortsToronto intends to minimize disruptions during construction.

Members of the public, community groups and agencies including Indigenous communities are encouraged to actively participate in the planning of the undertaking by attending consultation opportunities or contacting staff directly with information, comments or questions.

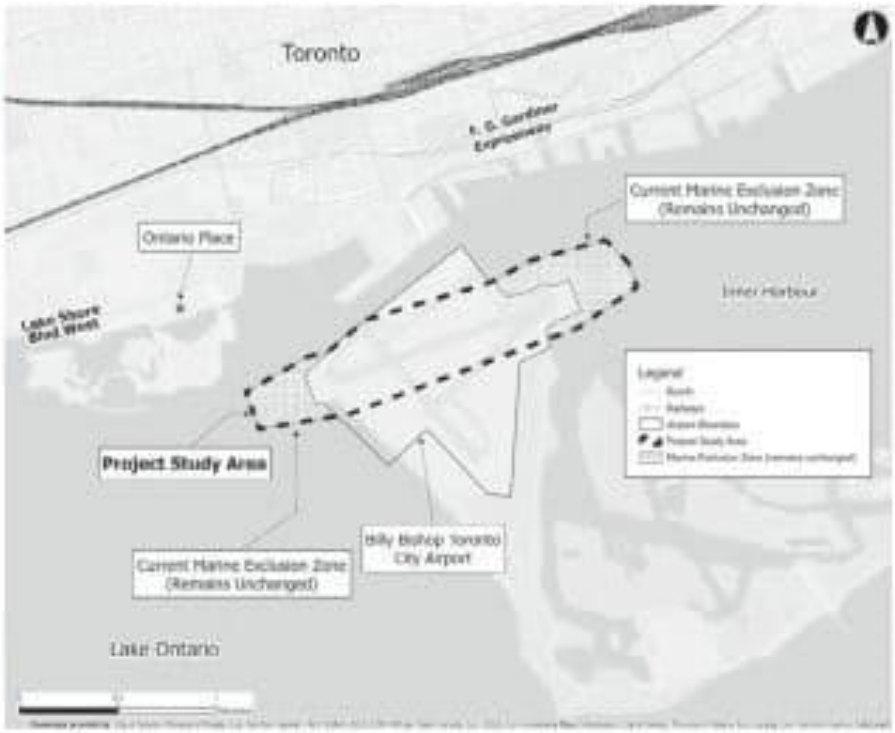
Two meetings will be taking place on **Tuesday, October 15, 2024**, at the Westin Harbour Castle Hotel, with the first from 2:00 to 4:00 p.m.; and the second from 6:00 to 8:00 p.m. (both will be held in the Frontenac Ballroom).

A thirty-minute presentation will be followed by a brief Q&A session and the opportunity to review display boards and speak directly to members of the EA team, design engineers as well as PortsToronto staff. A livestream to the meeting will also be provided.

If you would like to be added to our Project mailing list or have Project-related questions, please contact: info@safecleanquiet.ca.

The RESA EA Study Area is outlined below.

Please register for the meeting here:




SAFE CLEAN QUIET

PORTS TORONTO

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

safecleanquiet.ca

UNITED STATES

# Tax cut will add $2.4 trillion to deficit

## Republicans attack budget office report, calling it 'flat wrong'

LISA MASCARO

WASHINGTON U.S. President Donald Trump's big bill making its way through Congress will cut taxes by $3.75 trillion (U.S.) but also increase deficits by $2.4 trillion over the next decade, according to an analysis released Wednesday by the non-partisan Congressional Budget Office.

The CBO also estimates an increase of 10.9 million people without health insurance under the bill by 2034, including 1.4 million in the United States without legal status in state-funded programs.

The package would reduce federal outlays, or spending, by nearly $1.3 trillion over that period, the budget office said.

"Republicans cry crocodile tears over the debt when Democrats are in charge — but explode it when they're in power," said Rep. Brendan Boyle of Pennsylvania, the top Democrat on the House Budget Committee.

"In the words of Elon Musk," Boyle said, reviving the billionaire former Trump aide's criticism of the package, "this bill is a 'disgusting abomination.'"

The analysis comes at a crucial moment in the legislative process as Trump is pushing Congress to have the final product on his desk to sign into law by the Fourth of July. The work of the CBO, which for decades has served as the official scorekeeper of legislation in Congress, will be weighed by lawmakers and others seeking to understand the budgetary impacts of the sprawling 1,000-page-plus package.

Ahead of the CBO's release, the White House and Republican leaders criticized the budget office in a pre-emptive campaign designed to sow doubt in its findings.

White House press secretary Karoline Leavitt said the CBO has been "historically wrong," and Senate Majority Leader John Thune said the CBO was "flat wrong" because it underestimated the potential revenue growth from Trump's first round of tax breaks in 2017. The CBO last year said receipts were $1.5 trillion, or 5.6 per cent greater than predicted, in large part because of the "burst of inflation" during the COVID-19 pandemic in 2021.

Leavitt also suggested the CBO's employees are biased, even though certain budget office workers face strict ethical rules — including restrictions on campaign donations and political activity — to ensure objectivity and impartiality.

"When it comes time to make prognostications on economic growth, they've always been wrong," Republican House Majority Leader Steve Scalise said at a news conference.

Alongside the costs of the bill, the CBO had previously estimated that nearly four million fewer people would have food stamps each month due to the legislation's proposed changes to the supplemental nutrition assistance program, known as SNAP.

The bill, called the One Big Beautiful Bill Act after the president's own catch phrase, is grinding its way through Congress, as the top priority of Republicans, who control both the House and the Senate — and face stiff opposition from Democrats at every step in the process.

**The U.S. Congressional Budget Office estimates that the One Big Beautiful Bill Act will lead to an increase of 10.9 million people without health insurance by 2034**

Democrats call it Trump's "big, ugly bill."

All told, the package seeks to extend the individual income tax breaks that had been approved in 2017 but will expire in December if Congress fails to act, while adding new ones, including no taxes on tips. It also includes a massive buildup of $350 billion for border security, deportations and national security.

To help cover the lost revenue, Republicans want to slash some federal spending. They propose phasing out green energy tax breaks put in place during Joe Biden's presidency. New work requirements for some adults up to age 65 on Medicaid and SNAP would begin in December 2026 and are expected to result in less spending on those programs.

The package also would provide a $4 trillion increase to the nation's debt limit, which is now $36 trillion.

THE ASSOCIATED PRESS

# Notice

## Runway End Safety Area (RESA) Environmental Assessment, PortsToronto – Notice of Completion of Draft Environmental Assessment Study Report

PortsToronto has completed a draft Environmental Assessment to implement the Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Project is being undertaken to comply with the new Canadian Aviation Regulation requirements in response to Transport Canada's safety standards for RESAs.

RESAs are located at both ends of runways and are designated areas of open space designed to reduce damage to aircraft in cases where aircraft overrun the end of a runway or undershoot and land prior to the runway. RESAs will only be developed for Runway 08/26, as it is the only runway that supports commercial air service at the airport. The Project does not involve any runway extensions and will not result in any changes to current runway operations, capacity, or the type of aircraft utilizing the runway.

The Project is not mandated under federal or provincial environmental assessment legislation. The Environmental Assessment has been carried out as a non-statutory process, established through consultation with federal, provincial and municipal agencies.

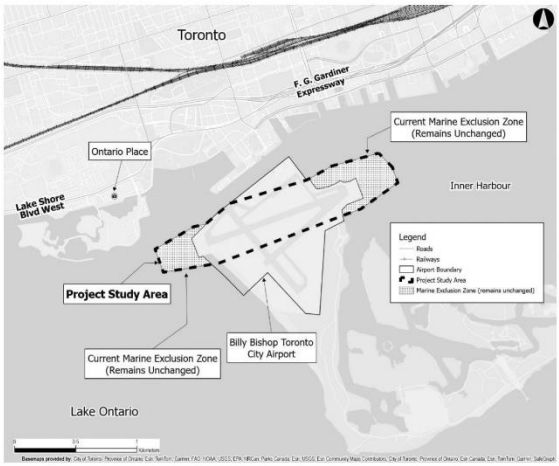
The draft Environmental Assessment Study Report outlines a short list of RESA alternatives for Runway 08/26 that meet Transport Canada standards for RESAs. It describes the evaluation of their environmental effects, and proposed mitigation measures to reduce the potential impacts. The draft Environmental Study Report also provides a record of consultation undertaken throughout the study.

Based on a comprehensive evaluation of each RESA alternative, RESA 3 was identified as the preferred alternative. This alternative allows for an underground utility conduit, which supports the burial of underground conduits, pipes and other essential conduits for airport and city infrastructure to connect utilities to the Toronto Islands. It also includes taxiway modifications along both the east and west ends of the airport. In addition, RESA 3 accommodates an extension of the existing noise wall installed at the western end of Runway 08/26, and the introduction of a new noise wall at the east end of the runway.

Notwithstanding the identification of RESA 3 as the preferred alternative, a decision was made by PortsToronto and its partners under the Tripartite Agreement (Agreement) that governs Billy Bishop Toronto City Airport, the City of Toronto and Transport Canada, to implement a different alternative. The Agreement, amended on January 28, 2025, outlines the conditions required to achieve compliance with Transport Canada's mandated RESA and identifies RESA 1, an alternative with a minimal landmass extension, to enable RESA. PortsToronto will now collaborate with the City of Toronto and Transport Canada to implement the RESA 1 alternative based on the terms outlined in the January 2025 Amending Agreement.

This Notice places the draft Environmental Assessment Study Report on the public record for review and comment from June 2, 2025 to July 7, 2025, on the Project website at: https://www.safecleanquiet.ca/.

Members of the public, community groups and agencies, and Indigenous communities are invited to provide comments on this Project directly to PortsToronto via the link provided below by July 7, 2025: https://www.safecleanquiet.ca/ea-comments.




SAFE CLEAN QUIET PORTS TORONTO AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

# Radiodiffusion : vers une meilleure consultation des francophones ?

MARIANNE DÉPELTEAU
FRANCOPRESSE

Des représentants de la francophonie minoritaire appuient l'esprit du projet de loi C-354, qui, avec un amendement supplémentaire, pourrait régler un problème de consultation qui frustre l'industrie de la radiodiffusion francophone depuis des années. Le CRTC, de son côté, redoute la charge de travail à venir.

Le projet de loi C-354 propose de modifier la *Loi sur le Conseil de la radiodiffusion et des télécommunications canadiennes* (CRTC), afin de reconnaître la spécificité culturelle du Québec et de la francophonie.

Il vise notamment à obliger le CRTC à consulter le gouvernement du Québec ou ceux des autres provinces, selon le cas, avant de prendre des décisions qui affectent la spécificité culturelle du Québec ou les marchés francophones.

**Droit de regard**

Déposé par le Bloc québécois, C-354 est vu « d'un très bon œil » par la Fédération culturelle canadienne-française (FCCF), a assuré sa directrice de la Stratégie et des relations gouvernementales, Manon Henri-Cadieux, lors de son témoignage devant le Comité permanent du patrimoine canadien, le 18 juin dernier.

« Le fait que le Québec pourrait exercer un droit de regard auprès du Conseil sur sa spécificité culturelle aurait pour effet de tirer l'importance de la protection et de la promotion du français vers le haut, ce qui nous sera également bénéfique », a-t-elle déclaré.

La Fédération des communautés francophones et acadienne du Canada (FCFA), sans forcément se positionner sur C-354, est d'accord avec le principe de consultation des francophones.

« La prise en compte de nos réalités par le CRTC au fil des ans a été inégale, et dans plusieurs cas, insatisfaisante », a déploré sa présidente, Liane Roy, également témoin au Comité.

« Nous convenons de l'importance pour le CRTC de consulter beaucoup plus systématiquement sur les réalités des marchés francophones au pays, y compris la spécificité culturelle du Québec », a-t-elle ajouté.

**Des lacunes à combler**

« Ça fait quand même quelques années qu'on dit que le groupe de discussion CRTC-CLOSM [communautés de langue officielle en situation minoritaire] doit être revu, resserré », a rappelé le directeur des communications de la FCFA, Serge Quinty, devant le Comité.

La *Loi sur la diffusion continue en ligne*, qui a reçu la sanction royale en avril 2023, oblige déjà le CRTC à consulter les CLOSM « lorsqu'il prend toute décision susceptible d'avoir sur elles un effet préjudiciable ».

Mais sa mise en œuvre n'est pas encore complète. À l'heure actuelle, il faut se contenter du groupe de discussion CRTC-CLOSM, qui inclut la FCFA et la FCCF. Mais ce dernier « n'est pas un organe consultatif », a précisé Serge Quinty.

Depuis le mois d'octobre 2023, ces communautés revendiquent la transformation de ce groupe en comité consultatif.

Pour l'instant, ce qui se rapproche le plus d'une consultation sont les audiences publiques. Mais encore là, « le CRTC fonctionne par avis de consultation et tout le monde de la société civile, n'importe qui, peut intervenir », a rapporté M. Quinty.

« Ce ne sont pas nécessairement des gens qui sont invités à comparaître devant le CRTC, il faut mettre son pied dans la porte, il faut soumettre avant la date limite. Si on ne le fait pas, on n'est tout simplement pas là. »

**Quand la non-consultation coûte des millions**

En 2012, une décision du CRTC prise sans consulter l'organisme représentant des francophones hors Québec approprié a entraîné un manque à gagner d'environ 2,3 millions de dollars pour l'industrie musicale francophone en situation minoritaire.

La *Loi sur la diffusion continue en ligne*, votée après cet événement, est vue comme une victoire pour l'industrie qui espère être consultée à l'avenir.

**Méfiance envers les gouvernements provinciaux**

Si C-354 va de l'avant, la FCFA demande toutefois au Parlement de le modifier, notamment la partie liée à la consultation des gouvernements provinciaux sur les réalités des marchés francophones.

« La sensibilité que peuvent avoir ces gouvernements par rapport à la francophonie est à géométrie variable », a prévenu Liane Roy. « Certains gouvernements ont des relations difficiles avec les communautés francophones. »

Selon elle, à l'extérieur du Québec, les communautés francophones et les organismes qui les composent sont mieux placés pour parler des marchés francophones au CRTC et devraient donc remplacer « les autres gouvernements provinciaux » dans le texte du projet de loi.

« Nos mandats sont légitimes, nos structures de représentation dûment constituées et nous détenons l'expertise nécessaire. Nos groupes sont les mieux placés pour informer le CRTC des besoins de la francophonie minoritaire », a appuyé Manon Henri-Cadieux, qui demande le même amendement.

Serge Quinty a ajouté que la formulation actuelle de C-354 peut porter à confusion. « Si on dit dans la *Loi sur la diffusion* continue que le CRTC doit consulter les CLOSM, et que de l'autre côté, on dit dans le projet de loi C-354 qu'on doit consulter en priorité les gouvernements provinciaux et territoriaux, il y a risque de conflit d'interprétation sur quelle loi ou quel groupe a préséance sur l'autre. »

En entrevue avec *Francopresse*, sans préciser la nature des modifications nécessaires, le député conservateur Jacques Gourde a confirmé que C-354 devra être amendé afin de recevoir l'appui de l'opposition officielle.

**Du travail en plus pour le CRTC**

Le CRTC reconnaît l'importance de consulter, mais s'inquiète des implications en matière de charge de travail que représenteraient des consultations avec les provinces.

« En ce moment, avec la charge de travail du CRTC, en tout respect, c'est nous demander de faire une étape additionnelle lorsque le temps presse pour mettre en place la nouvelle mouture de la *Loi sur la radiodiffusion* », a exprimé un des dirigeants du CRTC, Scott Hutton, au Comité.

« Nous sommes inquiets que si cette tendance de nous obliger de consulter avec ce groupe, puis ce groupe, et que ça s'accumule avec le temps, ça peut nous ralentir dans un moment où nous tentons d'avancer rapidement », a renchéri le directeur général de la radiodiffusion, Scott Shortliffe.

**« Sonner l'alarme »**

Manon Henri-Cadieux s'est dite « fortement préoccupée » par la complexité des enjeux concernant la protection et la promotion de la langue française, surtout compte tenu de son déclin.

« Je ne saurais sonner l'alarme assez fort pour nous réveiller par rapport à l'importance de ces objectifs-là. »

Rappelant que la *Loi sur les langues officielles* (LLO) a été modernisée, elle a imploré les élus de mettre en œuvre l'égalité entre les deux langues.

« Vous avez choisi de l'élever au prochain niveau, vous avez exigé que des mesures positives soient prises, a-t-elle dit en s'adressant aux députés du Comité. Je vous invite à ne pas vous satisfaire d'entendre parler de mesures positives, mais de vous rendre jusqu'à la preuve de son résultat. »

Serge Quinty a aussi évoqué la LLO : « Le CRTC est aussi désigné en vertu de la *Loi sur les langues officielles*, naturellement, il doit prendre des mesures positives. Tout cela justifie, à notre avis, qu'il y ait un exercice de consultation autre que des audiences publiques. »



Jonathan Morier et Julie Drouin dans le spectacle pour jeunes *Survie du vivant*.

# Riche programmation culturelle à l'AFT en 2024-25

suite de la une

**Musique, théâtre, danse…**

L'offre musicale de l'AFT est des plus éclectiques : le jazz des Canadiennes du Ostara Project, la musique persane de l'ensemble Amir Amiri, la musique de la Renaissance de Cordâme, le jazz-classique de l'Ensemble Mistral, le piano à une main (la gauche!) de Maxime Zecchini…

Les participants au lancement de la saison, mercredi soir, ont eu droit à un aperçu du folk-blues-jazz-indien du groupe québécois So Long Seven, qui se produira en octobre.

C'est toujours la Fête de la musique, le 21 juin, qui clôt la saison culturelle de l'AFT. On sait déjà que c'est le Québécois Alphonse Bisaillon, aux influences multiples « rap-rock-disco-punk », qui sera la tête d'affiche de la Fête de la musique 2025.

Quelques pièces de théâtre seront présentées à l'AFT en 2025, dont *Merci d'être venu*, de la compagnie québécoise Le Complexe, un moment de réflexion sur la santé mentale. Dans *Euphrate*, Nil Bosca évoque les difficultés d'une lycéenne de père turc et de mère française. Enfin, Stanislas Roquette répond à son diabète par la poésie dans *Insuline et Magnolia*.

« La danse est à l'honneur » en février, mentionne Ketaki Rojwade, « avec *Rite*, de Myriam Allard, mêlant danse contemporaine et flamenco. »

**Programmation jeunesse**

On retrouve aussi de la danse, de même que des acrobaties, du mime et du théâtre, dans les spectacles pour jeune public, dont *Survie du vivant*, en mars. Cette « conférence théâtralisée » sur la biodiversité a été créé par la biologiste Julie Drouin et le comédien Jonathan Morier.



En poste depuis 2022, le directeur général Pierre-Emmanuel Jacob quittera l'AFT en 2025.

L'Alliance française est aussi la destination de sorties scolaires. L'an passé, plus de 950 élèves du primaire et du secondaire ont profité d'expériences culturelles en français. Les groupes d'élèves peuvent choisir des expositions avec activités thématiques, des films, des spectacles, des ateliers ou des jeux.

Chaque mois, la galerie de l'AFT expose les œuvres d'artistes d'ici ou de France, à commencer en septembre par les clichés de la Torontoise Martine Côté. On attend aussi en décembre l'« éco-exposition » *Le monde sans fin*, inspirée de la bande dessinée de Jean-Marc Jancovici et Christophe Blain. En janvier, c'est l'Anishinnabe Joseph Sagaj qui dévoilera ses œuvres aux couleurs vives.

La galerie de l'AFT accueillera aussi l'exposition *Jeunes talents de Toronto*, son concours d'arts visuels pour les 18 à 30 ans de la région. Le lauréat exposera ses œuvres à la galerie de l'AFT pendant deux semaines en février.

**Conférences**

Deux intervenants se partagent le prochain cycle de conférences à l'AFT : la Société d'Histoire de Toronto et la Bibliothèque publique de Toronto avec l'historien de l'art Gilles Genty. Ce dernier traitera de Gauguin, Picasso, Matisse, Delacroix…

La SHT promet notamment une conférence sur l'histoire et la réouverture de la cathédrale Notre-Dame de Paris, ravagée par un incendie en 2019.

Rappelons que l'Alliance française de Toronto est d'abord une école privée de français langue seconde, appartenant à un réseau international centenaire.

À Toronto, sa programmation culturelle à l'intention de ses étudiants a rapidement été adoptée par toute la communauté franco-torontoise, qui en a fait son premier centre culturel.



Les photos de paysages d'eau et de neige canadiens, de l'artiste Martine Côté, inaugurent le cycle 2024-25 des expositions à la galerie de l'AFT.



Une scène du film *Joyeux Noël*, programmé aux Jeudi Ciné de l'AFT, qui raconte l'histoire vraie d'une trêve sur un champ de bataille de la Première Guerre mondiale.


# Avis

## Début de l'évaluation environnementale avec une consultation publique et une journée portes ouvertes

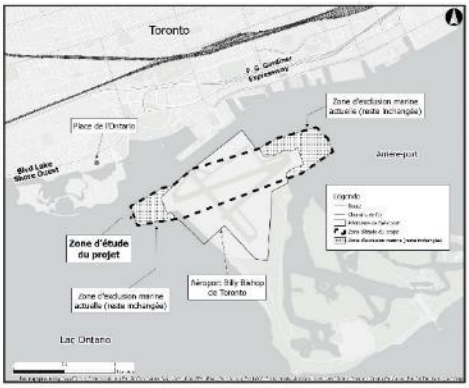
### Évaluation environnementale (ÉE) de l'aire de sécurité d'extrémité de piste (RESA), PortsToronto

PortsToronto entame une évaluation environnementale (ÉE) en vue de mettre en place des aires de sécurité d'extrémité de piste (RESA) pour la piste 08/26 de l'Aéroport Billy Bishop de Toronto (le projet). Afin de se conformer, le projet entreprend de se mettre aux nouvelles exigences du règlement de l'aviation canadien en réponse aux normes de sécurité de Transports Canada pour les RESA et ne s'applique qu'à la piste 08/26, car il s'agit de la seule piste qui permet d'assurer un service aérien commercial à l'aéroport.

Les RESA sont situées aux deux extrémités des pistes et sont des zones comme étant des espaces ouverts conçus pour réduire les dommages causés aux aéronefs dans les cas où les aéronefs dépassent l'extrémité d'une piste ou font une sortie de piste et atterrissent avant la piste. Le projet ne prévoit pas d'extension de piste et n'entraînera aucune modification de l'exploitation actuelle de la piste, de sa capacité ou du type d'aéronef qui l'utilise.

PortsToronto étudie également les possibilités de réduire au minimum les passages de véhicules sur la piste 08/26, actuellement nécessaires pour les opérations des véhicules de l'aéroport et des îles de Toronto, qui dépendent de l'accès à la piste et de la communication avec la tour de contrôle du trafic de l'aéroport. Cet effort soutient l'objectif du Bureau de la sécurité des transports du Canada visant à réduire le risque d'incursion sur piste dans les aéroports.

En outre, Ports Toronto envisage de prendre des mesures pour réduire les émissions et les niveaux de bruit au sol le long de la rive du lac. Ces mesures comprennent le réalignement d'une section de la voie de circulation à l'extrémité ouest afin de réduire les distances de circulation des avions commerciaux, et la mise en place d'un mur antibruit à l'extrémité est.




### Processus d'évaluation environnementale

Le projet n'est pas imposé par la législation fédérale ou provinciale en matière d'évaluation environnementale. L'évaluation environnementale sera réalisée dans le cadre d'un processus volontaire non requis par la loi, établi en consultation avec les agences fédérales, provinciales et municipales. L'ÉE évaluera les impacts potentiels sur l'environnement des différentes alternatives de RESA pour la piste 08/26 selon les normes conformes de Transports Canada en matière de RESA. Les résultats de cette étude seront documentés dans un rapport d'étude d'ÉE.

### Consultation

Les membres du public, les groupes communautaires et les agences, incluant les communautés des Premières Nations, sont encouragés à participer activement à la planification de ce projet en assistant aux consultations ou en contactant directement le personnel pour lui transmettre des informations, des commentaires ou des questions. Deux consultations publiques et portes ouvertes auront lieu **le mercredi 17 juillet 2024** au George Brown Collège - Waterfront Campus, la première de 14 h à 16 h et la seconde de 18 h à 20 h.

Si vous souhaitez être ajouté à la liste de diffusion de notre projet ou si vous avez des questions relatives au projet, veuillez contacter: **info@safecleanquiet.ca**

PORTS TORONTO
AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT
SAFE CLEAN QUIET

safecleanquiet.ca

# La Terre des Hommes : 4,6 milliards d'années en 12 chapitres



PAUL-FRANÇOIS SYLVESTRE
L'EXPRESS.CA

Il y a plus de quatre milliards d'années, la Terre eut des anneaux, comme Saturne, qui finirent par s'amalgamer pour former la Lune. Voilà une des premières révélations livrées par Henry Gee dans *Une (très) brève histoire de la vie sur Terre*.

Paléontologue et biologiste, Henry Gee est rédacteur en chef chez *Nature*. Les premiers mots du premier chapitre sont « Il était une fois… », comme s'il allait nous livrer un conte de 4,6 milliards d'années.

L'éditeur indique que Gee en fait « un *page-turner* scientifique ». J'ai plutôt trouvé la lecture pénible, nécessitant souvent un doctorat en astronomie pour démêler le savoir érudit de l'auteur qui truffe son ouvrage de 318 notes en bas de page.

### Six chronologies

Il y a, heureusement, six frises (tableaux) qui présentent chacune une tranche de la chronologie des événements en milliards d'années avant le présent. La première frise situe la naissance de l'univers à plus de 10 milliards d'années. La formation du Soleil et système solaire survient à un peu moins de 5 milliards d'années.

Henry Gee situe les premiers signes de vie à environ 3,75 milliards d'années. Ce n'est que 400 millions d'années passées que les premières plantes terrestres apparaissent, suivies des premiers mammifères et dinosaures (200 millions), premiers oiseaux et fleurs (100 millions).

### Improbable Homo erectus

Je fais un bond énorme dans la chronologie pour arriver à l'*Homo erectus*. Gee écrit que « nous tenir debout et marcher paraît si naturel que nous imaginons que cela va de soi. » Or, passer de la quadrupédie à la bipédie « fut un des événements les plus remarquables, improbables et intrigants de toute l'histoire de la vie. »

L'*Homo erectus* était un animal social. Son comportement était lié à des pratiques telles que les parades sexuelles, l'extrême violence ou encore la cuisine. « À un certain stade de leur évolution, différentes tribus d'*Homo erectus* apprirent à maîtriser le feu et découvrirent, en cuisant des aliments, une expérience à la fois gustative et conviviale. »

La cinquième frise indique que les premiers outils en pierre et l'abattage remontent à plus de 3 millions d'années. Quant à l'*Homo sapiens* et au Néandertalien, ils datent de 1,5 millions d'années.

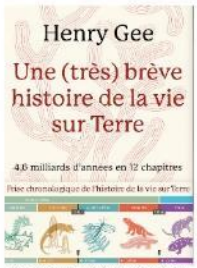
### Vive nos grands-mères !

Henry Gee fait état d'une mine de découvertes sensationnelles. Par exemple, ce sont les grands-mères qui ont sauvé notre espèce. Contrairement aux autres animaux, les bébés humains sont incapables de se débrouiller seuls, alors nous avons appris à vivre passé l'âge de procréer, afin de les élever.

Ce sont les groupes dont les femmes ménopausées s'occupaient des enfants qui survécurent !

C'est le propre de tout organisme vivant de s'éteindre un jour, l'*Homo Sapiens* ne faisant pas exception. Il n'y a cependant pas lieu de désespérer. Henry Gee nous invite plutôt à mettre à profit l'infime laps de temps qui nous est imparti pour enrayer les dérèglements que nous avons causés.

Pourquoi ne pas nous pencher sur l'histoire des formes de vie qui nous survivront sans doute et qui ont beaucoup à nous apprendre, à l'image de ces champignons, super-organismes à l'origine de toute vie que nous foulons chaque jour sans même y prêter attention…?




*Henry Gee, Une (très) brève histoire de la vie sur Terre, 4,6 milliards d'années en 12 chapitres*, essai traduit de l'anglais par Laurent Bosq, Paris, Éditions Jean-Claude Lattès, 2024, 432 pages, 38,95 $.

PHOTO : JOHN GILBEY

# Avis de la réunion

## Évaluation environnementale de l'aire de sécurité d'extrémité de piste (RESA), PortsToronto – Publique et de la journée portes ouvertes #2

PortsToronto entame une évaluation environnementale (ÉE) en vue de mettre en place des aires de sécurité d'extrémité de piste (RESA) pour la piste 08/26 de l'Aéroport Billy Bishop de Toronto (le projet). Le projet est réalisé conformément aux exigences du nouveau Règlement de l'aviation canadien en réponse aux normes de sécurité de Transports Canada relatives aux RESA, et ne s'applique qu'à la piste 08/26, car il s'agit de la seule piste permettant d'assurer un service aérien commercial à l'aéroport.

Les RESA sont situées aux deux extrémités des pistes et sont des zones considérées comme des espaces ouverts, conçues pour réduire les dommages causés aux aéronefs dans les cas où ils dépassent l'extrémité d'une piste ou font une sortie de piste et atterrissent avant la piste. Le projet ne prévoit pas de prolongement de piste et n'entraînera aucune modification des opérations actuelles, de sa capacité ou du type d'aéronef utilisant la piste.

PortsToronto étudie également les possibilités d'améliorer la sécurité en réduisant au minimum les passages de véhicules sur la piste 08/26, actuellement nécessaires pour les opérations des véhicules de l'aéroport et des îles de Toronto, qui dépendent de l'accès à la piste et de l'interaction avec la tour de contrôle de l'aéroport. Cet effort soutient l'objectif du Bureau de la sécurité des transports du Canada visant à réduire le risque d'incursion sur piste dans les aéroports.

En outre, PortsToronto envisage de prendre des mesures pour réduire les émissions et les niveaux de bruit au sol le long de la rive du lac. Ces mesures comprennent le réalignement d'une section de la voie de circulation à l'extrémité ouest afin de réduire les distances de circulation des avions commerciaux, et la mise en place de murs antibruit aux extrémités Est et ouest.

### Processus d'évaluation environnementale

Le projet n'est pas imposé par la législation fédérale ou provinciale en matière d'évaluation environnementale. L'ÉE sera réalisée dans le cadre d'un processus volontaire facultatif, établi par le biais d'une consultation avec les agences fédérales, provinciales et municipales. L'ÉE évaluera les impacts potentiels sur l'environnement de différentes alternatives de RESA pour la piste 08/26 en conformités aux normes de Transports Canada pour les RESA. Les résultats de cette étude seront consignés dans un rapport d'étude d'ÉE.

### Consultation

Nous vous invitons à participer à la deuxième réunion publique sur la mise en œuvre des RESA à l'aéroport Billy Bishop de Toronto.

Au cours de cette réunion, vous aurez l'occasion d'en apprendre davantage sur la conception de RESA préférée du PortsToronto, fondée sur une récente ÉE. Nous partagerons également des informations sur les protections environnementales importantes et les avantages pour la communauté qui pourraient faire partie de ce programme de conformité, ainsi que sur la manière dont PortsToronto a l'intention de minimiser les perturbations pendant la construction.

Le public, les groupes communautaires et les agences, y compris les communautés des Premières Nations, sont encouragés à participer activement à la planification de ce projet en assistant aux consultations ou en contactant directement le personnel pour obtenir des informations, formuler des commentaires ou poser des questions.

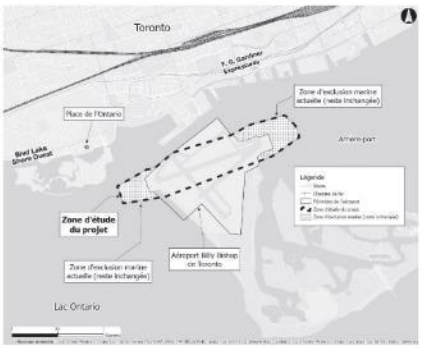
Deux réunions auront lieu le **mardi 15 octobre 2024** à l'hôtel Westin Harbour Castle, la première de 14h00 à 16h00 et la seconde de 18h00 à 20h00 (les deux réunions se tiendront dans la salle Frontenac Ballroom).

Une présentation de trente minutes sera suivie d'une brève séance de questions-réponses et de la possibilité d'examiner les panneaux d'affichage et de parler directement aux membres de l'équipe d'ÉE, aux ingénieurs de conception ainsi qu'au personnel de PortsToronto. La réunion sera également diffusée en direct.

Si vous souhaitez être ajouté à la liste de diffusion ou si vous avez des questions relatives au projet, veuillez contacter : info@safecleanquiet.ca.

Veuillez-vous inscrire à la réunion ici :

La zone d'étude de l'EE de la RESA est indiquée ci-dessous.



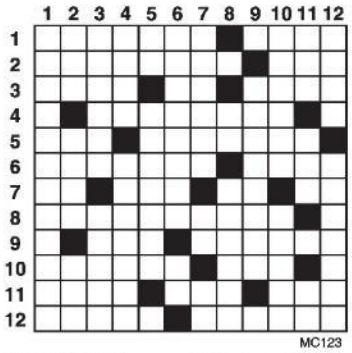

SÛR ÉCOLO CALME

PORTS TORONTO

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

safecleanquiet.ca

## MOTS CROISÉS



MC123

**HORIZONTALEMENT**

1 Écrivain britannique, auteur de David Copperfield - Vin italien.
2 Romancier - Montant des enjeux.
3 Substance sucrée et parfumée - À la forme d'une lettre - Alpage.
4 En botanique, très petit organe en forme d'outre jouant le rôle de flotteur ou de piège pour capturer les proies.
5 Pas à vous - Étui destiné à recevoir un pistolet.
6 Tissu de coton - Fils d'Anchise.
7 Symbole d'un métal blanc, dur - Forme des hauts fonctionnaires - Titre abrégé - Gadolinium.
8 Qui se fait en ligne droite.
9 Terme de ping-pong - Dompte.
10 Occuper la place d'honneur avec une certaine solennité - Dans l'île de Ré.
11 Au nord de Bucarest - En état d'ivresse - Il a moins de 20 ans.
12 Arrogante - Partie déterminée du corps.

**VERTICALEMENT**

1 Qui manifeste extérieurement ses sentiments.
2 Pas ailleurs - Un sens - Rayon.
3 Profonde - Bouchée.
4 Fait partie du costume national écossais - Garder en sa possession.
5 En ville - Rhume.
6 Qui intéresse l'ensemble d'un pays - Abréviation chrétienne.
7 Bien des années - De même - Argon.
8 Les États-Unis - Sert à attacher ensemble plusieurs papiers.
9 Faire se succéder régulièrement.
10 Cafard - Ouvrage en prose.
11 Signal bref - Étendue très aride - Note.
12 Question d'un test - Contient du duvet.

**SOLUTION AU PROCHAIN NUMÉRO**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | E | P | I | S | C | O | P | A | T | ■ | T | C |
| 2 | M | O | T | I | O | N | ■ | V | A | S | E | ■ |
| 3 | B | U | E | ■ | I | D | E | A | L | I | S | E |
| 4 | A | R | M | E | ■ | O | R | N | E | R | ■ | G |
| 5 | U | R | ■ | M | A | I | ■ | C | R | E | P | E |
| 6 | M | I | S | E | R | E | R | E | ■ | N | I | E |
| 7 | E | T | A | T | ■ | M | A | R | A | I | S | ■ |
| 8 | R | U | ■ | T | R | E | S | ■ | F | E | T | E |
| 9 | ■ | R | F | E | ■ | N | O | M | I | N | A | L |
| 10 | D | E | D | U | C | T | I | O | N | ■ | C | L |
| 11 | O | ■ | I | R | A | ■ | R | U | ■ | T | H | E |
| 12 | S | O | T | ■ | P | O | S | T | U | R | E | S |

www.hannequart.com

SOLUTION DU DERNIER NUMÉRO








L'équipe des Zinspiré.e.s 12 au TfT. PHOTO: MANUEL VERREYDT

## Cinq nominations aux Prix Dora Mavor Moore pour le Théâtre français de Toronto

L-EXPRESS.CA

La création *Les Zinspiré.e.s: le nombre sublime*, du Théâtre français de Toronto, est nominée pour cinq Prix Dora Mavor Moore 2025 dans la catégorie Théâtre Jeunesse.

Cette plus récente production du concours de dramaturgie du TfT chez les élèves du secondaire, qui attire maintenant quelque 200 participants, est en lice dans ces catégories :

**Outstanding New Play** : Sara Bulz, Rachel Darroch, Mohammad Elnakoury, Ella Jade de Boer-Eldekelki, Mia Liang, Cindy Mujangi et Angelina Trejos Castillo, encadré.e.s par les coachs d'écriture Lara Arabian, Carolyn Fe, François Macdonald et Merlin Simard.

**Outstanding achievement in design** : Natalia Dlugosz.

**Outstanding Performance by an Ensemble** : Rowe Demers, Eudes La Roche-Francoeur, Danik McAfee, Meryl Mourey, Kiana Woo.

**Outstanding Direction**: le metteur en scène Vincent Leblanc-Beaudoin et l'assistante à la mise en scène Hannah Forest Briand.

**Outstanding Production**: Le Théâtre français de Toronto.

La remise des prix de la TAPA (Toronto Alliance for the Performing Arts) aura lieu le 30 juin au Meridian Hall, rue Front.

**58e saison**

Le Théâtre français de Toronto dévoilait récemment la programmation de sa saison 2025-26, sa 58e depuis ses débuts dans un sous-sol d'église sous le nom Le Théâtre du P'tit Bonheur. Le TfT attend environ 12 000 spectateurs aux 63 représentations de ses 8 spectacles.

« Cette saison, nous vous embarquons dans un voyage de récits intimes et puissants, d'émotions partagées et de réflexions profondes », promettent la directrice artistique Karine Ricard et le directeur administratif Ghislain Caron.

La saison s'ouvrira en novembre avec un grand classique théâtral signé Albert Camus: Le malentendu(du 6 au 16 novembre). Cette « tragédie implacable » nous plonge dans une auberge où le retour d'un fils provoque un engrenage fatal. Karine Ricard en signera la mise en scène.

Le TfT poursuit avec son concours de création jeunesse Les Zinspiré-e-s 13 (du 27 novembre au 19 décembre) sous la direction de Danik McAfee.

En février 2026, à l'occasion du Mois de l'histoire des Noir-e-s, place à Nzinga (26, 27 et 28 février), une production du Centre du Théâtre d'Aujourd'hui et du Théâtre de La Sentinelle. Seule sur scène, Tatiana Zinga Botao retrace son parcours entre le Congo, la Belgique et le Canada, en écho au destin d'une reine africaine du XVIIe siècle.

En avril (du 15 au 18), le jeune public découvrira Joséphine et les grandes personnes, une « fable espiègle » signée Marie-Hélène Larose-Truchon et portée par la compagnie Le Carrousel.

Suivra Bonnes Bonnes (du 22 au 26), une création « percutante » de Nervous Hunter co-présentée avec Factory Theatre, qui revisite le classique, *Les Bonnes* de Jean Genet, « à travers les prismes de l'identité chinoise, du racisme intériorisé et de la sororité ».

Le mois de mai marquera la venue de deux spectacles forts :

Je suis William(du 6 au 9), une comédie musicale familiale « féministe et inventive » sur la sœur fictive de Shakespeare, co-présentée avec l'Alliance française de Toronto

Angle Mort (les 28, 29, 30), un récit autobiographique « aussi drôle que touchant » de Stéphanie Morin-Robert sur le handicap, l'acceptation de soi et la résilience.

Par ailleurs, le TfT contribuera à des projets de portée nationale et internationale. Les Sentinelles, un texte d'Olivier Sylvestre, réunira des artistes du Canada, du Congo et de la Guyane dans une coproduction pancanadienne avec la compagnie OTEP, et sera présenté en mai en Guyane.

**Abonnement**

Les tarifs d'abonnement du TfT permettant d'économiser jusqu'à 40 % par rapport au prix des billets à l'unité. Le Théâtre français de Toronto offre également une réduction supplémentaire de 10 % à ceux qui s'abonnent avant le 31 juillet avec le code promo « LESHEROINES ».

## Comédiens amateurs : voici votre chance de monter sur scène



Des membres de la troupe communautaire de théâtre Les Indisciplinés de Toronto. PHOTO: RON GIDDINGS

La troupe de théâtre communautaire Les Indisciplinés de Toronto prépare son spectacle de novembre en tenant des auditions de comédiens pour plusieurs rôles.

Des pièces courtes de Feydeau, Courteline et Tristan Bernard seront montées par un collectif de huit metteurs en scène.

De nombreux rôles féminins et masculins sont à pourvoir. Les Indisciplinés ont besoin de personnes de tous âges, avec ou sans expérience.

Les auditions sont prévues les mercredi 18 juin et vendredi 20 juin, entre 18h et 20h45, au Collège français, 100 rue Carlton.

Les répétitions commenceront mi-septembre une fois par semaine, puis deux fois par semaine de la mi-octobre à la mi-novembre, avec une dernière semaine où il se peut que la plupart des soirs soient bloqués pour des répétitions techniques.

Les intéressés peuvent s'inscrire en utilisant le formulaire en ligne: https://forms.gle/wnRFbqtpeSVfvHFKA


**Avis d'application**

de larvicide pour le contrôle des moustiques sur les terrains du ministère des Transports

Fort de l'engagement pris par le gouvernement de l'Ontario de réduire les risques pour la santé associés au virus du Nil occidental dans la région de York, le ministère des Transports (MTO) surveillera les bassins d'eau stagnante entre juin et octobre 2025. Le larvicide sera appliqué, seulement au besoin, afin de contrôler les populations de moustiques.

Le méthoprène larvicide (briquettes Altosid, **nº d'homologation 27694**, *Loi sur les produits antiparasitaires du Canada*) sera répandu dans des bassins d'eau stagnante le long des routes principales, des aires de service du MTO, des zones de patrouille, des terrains de covoiturage et des postes d'inspection des camions. Les granules larvicides seront intégralement appliquées par des exterminateurs titulaires d'un permis provincial et des techniciens expérimentés.

Pour obtenir plus de renseignements sur les lieux et dates d'application, veuillez communiquer avec le ministère des Transports par courriel au **MTO.CentralOperations@ontario.ca**.

Ontario


# Quatre trophées Trille Or pour JOLY

**JULIEN CAYOUETTE**
FRANCOPRESSE

Le Franco-Ontarien Marc-Antoine Joly ressort de la 13e remise des prix Trille Or, ce jeudi 29 mai, avec le plus grand nombre de trophées: quatre. Aucun artiste n'a vraiment dominé: les 24 trophées 2025 ayant été partagés entre 18 artistes et groupes.

Sous son nom d'artiste **JOLY**, le Franco-Ontarien Marc-Antoine Joly a remporté les prix pour Réalisation et arrangements ainsi que Rock/Metal/Punk pour l'album *Deuil*.

Il partage aussi le prix Prise de son et mixage avec Simon Joly pour le même album et le prix Initiative artistique avec Nicholas Monette pour le balado *De quoi tu parles de ?*

Le duo **Beau Nectar**, formé de la Franco-Ontarienne Marie-Clo et de la Fransaskoise éemi, avait récolté le plus grand nombre de nominations, avec 10. Elles repartent finalement avec deux prix : Pop/EDM et Groupe.

Un autre groupe franco-ontarien **De Flore** récolte aussi deux prix: Conception visuelle et EP (minialbum).

Le Fransaskois **Étienne Fletcher** est le seul autre artiste à remporter deux trophées: les prix Vidéoclip, pour sa chanson *Jeu de mémoire*, et Export Ouest.

Le prix sans doute le plus convoité par les artistes, le Coup de cœur du public, a été remporté par l'artiste country nord-ontarienne **Reney Ray**.



La longue carrière de l'animateur radio et chroniqueur musical Marc Lalonde a été soulignée par le prix Bâtisseur Paul-Demers.

**Ontario**

Les artistes de l'Ontario étaient les plus représentés dans la liste des nominations. Ils ont aussi remporté le plus grand nombre de prix.

**Natalie Aloessode-Bernardin**, de l'agence de gestion et de booking dédiée aux artistes francophones Amixie Solution, repart avec le prix Impact entreprise.

La violoniste de Toronto, Aline Hornzy alias **Aline's Étoile magique**, repart avec le prix Musiques contemporaines.

Le rapeur **Kimya** remporte le prix Hip-Hop/Rap/Musiques urbaines.

Le groupe composé d'artistes provenant des quatre coins de l'Ontario, **Les Rats d'Swompe**, a été reconnu avec Export Ontario.

Le Sudburois **Mclean** reçoit le prix Auteur-e et/ou compositeur-trice (solo ou groupe).

Une autre artiste originaire de Sudbury, **Mimi O'Bonsawin**, a été déclarée meilleure Artiste solo.

*Animal chic* de **Mehdi Cayenne** remporte la catégorie Album.

Finalement, la grande gagnante de *La Voix 9* – première Franco-Ontarienne et la plus jeune à décrocher ce titre – **Sophie Grenier**, est couronnée Révélation de l'année.

**Manitoba**

Trois artistes originaires du Manitoba ont été honorés.

Le duo **Beauséjour**, composé de la Franco-Manitobaine Jocelyne Baribeau et de l'Acadienne Joannie Benoît, a remporté le prix Country.

**Willows**, alter ego de Geneviève Toupin, remporte la catégorie Folk.

Le projet de **Micah Baribeau**, fils de Jocelyne de Beauséjour, *Micah1*, remporte le prix Musique pour enfants.

**Saskatchewan**

Étienne Fletcher n'était pas le seul représentant de la province. **Alexis Normand** comptait le plus de nominations chez les artistes de l'Ouest. Elle repart finalement avec un seul prix, celui de Spectacle de l'année.

Le multi-instrumentiste Mario Lepage, sous le nom de **Porteix**, a remporté le prestigieux prix de Chanson primée pour *St. Denis*.

Le gala des prix Trille Or est organisé tous les deux ans par l'Association des professionnels de la chanson et de la musique (APCM).




Marc-Antoine Joly (à gauche) repart du Gala Trille Or 2025 avec quatre prix, dont celui de Prise de son et mixage avec Simon Joly pour l'album Deuil.
PHOTOS: PHILIPPE LARIVIÈRE



Originaire d'Orléans, en banlieue Est d'Ottawa, Sophie Grenier remporte le prix de Révélation. PHOTO: PHILIPPE LARIVIÈRE



Reney Ray obtient un des prix les plus convoités: le Coup de coeur du public.
PHOTO: PHILIPPE LARIVIÈRE




Le légendaire groupe franco-ontarien Garolou a reçu le prix Hommage. PHOTO: PHILIPPE LARIVIÈRE

# Avis

## Évaluation environnementale de l'aire de sécurité d'extrémité de piste (RESA), PortsToronto – Avis d'achèvement du rapport préliminaire d'étude d'évaluation environnementale

PortsToronto a terminé une évaluation environnementale préliminaire pour la mise en place des aires de sécurité d'extrémité de piste (RESA) pour la piste 08/26 de l'Aéroport Billy Bishop de Toronto (le projet). Le projet est entrepris afin de se conformer aux nouvelles exigences du *Règlement de l'aviation canadien* en réponse aux normes de sécurité de Transports Canada pour les RESA.

Les RESA sont situées aux deux extrémités des pistes et sont des zones désignées d'espace ouvert, destinées à réduire les dommages subis par un aéronef en cas d'une sortie d'extrémité de piste ou d'un atterrissage trop court. Les RESA ne seront développées que pour la piste 08/26, car il s'agit de la seule piste qui offre un service aérien commercial à l'aéroport. Le projet ne comprend aucune extension de piste et n'entraînera aucun changement à l'exploitation actuelle de la piste, à la capacité ou au type d'aéronef utilisant la piste.

Le projet n'est pas obligatoire en vertu des lois fédérales ou provinciales sur l'évaluation environnementale. L'évaluation environnementale a été réalisée dans le cadre d'un processus volontaire non prescrit par la loi, établi en consultation avec les organismes fédéraux, provinciaux et municipaux concernés.

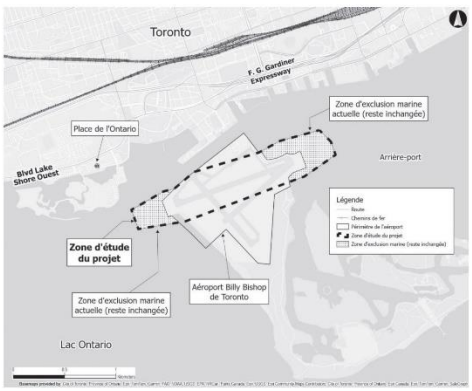
Le rapport préliminaire d'étude d'évaluation environnementale présente une liste préliminaire de solutions de RESA pour la piste 08/26 qui répondent aux normes de Transports Canada relatives aux RESA.
Il décrit l'évaluation de leurs effets environnementaux et les mesures d'atténuation proposées pour réduire les répercussions possibles. Le rapport préliminaire d'étude environnementale fournit également un compte rendu des consultations menées tout au long de l'étude.

D'après une évaluation exhaustive de chaque RESA, la RESA 3 a été déterminée comme option privilégiée. Cette solution permet la construction d'un conduit souterrain pour les services publics, qui soutient l'enfouissement de conduits souterrains, de tuyaux et d'autres conduites essentielles aux îles de Toronto. Elle comprend également des modifications des voies de circulation le long des extrémités est et ouest de l'aéroport. De plus, la solution RESA 3 prévoit d'agrandir le mur antibruit existant installé à l'extrémité ouest de la piste 08/26 et de bâtir un mur antibruit à l'extrémité est de la piste.

Malgré la détermination de la RESA 3 comme solution privilégiée, PortsToronto et ses partenaires ont décidé de mettre en place une solution différente en vertu de l'entente tripartite (l'entente) qui régit l'Aéroport Billy Bishop de Toronto, la Ville de Toronto et Transports Canada. L'entente, modifiée le 28 janvier 2025, décrit les conditions requises pour assurer la conformité à la RESA obligatoire de Transports Canada et détermine la RESA 1, une solution avec une extension minimale de la masse continentale, pour permettre l'aménagement de la RESA. PortsToronto collaborera maintenant avec le personnel de la Ville de Toronto et Transports Canada pour mettre en place la RESA 1 selon les modalités énoncées dans l'entente modifiée de janvier 2025.

Le présent avis verse le rapport préliminaire d'étude d'évaluation environnementale au dossier public pour examen et commentaires du 2 juin 2025 au 7 juillet 2025, sur le site Web du projet à l'adresse suivante : https://www.safecleanquiet.ca/.

Les membres du public, les groupes et organismes communautaires ainsi que les communautés autochtones sont invités à faire part de leurs commentaires sur ce projet directement à PortsToronto en cliquant sur le lien ci-dessous d'ici le 7 juillet 2025 : https://www.safecleanquiet.ca/ea-comments.




SÛR ÉCOLO CALME
PORTS TORONTO
AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

safecleanquiet.ca

# O2. Records of Consultation with Indigenous Communities

# Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport

## PortsToronto/ Billy Bishop Toronto City Airport's Understanding of Duty to Consult Requirements

- PortsToronto, who owns and operates Billy Bishop Toronto City Airport, is the proponent of the Runway End Safety Area Project. As PortsToronto is a Government Business Enterprise under Transport Canada, it is responsible for undertaking the Crown's Duty to Consult requirements.
- PortsToronto has been consulting and engaging with the Mississaugas of the Credit First Nation on PortsToronto projects, including the Runway End Safety Area (RESA) Project. The Mississaugas of the Credit First Nation has agreed to participate in the review of the draft Marine Archaeology, Terrestrial Archaeology, and Cultural Heritage Assessments as part of the Environmental Assessment being conducted for the RESA Project. In December 2024, PortsToronto provided the Mississaugas of the Credit First Nation with copies of the draft Marine Archaeology, Terrestrial Archaeology, and Cultural Heritage Assessment Reports for review. In June 2025, Ports Toronto shared the Draft Environmental Assessment Study Report and Technical Appendices for review. Mississaugas of the Credit First Nation provided comments on the Draft Environmental Assessment Study Report, inquiring about the creation of buffer zones, consideration of adjacent future developments, mitigation of cumulative effects of habitat loss, climate-related effects on the runway, and proposed compensation measures for aquatic and terrestrial habitats. PortsToronto provided responses to the Mississaugas of the Credit First Nation questions. In September 2025, PortsToronto provided an update on the RESA Project and invited the Mississaugas of the Credit First Nation to a meeting to discuss the next phases. PortsToronto will continue to consult and engage with the Mississaugas of the Credit First Nation during the next phases of the Project.
- PortsToronto has been actively consulting and engaging with the Six Nations of the Grand River on the RESA Project. The Six Nations of the Grand River has agreed to participate in the review of the draft Marine Archaeology, Terrestrial Archaeology, and Cultural Heritage Assessments as part of the Environmental Assessment being conducted for the RESA Project. In December 2024, PortsToronto shared copies of the draft Marine Archaeology, Terrestrial Archaeology, and Cultural Heritage Assessment Reports with the Six Nations of the Grand River for review. PortsToronto received comments on the Cultural Heritage Assessment Report, which have been reviewed and addressed with Six Nations of the Grand River. In June 2025, Ports Toronto shared the Draft Environmental Assessment Study Report and Technical Appendices for review. In September 2025, PortsToronto provided an update on the RESA Project and invited the Six Nations of the Grand River to a meeting to discuss the next phases. PortsToronto provided responses to the Six Nations of the Grand River inquiry about the Project's archaeological assessments. PortsToronto will continue to consult and engage with the Six Nations of the Grand River during the next phases of the Project.
- PortsToronto has been actively consulting and engaging with the Huron-Wendat Nation on the RESA Project. The Huron-Wendat have agreed to participate in the review of the draft Marine and Terrestrial Archaeology reports as part of the Environmental Assessment being conducted for the RESA Project. In December 2024, PortsToronto shared copies of the draft Marine Archaeology and Terrestrial Archaeology Assessment Reports with the Huron-Wendat Nation for review. In June 2025, PortsToronto shared the Draft Environmental Assessment Study Report and Technical Appendices for review. No comments have been received on the Environmental Assessment Study Report from Huron Wendat Nation. In September 2025, PortsToronto provided an update on the RESA Project and invited the Huron-Wendat Nation to a meeting to discuss the next phases. PortsToronto will continue to consult and engage with Huron-Wendat Nation during the next phases of the Project.
- A community member was identified by the Bathurst Quay Neighbourhood Association as having urban Indigenous interests which may be valuable to gain insight on this project. PortsToronto staff reached out to this community member and held a virtual meeting on Thursday December 5, 2024. The community member identified that they were providing their comments as an urban Indigenous person, and did not represent any Indigenous communities but did align with the Metis Nation of Ontario (not an active member). Of note, the Duty to Consult requirements based on the Crown's responsibility, does not include urban Indigenous peoples.

# O3. Records of Consultation with Technical Stakeholders


O3.1 Technical Advisory Committee No. 1, June 2024
O3.2 Technical Advisory Committee No. 2, July 2024
O3.3 Technical Advisory Committee No. 3, October 2024
O3.4 Technical Advisory Committee No. 4, November 2024

# O3.1 Technical Advisory Committee No. 1, June 2024

AVIA • NG
AIRPORT CONSULTANTS

AECOM

# Runway End Safety Area (RESA) Gap Analysis & Environmental Assessment

Billy Bishop Toronto City Airport (BBTCA)

**Technical Advisory Committee Meeting #1**

June 20, 2024

# Agenda

- Land Acknowledgement
- Introductions and Purpose of the Technical Advisory Committee Meeting #1
- Safety Moment
- Project Background
- Runway End Safety Area
- Scope of Work
- Technical Advisory Committee Meetings
- Consultation
- External Peer Review Process
- Next steps
- Q & A – Feel free to ask questions at any point throughout the presentation

# Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishinaabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

# Introductions and Purpose of Technical Advisory Committee

- Technical Advisory Committee (TAC) comprises senior representatives from the City of Toronto, Transport Canada, PortsToronto' s Management Team for both RESA and Airport's 2024 Master Plan projects in addition to Avia NG Team, and potentially representatives from the Toronto and Region Conservation Authority (TRCA), who will provide technical advice during the EA process.

- A series of six (6) TAC meetings are planned for the EA Study to discuss the findings and receive input/feedback to the EA planning process at the project's main milestones, which will be identified later during this presentation.

## Member Introductions

- PortsToronto RESA Team
- Ports Toronto 2024 Master Plan Team
- Transport Canada
- City of Toronto
- TRCA
- Avia NG / Shoreplan/ Envision
- AECOM / SLR

# Safety Moment:  Stay Safe in the Heat

The human body is normally able to regulate its temperature through sweating, until it is exposed to more heat than it can handle.

Heat exhaustion or heat stroke can occur when your body can't transfer enough heat to keep you cool.

Heat-related illnesses can escalate rapidly, and even lead to death.



# Safety Moment: Stay Safe in the Heat

If you work outside in hot weather, take these precautions to minimize the risk of heat-related illnesses



# Project Background

# Project Background

- AECOM completed an EA study for the Runway Extension and Introduction of Jets at Billy Bishop Toronto City Airport (BBTCA) in September 2017.
    - The 2017 EA evaluated the environmental impacts associated with introducing jet aircraft and extending the runway by 200 m on either side of the existing runway, encompassing a net effects assessment of the proposed changes to Billy Bishop Airport.
    - The 2017 EA was completed following an approach that covered both Federal and Provincial EA requirements. However, the EA was not finalized for public review based on outstanding concerns from key stakeholders.

# Runway End Safety Area (RESA)

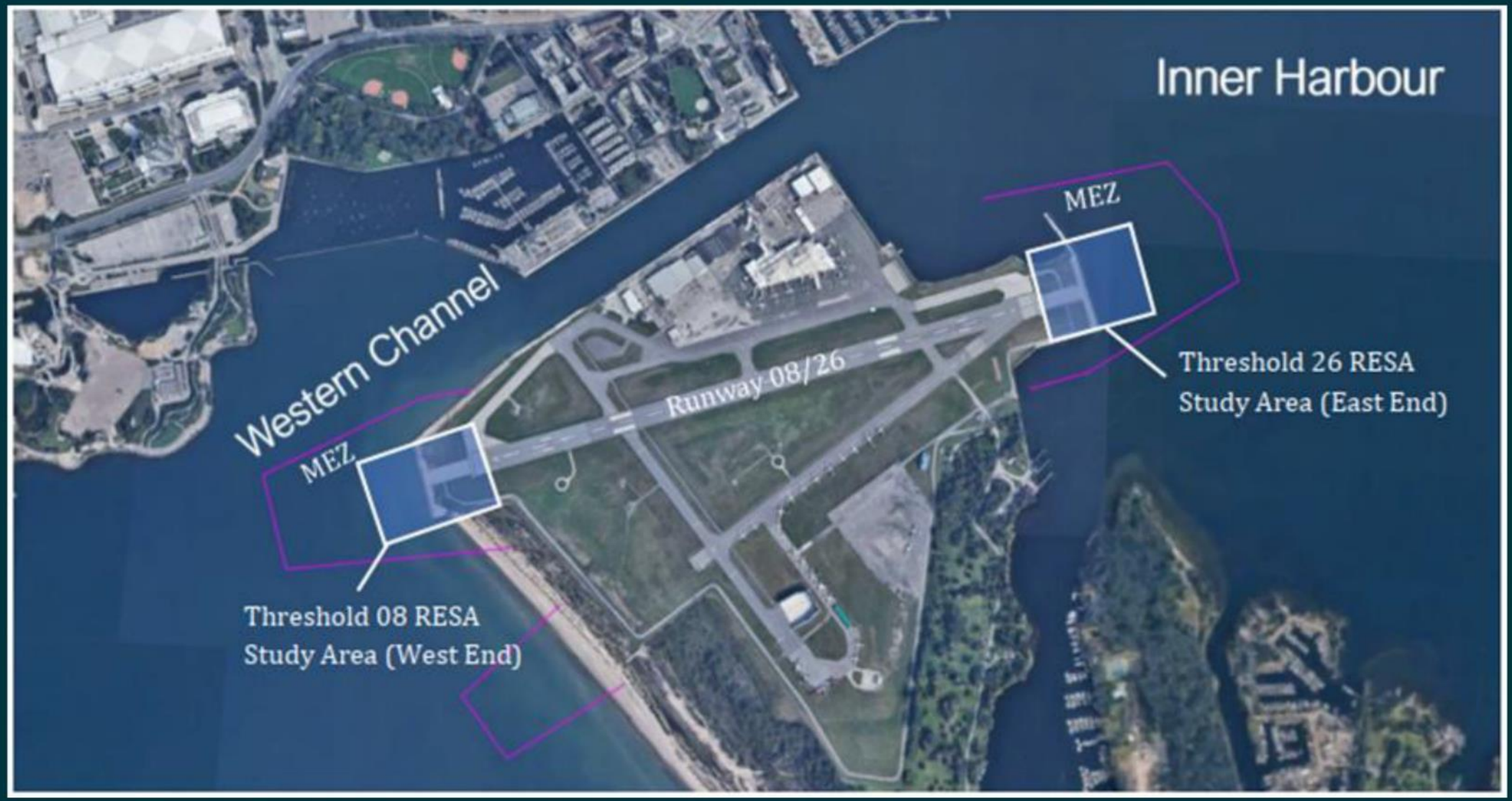
# Runway End Safety Area (RESA)

- PortsToronto is now planning to implement the RESA Project to comply with new Canadian Aviation Regulation requirements in response to safety standards identified by the Transportation Safety Board of Canada.

## What is RESA:

- In accordance with Transport Canada standards (Subsection 300.01 of the CARs), "***RESA*** or ***runway end safety area*** means an area, adjacent to or on a runway that is intended to reduce the severity of damage to an aeroplane in the event that the aeroplane undershoots or overruns the runway".
- Proposed RESAs are located at both ends of a runway.

# RESA Study Areas





aecom.com

# RESA Alternatives

- Avia NG has completed a Runway 08/26 Alternatives Study (April 2024).
- The RESA alternatives explored as part of the Avia study did not consider runway extensions nor were they intended to have any effect on normal runway operations, runway capacity, or aircraft type using the runway.
- PortsToronto is also exploring opportunities to minimize vehicular crossings on Runway 08/26, currently necessary for both airport operations and Toronto Islands businesses, which rely on runway access for vehicles. This effort supports the Transportation Safety Board of Canada's priorities to reduce the risk of runway incursions.
- There are also other opportunities that are being explored by PortsToronto including:
    - Reduce aircraft taxi distances and associated reduction in emissions and ground-based noise through realigning a small section of taxiway at the west end to offer a full parallel a taxiway system for Runway 08/26.
    - Airport regulatory compliance improvements to increase taxiway and runway separation at the east end including provisions for improved vertical guidance visual aids and a sound wall to reduce ground-based noise levels along the lake front.

# RESA Alternatives Subject to Evaluation

| RESA Alternative Layout | Alternative No. and Description and Estimated Schedule | Supplemental Operational & Safety and ESG Enhancements | Landmass/ Breakwater Expansion (Approximate and for Comparison Purposes) | Capital Costs (2024 CDN$) |
|---|---|---|---|---|
|  | **Alternative 3**: EMAS<br><br>***Meets Compliance Timeline (Mid 2027)*** – Critical Path Activities are Permitting 12-18 months and EMAS Procurement | • None | West End<br>• 1,750 m² / 14m from Seawall<br>• 70,000-75,000 tonnes<br><br>East End<br>• None | **$39M**<br>**Note:**<br>NPV for 20 Year Life Cycle Costs including Capital and Maintenance/Replacement for EMAS = **$45M (Still Lowest Cost Alternative)**<br><br>Capital cost includes allowance of $500k for new EMAS maintenance equipment. |
|  | **Alternative 4**: RESA Minimum Landmass<br><br>***Meets Compliance Timeline (Mid 2027)***– Critical Path Activities are Permitting 12-18 months | • None | West End<br>• 7,850 m² / 54m from Seawall<br>• 160,000-170,000 tonnes<br><br>East End<br>• 6,100 m² / 52m from Seawall<br>• 157,0000-162,000 tonnes | **$61M**<br>**Note:**<br>Includes modifications to NAV CANADA Marine Radar System. |
|  | **Alternative 5**: RESA Plus Partial Safety & Environmental Benefits<br><br>***Meets Compliance Timeline (Mid 2027)*** – Critical Path Activities are Permitting 12-18 months. Construction phased over 2 years. | • Operational: Localizer 26 Relocated<br>• Operational and Safety: Taxiway B & D<br>• Safety: PAPI 26 (Replace APAPI) | West End<br>• 11,800 m² / 82m from Seawall<br>• 250,000-255,000 tonnes<br><br>East End<br>• 11,300 m² / 52m from Seawall<br>• 190,000-195,000 tonnes | **$95M**<br>**Note:**<br>Includes modifications to NAV CANADA Marine Radar System and Localizer 26 Relocation. |
|  | **Alternative 6**: RESA Plus Full Safety, Community And Airfield Efficiency Benefits<br><br>***Meets Compliance Timeline (Mid 2027)*** – Critical Path Activities are Permitting 12-18 months. Construction phased over 2 years. | • Operational: Localizer 26 Relocated<br>• Operational and Safety: Taxiway B & D<br>• Safety: PAPI 26 (Replace APAPI)<br>• Safety: Airside Roads Unrestricted<br>• ESG: Landside Road (east end) unrestricted<br>• ESG: Noise wall along Taxiway D | West End<br>• 12,800 m² / 82m from Seawall<br>• 250,000-255,000 tonnes<br><br>East End<br>• 32,700 m² / 66m from Seawall<br>• 730,000-750,000 tonnes | **$172M**<br><br>**Note:**<br>Includes modifications to NAV CANADA Marine Radar System and Localizer 26 Relocation. |



aecom.com

# RESA Preliminary Design

- Avia NG authorized to proceed with Preliminary Design.
- Project Design Team Mobilization.
- Kick off meeting initiated today (June 20, 2024) / Site Tour.
- High Priority on Field Investigations: Marine and Land Geotechnical/Topographic and Property Boundary Survey.
- Coordination with AECOM and EA Gap Analysis.
- Engaging NAV Canada.

# EA Scope of Work

# EA Scope of Work

- PortsToronto recognizes the opportunity to leverage the 2017 EA as a foundation for advancing the RESA Project, considering potential changes and need to update baseline conditions that will support the 2024 EA process.
- AECOM's proposed work plan structures the EA in **Two Phases:**

  - **Phase 1 – Gap Analysis**
  - **Phase 2 – RESA Environmental Assessment**

# Gap Analysis and RESA EA Process

**Phase 1 : Gap Analysis** → **Confirm Work Scope and Deliverables** → **Phase 2 : RESA EA** → **Public Review**

## June-July 2024

**KEY TASKS**

- Notice of study commencement and public meeting #1.
- Review background studies (2017 EA and post EA studies).
- Consult with Transport Canada and City of Toronto to confirm their expectations on EA process.
- Develop preliminary permitting and approval road map.

**MEETINGS**

- Kick-off Meeting.
- TAC #1.
- Indigenous Consultation (PortsToronto).
- Public Meeting #1 (July 17).

**DELIVERABLES**

- Public Meeting #1 presentation.
- Gap Analysis Memorandum. (Peer Review)

## July 2024

**KEY TASKS**

- Refine work plan and schedule, if needed.
- Environmental field investigations (as required).

**MEETINGS**

- TAC #2.
- Indigenous Consultation (PortsToronto).

**DELIVERABLES**

- Refined work plan (as required).

## July-December 2024

**KEY TASKS**

- Establish baseline conditions.
- Develop evaluation criteria and evaluation of short-listed RESA alternatives.
- Notice of public meeting #2.
- Effects Assessment.
- Climate change and vulnerability assessment update.
- EA Study Report.

**MEETINGS**

- TAC #2-6.
- Indigenous Consultation (PortsToronto).
- Public Meeting #2 (anticipated September 2024).
- Meeting with government agencies.
- Meeting with Focus Stakeholders.

**DELIVERABLES**

- Public Meeting #2 Presentation. (Peer Review)
- EA Study Report and supplementary studies:
  - ❑ Natural Heritage Effects Assessment Report.
  - ❑ Marine Physical Effects Assessment Report.
  - ❑ Water Quality Memorandum.
  - ❑ Socio-Economic Effects Assessment Report.
  - ❑ Marine Navigation Memorandum.
  - ❑ Archaeology and Cultural Heritage Memorandum.
  - ❑ Climate Change Vulnerability Assessment Memorandum.

## December 2024-January 2025

**KEY TASKS**

- Publish the EA Study Report for public review.
- Address public comments.

**MEETINGS**

- Targeted meetings, as required.

**DELIVERABLE**

- Final EA Study Report.

The project is not mandated under federal nor provincial environmental assessment legislation. The EA will be carried out as a **voluntary non-statutory process** established through consultation with federal, provincial and municipal agencies.

**Award of Project to Design-Build Contractor**

**Design-Build Contractor Award/Start – Spring 2025**

**Permitting: Initiate critical path permits (DFO, MECP/SAR, TC/NPP)**

# EA Components: Discussion

- Natural Environment
- Marine Physical Environment
- Water Quality Assessment
- Socio-Economic Assessment
- Marine Navigation
- Air Quality
- Noise
- Built Form and Land Use
- Transportation
- Archaeology and Cultural Heritage
- Climate Change Vulnerability Assessment Update

# TAC Meetings (Purpose and Planned Schedule)

| | |
|---|---|
| **TAC Meeting #1 (Current Meeting)** | Project start to confirm the initial work plan and to align all stakeholders on objectives. |
| **TAC Meeting #2 (July 2024)** | Completion of Gap Analysis to present the findings, redefine scope of work and next steps. |
| **TAC Meeting #3 (August 2024)** | Evaluation of RESA Alternatives and introduce Preliminary Preferred Alternative. |
| **TAC Meeting #4 (September 2024)** | Review the comprehensive assessment of the project effects. |
| **TAC Meeting #5 (October 2024)** | Present Draft EA Study Report, detailing the EA findings and conclusions. |
| **TAC Meeting #6 (November 2024)** | Present Revised EA Study Report, detailing the EA findings and conclusions (revisions to the draft report). |

# Consultation

- MASS LBP will be leading the consultation and engagement process for the RESA EA Project.
- Avia NG and AECOM will be supporting (content preparation, participation in public meetings, etc.).
- Two Public Meetings:
  - Public Meeting and Open House #1 scheduled for July 17 (with 2 sessions: 2-4 pm and 6-8 pm).
  - Public Meeting and Open House #2 anticipated for September (Date TBD).

# External Peer Review Process

- It is understood that an external peer reviewer will review the deliverables.
- AECOM's proposed scope of work includes two rounds of peer review:
  - Peer review of the consolidated Gap Analysis Memorandum.
  - Peer review of the EA Study Report and supplementary studies.
- Need to confirm peer review schedule, including turnaround.*

* To Discuss

# Next Steps

- Prepare and issue TAC meeting minutes.
- Consider feedback from this meeting.
- AECOM continue to complete Gap Analysis.
- Schedule meeting placeholders for remaining TAC meetings.
- TAC Meeting #2 to be scheduled for mid-July (before Public Meeting #1 on July 17).

# Thank you!

Discussion

AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Canada

T: 905.886.7022
F: 905.538.8076
www.aecom.com

# Minutes of Meeting

**Meeting Name:** Technical Advisory Committee (TAC) #1

**Project Name:** Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Gap Analysis and Environmental Assessment (EA)

**Location:** HQ Boardroom located at 207 Queens Quay West, Toronto, ON; 5th Floor – Virtual (Zoom)

**Date of Meeting:** June 20, 2024

**Time:** 11:00 am to 12:00 pm

**Project #:** 60733457

**Prepared By:** Nelson Gonzalez Toledo

**Attendees:**

**Transport Canada:**
- Bonnie Moore, Indigenous Relations Advisor, [bonnie.moore@tc.gc.ca]
- Darren Quan, Research Office, [darren.quan@tc.gc.ca]
- Katie Novak, Government Policy Professional, [Katie.Novak@tc.gc.ca]
- Amanda Chum, Policy Analyst, [amanda.chum@tc.gc.ca]
- Aidan Johnson, Program Policy Analyst, [Aidan.Johnson@tc.gc.ca]
- David Zeit, Senior Environmental Officer, [david.zeit@tc.gc.ca]
- Courtney Bice, Navigation Protection Program Officer, [courtney.bice@tc.gc.ca]

**City of Toronto:**
- Jeff Thompson, Environmental Planning, [jeff.thompson@toronto.ca]
- Jay Paleja, Project Manager, Waterfront Secretariat, [jay.paleja @toronto.ca]
- Meg St John, Project Manager, Waterfront Secretariat, [meg.stjohn. @toronto.ca]

**Toronto and Region Conservation Authority:**
- Rick Portiss, Senior Manager Environmental Monitoring and Data Management, Chair of Aquatic Habitat Toronto, [rick.portiss@trca.ca]
- Brynn Coey, Supervisor Aquatic Monitoring and Management, [Brynn.coey@trca.ca]

**PortsToronto:**
- Stephen Denes, RESA Project Lead, [sdenes@portstoronto.com]
- Glynys Jones, 2024 Master Plan Project Lead, [gjones@portstoronto.com]
- Heather Dennis, Project Assistant, [hdennis@portstoronto.com]
- Juhi Matta, Senior Management, Environment, Social, Governance, [jmatta@portstoronto.com]
- Angela Homewood, Project Lead - Tripartite Agreement, [ahomewood@portstoronto.com]

**AviaNG:**
- Bernhard Schropp, RESA Project Manager, [bernhard.schropp@aviang.ca]
- Lee Thomas, RESA Deputy Project Manager, [Lee.Thomas@aviang.ca]
- Isaac Wilkinson, Project Engineer, [isaac.wilkinson@aviang.ca]
- Edward Abreu, Project Engineer, [edward.abreu@aviang.ca]

**AECOM:**
- Karl Grueneis, RESA Project Manager, [karl.grueneis@aecom.com]
- Saeideh Rasouli, Deputy Project Manager, [saeideh.rasouli@aecom.com]
- Nelson Gonzalez Toledo, Environmental Planner, [nelson.gonzaleztoledo@aecom.com]
- Brian Richert, RESA Water Quality Lead, [brian.richert@aecom.com]
- Brian McGill, RESA Aquatic Ecology Lead, [brian.mcgill@aecom.com]
- Tunde Paczai, RESA Built Form and Land Use Lead, [tunde.paczai@aecom.com]
- Marvin Stemeroff, RESA Socio-Economic Study Lead, [marvin.stemeroff@aecom.com]
- Sarah DeDecker, Senior AECOM Socio-Economic Specialist [sarah.dedecker@aecom.com]
- Rhonneke Van Riezen, RESA Marine Physical Lead, [rhonneke.vanriezen@aecom.com]

**SLR:**
- Marc Rose, RESA Senior Advisor, [marc.rose@slrconsulting.com]

**EnVision:**
- Maqsooda Bibi, Geotechnical Engineer [mbibi@envisionconsultants.ca]

**Shoreplan:**
- Jane Graham, RESA Engineer [jgraham@shoreplan.com]

| | | Action |
|---|---|---|
| 01 | **Introductions**:<br>All stakeholders and parties introduced themselves and their roles for this project. | Info |
| 02 | **Presentation commences**:<br>- Acknowledgements to the TAC team for supporting this project.<br>- Agenda review.<br>- Land acknowledgment, courtesy from the City of Toronto. | Info |
| 03 | **Safety moment**:<br>- The importance of staying safe in the heat. | Info |

**PLEASE NOTE:** **If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| | | Action |
|---|---|---|
| 04 | **Project Background**:<br>- Ports Toronto/AECOM completed an EA Study for the Runway Extension and Introduction of Jets at BBTCA in 2015. The EA study design included consultation with the City of Toronto, many stakeholders and agencies. In 2015, the Minister of Transport Canada put the project on hold. Ports Toronto did not file the EA for formal public review, however, did complete and finalized supporting studies, recognizing they may be needed at a later date (now the current RESA EA study). | Info |
| 05 | **RESA EA Introduction, Description, and Alternatives:**<br>- The RESA Study Area was reviewed. All RESA alternatives fall within the current Airport Marine Exclusion Zone (MEZ).<br>- Runway 08/26 RESA Alternatives Study (April 2024), conducted by AviaNG.<br>- Alternatives 3 through 6 can meet the RESA technical requirements.<br>- Alternatives 5 and 6 are designed to avoid runway operation delays and safety concerns related to runway vehicle crossings by constructing a public perimeter access road around the RESA area and improved taxiway alignments for shorter and more efficient movement of aircraft.<br>- All RESA alternatives will be presented to the public on July 17, 2024.<br>- Preliminary design and EA process is underway, between AviaNG and AECOM:<br>▪ Project Design Team Mobilization.<br>▪ Kick-off meeting (June 20, 2024). | Info |
| 06 | **EA Scope of Work**:<br>- The 2017 EA supporting studies provide foundation for 2024 EA process.<br>- There will be two (2) Phases for this 2024 RESA EA that will run from June 2024 to January 2025.<br>▪ Phase 1: Gap Analysis.<br>▪ Phase 2: RESA EA.<br>- Up to 4 RESA alternatives will be subject to full EA process.<br>- A "Do-nothing" scenario will be included in the evaluation; however, it is not an acceptable option as it will not address Transport Canada's safety requirements.<br>- Reviewed and discussed EA components to be included in the RESA's EA evaluation.<br>▪ TRCA noted that it would be valuable to update the data on aquatic environment and existing conditions. TRCA will leverage environmental knowledge in the Toronto harbour area that can be beneficial to this Project.<br>▪ TRCA is preparing their scope of work for the RESA project (anticipated to be submitted to PortsToronto in the coming weeks). PortsToronto will share the TRCA scope of work with AECOM, once ready.<br>▪ TRCA and AECOM will work together to confirm approach on updating baseline aquatic data and share data. Updated baseline data will also support DFO permitting.<br>▪ TRCA noted time sensitivity of the field work required to address any gaps identified during the Gap Analysis.<br>- The City of Toronto inquired if a separate shoreline coastal engineering study is being completed specific to Natural Hazards, recognizing that the City Official Plan - Natural Hazards policies require an assessment of lake filling to ensure Natural Hazards (e.g., erosion, flooding) are appropriately addressed. AECOM will review and consider City Official Plan policies.<br>▪ A desktop shoreline hazard assessment, including erosion and sediment transport gap analysis, study of water level, flooding, climate change vulnerability assessment, and other marine physical conditions will be completed as part of the RESA Gap Analysis and EA study and may identify the need for modeling which will inform the design. Shoreplan will also consider previous natural hazard assessments. Potential information gaps identified will be presented in the Phase 1 Gap Analysis findings, if any.<br>▪ AECOM will provide the EA work program to the City of Toronto for review and comments. The City is preparing a letter in response to the initial introduction of the RESA project.<br>- The City of Toronto acknowledged that a Human Health Assessment will not be required due to the nature of the RESA project; however, this will need to be clearly communicated to the public. | Info<br><br>TRCA/AECOM<br><br>AECOM / City of Toronto |

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| | | Action |
|---|---|---|
| 07 | **Overview of TAC Meetings**:<br>- List of Six (6) TAC meetings and respective objectives. | Info |
| 08 | **Overview of Consultation**:<br>- Led by MASS LBP, supported by AECOM and AviaNG.<br>- Mention of two (2) public meetings, and a 30-day public review period following each public meeting. | Info |
| 09 | **Overview of Peer Review Process**:<br>- Two (2) Phases of peer review are anticipated:<br>▪ Phase 1 - Peer review for Gap Analysis.<br>▪ Phase 2 - Peer review for RESA EA – EA Study Report (Peer review schedule to be confirmed).<br>- The City of Toronto would like complete visibility on the agreement between TRCA and PortsToronto regarding TRCA scope of work for RESA.<br>▪ Ports Toronto will provide this to the City of Toronto. | City of Toronto<br><br>Ports Toronto/TRCA |
| 10 | **Overview of Next Steps**:<br>- Circulate TAC 1 Meeting Minutes.<br>- Consideration of comments on Meeting Minutes.<br>- Completion of the first deliverable - Gap Analysis.<br>- Scheduling/coordinating future TAC meetings. | AECOM |

The Meeting adjourned at 12:00 pm.

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

# O3.2 Technical Advisory Committee No. 2, July 2024

AVIA • NG
AIRPORT CONSULTANTS

AECOM

# Runway End Safety Area (RESA) Gap Analysis & Environmental Assessment

Billy Bishop Toronto City Airport (BBTCA)

**Technical Advisory Committee Meeting #2**

July 30, 2024

# Agenda

- Land Acknowledgement.
- Safety Moment.
- Review and Summary of TAC #1 (Progress on action items).
- Summary of Public Meeting #1 and Feedback Received.
- Gap Analysis Overview.
- Findings of Gap Analysis.
- EA Schedule.
- City of Toronto:
  - Consultation work plan for RESA EA Project.
  - Official Plan Amendement.
- Next Steps.
- Q & A – Feel free to ask questions at any point throughout the presentation.

# Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishinaabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

# Safety Moment: Ticks

## When does this apply to me?

**Whenever our activities or tasks, both at and away from work, exposes us to tick habitat, resulting in a potential tick bite/ disease transmission.**



Grasslands/Fields



Forest Edge



Leaf Litter



Shrubs



Lawns

**Diligent Implementation of Multiple Control Measures**



- ✓ Use tick prevention for your pets.
- ✓ Wear light-colored clothing.
- ✓ Apply and re-apply insect repellent per manufacturer's instructions.
- ✓ Have a tick removal kit accessible.
- ✓ Remember to check children and pets for ticks.
- ✓ Completely remove any ticks discovered.
- ✓ Know and monitor for symptoms of tickborne illnesses.
- ✓ Conduct frequent tick checks – have someone, if present, check the outside of your clothing where you cannot see.

# Review of TAC #1 (June 20, 2024)

- Overview of project background.
- 'Runway End Safety Areas'(RESAs) purpose and alternatives were described.
- Environmental Assessment (EA) scope of work:  Phase 1 (Gap Analysis) and Phase 2 (RESA EA).
- TAC Member Discussion:
    - TRCA involvement in collecting baseline data for the project.
    - RESA alternatives.
    - Consideration of City Official Plan policies (natural hazards).
    - EA work program and City peer review process.
    - Importance of communicating why human health assessment is not necessary.

# Progress on TAC#1 Action Items

- TRCA and AECOM to work together to confirm approach on updating baseline aquatic data and sharing data. Meeting held with TRCA on July 8, 2024, and the TRCA scope has been provided. The collaboration is ongoing.
- PortsToronto and TRCA to share a copy of the agreement clarifying the TRCA scope of work for the RESA EA project. The agreement is still under review, and will be provided to the City once finalized.
- The City is preparing a letter in response to the initial introduction of the RESA EA project.
- AECOM will provide the EA work program to the City of Toronto for review and comments. The EA scope of work is under review by PortsToronto, and will be provided to the City once finalized.

# Summary of Public Meeting #1

- PortsToronto/ MASS LBP hosted the first public meeting and open house in two sessions on July 17, 2024. About 70 people attended in-person, and 12 joined online.
- The first public meeting presented:
  - Background on PortsToronto and BBTCA.
  - What RESA is and Transport Canada's role.
  - Implementing RESA at BBTCA.
  - The EA Process.
  - The City of Toronto's Waterfront Secretariat's role.
- Comments received will be reviewed and considered in the next steps of the study.






aecom.com

# Feedback Received

What we heard at the July 17 Public Meeting and Open House:




- A full summary of public consultation and how comments will be considered by the project team will be documented in the EA Study Report, which will also be available on the project website for public review.

# Gap Analysis and RESA EA Process

**Phase 1 : Gap Analysis** → **Confirm Work Scope and Deliverables** → **Phase 2 : RESA EA** → **30-Day Public Review**

## June-July 2024

**KEY TASKS**

- ✓ Notice of study commencement and public meeting #1.
- ✓ Review background studies (2017 EA and post EA studies).
- ✓ Consult with Transport Canada and City of Toronto to confirm their expectations on EA process.
- ✓ Develop preliminary permitting and approval road map.

**MEETINGS**

- ✓ Kick-off Meeting.
- ✓ TAC #1.
- ✓ Indigenous Consultation (PortsToronto).
- ✓ Public Meeting #1 (July 17).

**DELIVERABLES**

- ✓ Public Meeting #1 presentation.
- ❑ Gap Analysis Memorandum. (Peer Review)

## July 2024

**KEY TASKS**

- ❑ Refine work plan and schedule.
- ❑ Environmental field investigations (as required).

**MEETINGS**

- ❑ TAC #2.
- ❑ Indigenous Consultation (PortsToronto).

**DELIVERABLES**

- ❑ Refined work plan (as required).

## July-December 2024

**KEY TASKS**

- ❑ Establish baseline conditions.
- ❑ Develop evaluation criteria and evaluation of short-listed RESA alternatives.
- ❑ Notice of public meeting #2.
- ❑ Effects Assessment of preferred alternative.
- ❑ Climate change and vulnerability assessment update.
- ❑ EA Study Report.

**MEETINGS**

- ❑ TAC #3-6.
- ❑ Indigenous Consultation (PortsToronto).
- ❑ Public Meeting #2 (anticipated September 2024).
- ❑ Meeting with government agencies.
- ❑ Meeting with Focus Stakeholders.

**DELIVERABLES**

- ❑ Public Meeting #2 Presentation. (Peer Review)
- ❑ EA Study Report and supplementary studies:
  - ❑ Natural Heritage Effects Assessment Report.
  - ❑ Marine Physical Effects Assessment Report.
  - ❑ Water Quality Memorandum.
  - ❑ Socio-Economic Effects Assessment Report.
  - ❑ Marine Navigation Memorandum.
  - ❑ Archaeology and Cultural Heritage Memorandum.
  - ❑ Climate Change Vulnerability Assessment Memorandum.

## December 2024-January 2025

**KEY TASKS**

- ❑ Publish the EA Study Report for public review.
- ❑ Address public comments.

**MEETINGS**

- ❑ Targeted meetings, as required.

**DELIVERABLE**

- ❑ Final EA Study Report.

The project is not mandated under federal nor provincial environmental assessment legislation. The EA will be carried out as a **voluntary non-statutory process** established through consultation with federal, provincial and municipal agencies.

**Award of Project to Design-Build Contractor**

**Design-Build Contractor Award/Start – Spring 2025.**

✓ Completed
❑ In-progress

**Permitting: Initiate critical path permits (DFO, MECP/SAR, TC/NPP).**

# Phase 1 : Gap Analysis Overview

The purpose of the Gap Analysis was to conduct a thorough review of the available studies to evaluate the adequacy of the available information in capturing the local environmental context and baseline conditions, a pre-requisite for conducting the EA process.

The Gap Analysis was completed taking the following steps:

- Review EA Process.
- Review of regulatory requirements and identify required approvals.
- Review of various background studies including but not limited to the previous EA studies and updated studies that were conducted within and adjacent to the RESA EA project study area.
- Compiling the results of the Gap Analysis into a memorandum outlining gaps, and recommended actions to be taken into consideration as part of the next EA phase.

# Gap Analysis Findings

# Phase 1 : Gap Analysis

| | Gaps Identified | Recommendations | Potential Regulatory Requirements |
|---|---|---|---|
| **Terrestrial & Aquatic Ecology including Species at Risk** | ▪ Outdated field studies.<br>▪ Need for updates to address new regulatory requirements. | ▪ Update to background information through desktop study.<br>▪ Confirmatory field investigations.<br>▪ Update the Significant wildlife habitat and Species at Risk (SAR) habitat screening based on the updated regulations. | ▪ Species At Risk Act (SARA).<br>▪ Migratory Bird Convention Act (MBCA),and 2022 Regulations.<br>▪ Provincial Policy Statement.<br>▪ Fish and Wildlife Convention Act (FWCA).<br>▪ City of Toronto Official Plan.<br>▪ Endangered Species Act (ESA).<br>▪ Federal Fisheries Act (FFA). |
| **Socio-Economic Environment** | ▪ Due to the changing land use and population in the project study area, it is important to update how users feel about the airport and the waterfront. | ▪ Gather new information through desktop study, and targeted interviews and engagement with stakeholders that represent views, values, and interests of residents, recreation users, local businesses, and tourism. | ▪ Follows best practices to proactively address potential socio-economic effects, and gain public and stakeholder support. |
| **Marine Archaeology and Cultural Heritage** | ▪ An in-water Stage 2 Marine Archaeology Assessment has not been completed.<br>▪ Additional cultural heritage resources identified in proximity to the project study area. | ▪ Complete a Stage 2 Marine Archaeology as part of EA process.<br>▪ Confirm all cultural heritage resources identified within, adjacent to, or in proximity to the project study area. | ▪ Ontario Heritage Act.<br>▪ Provincial Policy Statement.<br>▪ City of Toronto Official Plan. |
| **Air Quality** | ▪ Potentially outdated air monitoring data for the criteria air contaminants and sensitive receptors.<br>▪ Potentially outdated values for the air quality criteria and standards for the contaminant thresholds and risk factors. | ▪ Review and update air monitoring data, and identify any new receptors within the project study area.<br>▪ Review and confirm the air quality criteria and standards. | ▪ Ontario Ambient Air Quality Criteria (AAQC).<br>▪ Canadian Ambient Air Quality Standards (CAAQS). |

# Phase 1 : Gap Analysis

| | Gaps Identified | Recommendations | Potential Regulatory Requirements |
|---|---|---|---|
| **Marine Navigation** | ▪ In need of more information on the charts and other navigational guidance that boaters use in the project study area to understand the current restrictions that boaters experience. | ▪ Assess the maneuverability of recreational and commercial vessels at the Western Gap entrance. | ▪ Small Vessel Regulations of the Canada Shipping Act.<br>▪ Toronto Port Authority Practices and Procedures, under Canada Marine Act, Section 56. |
| **Built Form and Land Use** | ▪ Changes in development plans over the past seven years may need further review and assessment for compatibility. | ▪ Review and update of directive documentation. | ▪ Toronto Island Airport Zoning Regulations (SOR/85-515).<br>▪ City of Toronto Official Plan.<br>▪ Central Waterfront Secondary Plan (OPA 257). |
| **Sediment Contamination** | ▪ The results of sediment sampling are needed to identify any potential sediment contamination within the project construction footprint. | ▪ Depending on the results of sediment sampling, an excess soils management plan may be required.<br>▪ Parameters of concern for fisheries should be considered in consultation with DFO to determine requirements for further studies and appropriate mitigation strategies to be implemented during any potential dredging activities. | ▪ Canadian Environmental Quality Guidelines (CEQG). |

- Data collection and analysis for the EA will be undertaken to update the baseline conditions, where gaps identified.
- Considering that implementation of the RESA will not change the operation of the airport, it is assumed that there will be no anticipated health impacts. As such, Public Health has not been considered as a component of this EA, and a gap analysis was not completed for this component at this time.

# Phase 1 : Gap Analysis

| | No Data Gaps Observed | Potential Regulatory Requirements |
|---|---|---|
| **Marine Physical Environment** | ▪ All the information and data are currently available in previous studies, with multiple recent studies, no new research or information collection is required. | ▪ City of Toronto Official Plan:<br>• Chapter 3: Risks Associated to Natural Hazards.<br>▪ MNR Natural Hazard Policy.<br>▪ Ontario Regulation 41/24 under Conservation Authority Act . |
| **Water Quality** | ▪ Previous studies showed that the runway extension had a negligible impact on water quality in the harbour. The currently proposed RESA expanded landmass encroaches even less into the harbour, so its potential impacts on water quality are expected to be minimal. Therefore, additional water quality modelling is not recommended.<br>▪ Further discussions with the City of Toronto are recommended to understand up-to-date water quality modelling undertaken by the City to confirm this understanding and these recommendations. | ▪ Provincial Water Quality Objectives. |
| **Traffic and Transportation** | ▪ Given that there will be no increase in the passenger activity level, the impact to the adjacent mainland intersections identified as part of the AECOM 2017 EA analysis can be considered conservative, especially since the effects of the pedestrian tunnel on vehicular traffic had not been considered.<br>▪ No update to the traffic and transportation data are recommended for evaluating the RESA alternatives. | ▪ City of Toronto Traffic by-law (applicable during construction). |
| **Noise** | ▪ No data gaps have been identified, the available baseline data is sufficient for the RESA EA noise analysis. | ▪ Noise Emissions Standards (NPC 115 and NPC 118).<br>▪ Noise Exposure Forecast (NEF) criteria as outlined in the Tripartite agreement. |
| **Terrestrial Archaeology** | ▪ As all the proposed RESA alternatives are located within the previously assessed and cleared area, no further terrestrial archaeological work is required. | ▪ Ontario Heritage Act.<br>▪ Provincial Policy Statement.<br>▪ City of Toronto Official Plan. |
| **Hydrogeology** | ▪ The hydrogeological information currently available is adequate to complete the EA process, and no information gap has been identified at this stage. | ▪ Ontario Water Resources Act.<br>▪ Ontario Regulation 63/16. |

# EA Schedule

| Task | Timeline |
|---|---|
| **Public Meeting and Open House #1** | July 2024 |
| **Establish Baseline Conditions** | July- August 2024 |
| **Develop Evaluation Criteria and Complete Evaluation of Alternatives** | August 2024 |
| **Public Meeting and Open House #2** | September 2024 |
| **Effects Assessment** | September-October 2024 |
| **Draft EA Study Report** | October 2024 |
| **Final EA Study Report** | December 2024 |
| **Post for Public Review** | December 2024 |

# Discussion

- City of Toronto:
  - Consultation work plan for RESA EA project.
  - City of Toronto Public Meetings.
  - Official Plan Amendement.



## Next Steps

- Prepare and issue TAC #2 meeting minutes.
- Consider feedback from this meeting.
- AECOM continue to finalize Gap Analysis and begin EA work.
- TAC Meeting #3 to be scheduled for late-August/ early September which will present:
    - Evaluation of RESA alternatives and introduce Preliminary Preferred Alternative for discussion.

# Thank you!

Discussion

AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Canada

T: 905.886.7022
F: 905.538.8076
www.aecom.com

# Minutes of Meeting

**Meeting Name:** Technical Advisory Committee (TAC) #2

**Project Name:** Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Gap Analysis and Environmental Assessment (EA)

**Location:** HQ Boardroom located at 207 Queens Quay West, Toronto, ON; 5th Floor – Virtual (Zoom)

**Date of Meeting:** July 30, 2024

**Time:** 10:00 am to 11:30 pm

**Project #:** 60733457

**Prepared By:** Nelson Gonzalez Toledo

**Attendees:**

**Transport Canada:**
- Darren Quan, Research Office, [darren.quan@tc.gc.ca]

**City of Toronto:**
- Jeff Thompson, Environmental Planning, [jeff.thompson@toronto.ca]
- Meg St. John, Project Manager, Waterfront Secretariat, [meg.stjohn. @toronto.ca]

**Toronto and Region Conservation Authority:**
- Brynn Coey, Supervisor Aquatic Monitoring and Management, [Brynn.coey@trca.ca]

**PortsToronto:**
- Stephen Denes, RESA Project Lead, [sdenes@portstoronto.com]
- Angela Homewood, Project Lead - Tripartite Agreement, [ahomewood@portstoronto.com]
- Juhi Matta, Senior Management, Environment, Social, Governance, [jmatta@portstoronto.com]
- Heather Dennis, Project Assistant, [hdennis@portstoronto.com]

**Shoreplan:**
- Jane Graham, RESA Engineer [jgraham@shoreplan.com]
- Burce Pinchin, RESA Engineer [bpinchin@shoreplan.com]

**AviaNG:**
- Bernhard Schropp, RESA Project Manager, [bernhard.schropp@aviang.ca]
- Lee Thomas, RESA Deputy Project Manager, [Lee.Thomas@aviang.ca]
- Edward Abreu, Project Engineer, [edward.abreu@aviang.ca]

**AECOM:**
- Karl Grueneis, RESA Project Manager, [karl.grueneis@aecom.com]
- Saeideh Rasouli, RESA Deputy Project Manager, [saeideh.rasouli@aecom.com]
- Nelson Gonzalez Toledo, Environmental Planner, [nelson.gonzaleztoledo@aecom.com]
- Brian McGill, Aquatic Ecology Lead, [brian.mcgill@aecom.com]
- Marvin Stemeroff, Socio-Economic Lead, [marvin.stemeroff@aecom.com]
- Rhonneke Van Riezen, Marine Physical Lead, [rhonneke.vanriezen@aecom.com]
- Piotr Staniaszek, Air Quality Specialist, [piotr.staniaszek@aecom.com]
- James Au, Noise Specialist, [james.au@aecom.com]

**EnVision:**
- Scott Peaker, Geotechnical Engineer [speaker@envisionconsultants.ca]
- Joe Hoyles Geotechnical Engineer [jhoyles@envisionconsultants.ca]

| Item | Description | Action |
|---|---|---|
| 01 | **Attendee Confirmation**:<br>- Meeting attendees identified themselves, their roles, and their respective parties for the RESA project. | Info |
| 02 | **Presentation Commences**:<br>- Overview of the Agenda.<br>- Land acknowledgment. | Info |
| 03 | **Safety Moment**:<br>- Tick awareness and applying control measures. | Info |
| 04 | **Review of TAC #1 (June 20, 2024)**:<br>- AECOM reviewed the topics covered in TAC #1, which included:<br>▪ Overview of project background.<br>▪ RESA project purpose and alternatives.<br>▪ Environmental Assessment (EA) scope of work and timeline:<br>o Phase 1 (Gap Analysis) and Phase 2 (RESA EA).<br>▪ TAC discussion items. | Info |

**PLEASE NOTE:** **If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| Item | Description | Action |
|---|---|---|
| 05 | **Progress on TAC #1 Action Items:**<br>- TRCA and AECOM collaboration to update baseline aquatic data and share data is ongoing.<br>▪ *Post-Meeting Update: TRCA provided the results of the acoustic fish telemetry data to AECOM on July 30, 2024.*<br>- PortsToronto is to provide a copy of the agreement clarifying the TRCA scope of work for the RESA EA project. This agreement is under review, and once finalized, it will be provided to the City of Toronto.<br>- The City of Toronto is preparing a letter in response to the initial introduction of the RESA EA project.<br>- Meg St. John from the City of Toronto will follow up on the letter status.<br>- AECOM has provided the EA work program to PortsToronto for review. Once finalized, the EA work program will be shared with the City of Toronto for review and comments. | TRCA/ AECOM/ City of Toronto/ PortsToronto |
| 06 | **Summary of Public Meeting and Open House #1, and Feedback Received:**<br>- AECOM provided a summary of Public Meeting and Open House#1, hosted by PortsToronto/ MASS LBP, in two sessions on July 17, 2024.<br>- Comments and feedback received from public meeting#1 will be reviewed and considered in the next steps of the EA study. | Info/ AECOM/PortsToronto |
| 07 | **Gap Analysis and RESA EA Process:**<br>- Phase 1 – Gap Analysis key tasks and meetings are completed (June-July 2024).<br>- Gap Analysis Memorandum is under review by PortsToronto.<br>- The project workplan is being updated to address data gaps identified in some environmental components, which will require confirmatory field investigations.<br>- The project team is continuing with key tasks for Phase 2 of the RESA EA. | Info |
| 08 | **Gap Analysis Overview:**<br>AECOM provided an overview of the work completed as part of the Gap Analysis, which included:<br>- Reviewing the EA process.<br>- Identifying regulatory requirements and required approvals.<br>- Reviewing background studies conducted within or adjacent to the RESA EA project study area.<br>- Compiling the Gap Analysis results into a memorandum: outlining identified gaps and recommended actions for consideration as part of Phase 2 – RESA EA. | Info /AECOM |
| 07 | **Gap Analysis Findings**:<br>- AECOM provided an overview of the Gap Analysis findings, highlighting identified gaps, and recommendations for next steps.<br>- Marvin Stemeroff from AECOM noted that the focus of the socio-economic component is to confirm what is changed since 2015 EA, and test the hypotheses focusing on RESA, not Tripartite Agreement or the longevity of the Airport.<br>- The City of Toronto inquired about the list of stakeholders to be consulted as part of the socio-economic baseline conditions, and effects assessment.<br>- The AECOM socio-economic team has developed a list of stakeholders for targeted interviews and engagement, including representatives from residents, recreation users, local businesses, and tourism within the project study area.<br>▪ *The list of interviewees for the socio-economic assessment and the rationale for the list to date is attached to these minutes for TAC review and feedback.*<br>- PortsToronto will share the list of stakeholders developed for the 2024 Airport Master Plan with the RESA project team.<br>- The City of Toronto inquired about the work plan for marine archaeology. AECOM confirmed that the Archaeological Research Associates Ltd. (ARA) has been retained to complete the marine archaeology work. ARA has contacted the City of Toronto Archaeologist and confirmed that the upcoming results of the RESA marine archaeology will be shared with the City for review.<br>- AECOM also reviewed EA components where available information is sufficient to establish baseline conditions.<br>- Potential regulatory requirments were reviewed for each EA component. | Info/ AECOM/ PortsToronto |

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| Item | Description | Action |
|---|---|---|
| | ▪ *For additional details on findings of gap analysis, please refer to slides 12-14 in the TAC #2 presentation slides.*<br>▪ *A Copy of the RESA Gap Analysis Memorandum will be shared with the City of Toronto and Transport Canada for review and feedback.* | |
| 08 | **EA Schedule**:<br>- The project timeline includes several key tasks:<br>- The environmental baseline conditions are anticipated to be established by the end of August 2024.<br>- In August 2024, evaluation criteria will be developed, and the evaluation of alternatives will be completed.<br>- Public Meeting and Open House #2 is planned for Fall 2024.<br>▪ *Post meeting update: The Public Meeting and Open House #2 has been tentatively scheduled for Tuesday October 8th, 2024, with a backup date of Wednesday October 2nd; pending final confirmation by MASS LBP.*<br>- The draft EA study report is expected by the end of October/ early November, with the final report due in December, followed by posting for public review later that month. | Info |
| 09 | **Discussion with the City of Toronto:**<br>- The project team sought information on the City's work plan for public engagement related to the RESA EA Project, including any planned public meeting(s), and the support of the City may be needed from the RESA project team.<br>- The project team also inquired about the potential amendment to the City's Official Plan to understand its potential implications for the RESA EA process.<br>- Meg St. John from the City of Toronto will follow up on these items and provide an update to the TAC. | City of Toronto |
| 09 | **Discussion Amongst TAC Members**:<br>- AECOM proposed arranging a separate meeting between the RESA project team and the City of Toronto to discuss and align consultation programs, the City's public meeting(s) for RESA, and potential amendment to the City's Official Plan. Meg St John from the City will coordinate with the City team on this matter. | PortsToronto/ City of Toronto/ AECOM |
| 10 | **Overview of Next Steps/ Action Items**:<br>- TAC #2 meeting minutes along with a copy of the TAC#2 presentation slides, will be circulated among the TAC members.<br>▪ *Post meeting update: The presentation slides deck was circulated to TAC on Friday August 2nd, 2024.*<br>- AECOM will finalize the Gap Analysis and continue with the RESA EA process.<br>- Outstanding action items from TAC #1 will be completed (refer to **Item 5** of this agenda).<br>- Evaluation criteria will be circulated to TAC for review and input. | AECOM/ TRCA/ PortsToronto/ City of Toronto |

The meeting adjourned at 10:57 am.

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

**Ports Toronto – RESA Environmental Assessment Socio-Economic Interview List** *Updated August 6 2024*

Rationale: Following the conclusion of the GAP analysis, AECOM's socio-economic team reviewed the list of interviewees and interested stakeholders compiled during the extensive work conducted as part of the 2017 Environmental Assessment. Key organizations and/or individuals or organizational representatives were identified to interview again to provide updated perspectives on various socio-economic values associated with the Toronto waterfront area. Additionally, several individuals who attended the July 17th PIC indicated an interest in being (re)interviewed.

Some interviews have been completed, as indicated below, while others are in the process of being scheduled for the remaining weeks of August. Several optional interviews related may be scheduled later in the month, if previously completed interviews or desk-top research proves to be insufficient.

| Use-Value | Name | Organization/Title | Interview Date | Status/Follow-up |
|---|---|---|---|---|
| *Completed/Confirmed Interviews* | | | | |
| Recreation | [redacted] | Toronto Boaters' Alliance (TBA) | Week of July 29 | Complete |
| Residential | [redacted] | Toronto Island Community Association | Week of July 29 | Complete |
| Residential | [redacted] | Council of Commodores, Queen City Yacht Club | Week of July 29 | Complete |
| Recreation, Residential | Bryan Bowan | Program Manager – Parks, Forestry & Recreation - City of Toronto | Week of Aug 6 | Scheduling underway |
| Residential | [redacted] | Bathurst Quay Neighbourhood Association (BQNA) | Week of Aug 6 or 12th | Reached out to AECOM project team, indicated willingness to be interviewed by socio-economic team |
| Economy, Tourism | Tim Kocur | Waterfront BIA Director | Week of Aug 19 | Confirmed Aug 20th |
| Recreation, Non-Use Value (Environmental) | Rick Portiss | TRCA and Chair Aquatic Habitat Toronto | Week of Aug 19 | TBC – possibly Aug 21 |
| *Proposed Interviews/Optional* | | | | |
| Municipal Services | Kevin Lee | Toronto Police Service – Marine Unit | TBC - Marine Unit Contacts- Toronto Police Service (tps.ca) | Published Video Interview: 24 Shades of Blue - Marine Unit Constable Kevin Lee (tps.ca) |
| Institutional | TBD | George Brown College / Toronto District School Board | TBC | |

## Rasouli, Saeideh

**From:** Jay Paleja <Jay.Paleja@toronto.ca>
**Sent:** September 13, 2024 1:27 PM
**To:** Heather Dennis; Angela Homewood
**Cc:** Bryan Bowen; Meg St John; Jeff Thompson; Glynys Jones; Stephen Denes; Juhi Matta; Quan, Darren (TC/TC); Novac, Katie
**Subject:** RE: RESA EA: Evaluation Criteria Matrix
**Attachments:** 20240903_RESA EA_Evaluation Criteria_CoT.docx

Hi Heather and Angela,

Thanks for the extra days – please find comments attached from City staff regarding the EA criteria matrix. CC the PT team and TC.

On a related matter, I know we saw a PPT at the TAC meeting on the gap analysis, but can you remind me if the EA Gap Analysis Memorandum will be circulated?

Jay

---

**From:** Heather Dennis <HDennis@portstoronto.com>
**Sent:** September 3, 2024 3:13 PM
**To:** 'Jane Graham' <jgraham@shoreplan.com>; 'jhoyles@envisionconsultants.ca' <jhoyles@envisionconsultants.ca>; 'speaker@envisionconsultants.ca' <speaker@envisionconsultants.ca>; Bernhard Schropp <Bernhard.Schropp@aviang.ca>; Lee Thomas <Lee.Thomas@aviang.ca>; 'edward.abreu@aviang.ca' <edward.abreu@aviang.ca>; 'isaac.wilkinson@aviang.ca' <isaac.wilkinson@aviang.ca>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; 'nelson.gonzaleztoledo@aecom.com' <nelson.gonzaleztoledo@aecom.com>; McGill, Brian (Kitchener) <Brian.McGill@aecom.com>; 'tunde.paczai@aecom.com' <tunde.paczai@aecom.com>; 'rhonneke.vanriezen@aecom.com' <rhonneke.vanriezen@aecom.com>; 'Alan.Oldfield@aecom.com' <Alan.Oldfield@aecom.com>; 'danielle.arsenault@aecom.com' <danielle.arsenault@aecom.com>; 'marc.rose@slrconsulting.com' <marc.rose@slrconsulting.com>; Glynys Jones <GJones@portstoronto.com>; Angela Homewood <AHomewood@portstoronto.com>; Juhi Matta <JMatta@portstoronto.com>; Stephen Denes <SDenes@portstoronto.com>; Bryan Bowen <Bryan.Bowen@toronto.ca>; Jay Paleja <Jay.Paleja@toronto.ca>; 'Novak, Katie (she,her | elle,la) (TC/TC' <Katie.Novak@tc.gc.ca>; 'Quan, Darren (TC/TC' <Darren.Quan@tc.gc.ca>; Meg St John <Meg.StJohn@toronto.ca>; Stemeroff, Marvin <Marvin.Stemeroff@aecom.com>; Staniaszek, Piotr <piotr.staniaszek@aecom.com>; Au, James <James.Au@aecom.com>; Jeff Thompson <Jeffrey.Thompson@toronto.ca>
**Subject:** [External Sender] RESA EA: Evaluation Criteria Matrix

Good afternoon TAC team,

Following our TAC No 2. meeting on July 30th, we have developed the evaluation criteria for environmental assessment of the RESA alternatives. These criteria cover six major categories including: Technical and Engineering, Natural Environment, Socio-Economic Environment, Climate Change, Cultural Environment and Costs and Constructability. The components within these categories have been identified based on the study setting, background studies, regulatory requirements, gap analysis results, and ongoing baseline conditions studies . We will use these criteria and indicators to evaluate each factor quantitatively and/or qualitatively.

We would like to share these evaluation criteria with the TAC team, and would appreciate if you could review them and provide your feedback. A copy of the Evaluation Criteria is attached to this email in both PDF and Word format. We kindly request your input to these criteria by Tuesday September 10. The results of the evaluation including the Preliminary Preferred RESA Alternative will be presented to the TAC team during the meeting No.3, anticipated during the week of October 7th, a head of Public Meeting and Open House #2.

Thank you in advance for your collaboration.

**Best,**

**Heather Dennis**
***Project Assistant***
T: 416.863.2000 | C: 226.238.0745
E: hdennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO | AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT 85
PortsToronto owns and operates | PortsToronto possède et exploite :
BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

## Evaluation Criteria _DRAFT

| Factor | Criteria | Indicator |
|---|---|---|
| **A. Technical and Engineering** | | |
| A1. Airport Operations and Safety | ▪ Potential to impact airport operational efficiency considering changes to airplane movement at ground level, instrument approaches, visual and navigational aid. | ▪ Positive-Neutral-Negati |
| | ▪ Potential for operational benefits for airfield access to lands external to the airport, on the island, without restrictions requiring control tower approval. | ▪ Positive-Neutral-Negati |
| | ▪ Potential to make the runway approach safer and more precise. | ▪ Positive-Neutral-Negati |
| A2. Utilities and Servicing Infrastructure | ▪ Potential opportunities for utility infrastructure co-ordination (City and Airport). | ▪ Positive-Neutral-Negati |
| | ▪ Potential known utility conflicts. | ▪ Positive-Neutral-Negati |
| A3. Ice Formation | ▪ Potential ability to manage freezing spray from wind and wave. | ▪ Positive-Neutral-Negati |
| **B. Natural Environment** | | |
| B1. Effect on Vegetation | ▪ Potential impact on vegetation communities and species of concern~~rare plants~~. | ▪ Qualitative: Low to Hig<br>▪ Quantitative: Total area impacted (m2) |
| B2. Effect on General Wildlife, including Significant Wildlife Habitat | ▪ Potential impact on terrestrial species, including migratory birds, Protected breeding birds and significant wildlife habitat. | ▪ Qualitative: Low to Hig<br>▪ Quantitative: Total area habitat impacted (m2) |
| B3. Effect on Terrestrial Species at Risk (SAR) | ▪ Potential impact on terrestrial SAR and associated habitats. | ▪ Qualitative: Low to Hig<br>▪ Quantitative: Total area SAR habitat impacted ( |
| B4. Natural Heritage Features and Associated Policies (Natural Heritage System, Provincially Significant Wetlands; Areas of Natural and Scientific Interest, Environmentally Significant Areas) | ▪ Potential impact on natural heritage features and their functions. | ▪ Qualitative: Low to Hig<br>▪ Quantitative: Total area impacted (m2) |
| B5. Effect on Aquatic Habitat | ▪ Potential impact on aquatic habitat including areas that could potentially support key life cycle stages such as spawning areas, or those potentially supporting sensitive species. | ▪ Qualitative: Low to Hig<br>▪ Quantitative: Total area impacted (m2) |
| B6. Effect on Aquatic SAR | ▪ Potential temporary and/or long-term effects on aquatic SAR. | ▪ Low to High |
| B7. Sediment Transport and Accumulation | ▪ Potential impact on sediment deposition/accumulation (Western Gap and vicinity of RESA). | ▪ Positive-Neutral-Negati |
| B8. Changes to Water Circulation and Quality | ▪ Potential impact on water circulation within the Inner Harbour. | ▪ Positive-Neutral-Negative |
| | ▪ Potential temporary impact associated with sedimentation and erosion during construction. | ▪ Positive-Neutral-Negative |
| B9. Groundwater Resources | ▪ Potential impact to groundwater resources (Highly vulnerable Aquifer, Intake Protection Zone, Source Protection Area, etc.). | ▪ Positive-Neutral-Negative |
| B10. Stormwater and Drainage | ▪ Potential ~~to reduce flooding risks~~impact on flooding and potential to reduce risk | ▪ Positive-Neutral-Negative |
| | ▪ Potential impact to stormwater quantity and quality. | ▪ Positive-Neutral-Negative |
| B11. Excess Soil and Sediments | ▪ Potential to encounter contamination and dredging disposal. | ▪ Low to High |
| **C. Socio-Economic Environment** | | |
| C1. Use and Enjoyment of Residential Properties | ▪ Potential consequences for residents. | ▪ Positive-Neutral-Negative |
| C2. Use and Enjoyment of Recreational Spaces | ▪ Potential consequences for recreational uses. | ▪ Positive-Neutral-Negative |
| C3. Use of Public Facilities, Services and Institutions | ▪ Potential consequences for public facilities, emergency services and institutions. | ▪ Positive-Neutral-Negative |
| C4. Impacts on Air Quality | ▪ Potential impacts on air quality due to physical or operational changes. | ▪ Positive-Neutral-Negative |
| C5. Anticipated Noise Levels | ▪ Changes to the noise levels due to potential ~~changes to flight path~~physical or operational changes. | ▪ Positive-Neutral-Negative |
| | ▪ Potential changes to the anticipated noise levels from the aircraft on the ground and other ground based noise emitters ~~(relocation of taxiways and installation of noise barriers)~~. | ▪ Positive-Neutral-Negative |
| | ▪ Overall anticipated noise levels from construction. | ▪ Positive-Neutral-Negati |
| C6. Public Health | ▪ Impact of changes in noise levels on public health. | ▪ Positive-Neutral-Negati |
| C7. Maneuverability of Vessels and Navigation Safety | ▪ Potential changes of waves, current and water depth (sedimentation in navigation area) along Western Gap and entrance to Western Gap. | ▪ Positive-Neutral-Negati |
| | ▪ Potential impact on Marine Exclusion Zone (MEZ). | ▪ Positive-Neutral-Negati |
| C8. Planning policies | ▪ Conformity to planning policy (Federal, Provincial, Municipal). | ▪ Positive-Neutral-Negati |
| | ▪ Conformity with the current Tripartite Agreement, Airport Master Plan, Airport's Environmental, Social and Governance Priorities, and Airport Strategic Plans. | ▪ Positive-Neutral-Negati |
| C9. Existing and Planned Land Uses | ▪ Potential impacts to current land use and potential future developments as per currently permitted uses. | ▪ Positive-Neutral-Negati |
| C10. Traffic on the Mainland | ▪ Potential impact on traffic movement on the mainland. | ▪ Positive-Neutral-Negati |
| **D. Climate Change** | | |
| D1. Carbon Footprint | ▪ Expected change in greenhouse gas emissions ($CO_2$, $N_2O$, and $CH_4$). | ▪ Positive-Neutral-Negati |
| D2. Adaptability to climate change (stresses, increase in temperatures/heat waves and shocks, extreme weather events – e.g., July 16/24 storm) | ▪ Level of preparedness including ability to respond to emergency situations (e.g., localized flooding). | ▪ Positive-Neutral-Negati |
| **E. Cultural Environment** | | |
| E1. Marine Archaeology | ▪ Potential for impact to marine archaeological resources related to lakefill. | ▪ Positive-Neutral-Negative |
| E2. Terrestrial Archaeology | ▪ Potential for impact to terrestrial archaeological resources. | ▪ Positive-Neutral-Negative |
| E3. Cultural Heritage Resources | ▪ Number of cultural heritage resources, including structures and cultural heritage landscapes affected by construction. | ▪ Positive-Neutral-Negative |
| | ▪ Extent of impacts to cultural heritage resources. | ▪ Positive-Neutral-Negative |
| **F. Costs and Constructability** | | |
| F1. Capital Costs | ▪ Projected capital costs. | ▪ Low to High ($) |
| F2. Operation and Maintenance Costs | ▪ Projected operations and maintenance costs. | ▪ Low to High ($) |
| F3. Complexities including Agencies Approvals | ▪ Compliance with NAV CANADA airspace/marine radar land use approval program. | ▪ Low to High |
| | ▪ Complexity associated with environmental permitting e.g., DFO Authorization, MECP permitting, etc. | ▪ Low to High |
| | ▪ Construction complexity.a | ▪ Low to High |

**Commented [JP1]:** Can PortsTO and AECOM clarify how this technical and engineering factor evaluation will build on the work of AVIA NG?

the evaluation of the RESA options against these criteria will largely be known, as it was outlined in the AVIA NG report. the scope of work for the preliminary RESA study conducted by AVIA NG actively sought out opportunities to address these concerns/criteria. In other words, the first study prioritized these outcomes (amongst others) so the evaluation may simply just repeat these findings.

Suggest review these criteria from this lens

**Commented [JP2]:** suggest this be part of climate change and resilience criteria. managing not just freezing spray but lake levels, etc.

**Commented [JT3]:** Ports TO's response to City questions confirmed that, AECOM will review the compatibility of viable RESA alternatives with City policies as part of the EA process, including policies related to lakefill, natural areas, and land use. However, the draft EA criteria may not fully address all aspects of policy 3.4.17.

The draft criteria proposes to assess the "potential" to reduce flood risks through stormwater management and assess "temporary impact" on water circulation and quality from erosion "during construction". Per OP policy 3.4.17, the EA should demonstrate that the RESA alternatives would not create new or aggravate existing natural hazards. Potential impacts on flooding and shoreline erosion must be mitigated, and this assessment should go beyond potential impacts from sediment and erosion on water circulation and quality during construction.

Per OP policy 3.4.13, in addition to assessing potential impacts, the EA should demonstrate appropriate mitigation and enhancement measures.

**Commented [JP4]:** More general concern

**Commented [JP5]:** Construction impacts should be a separate category (C11?) to identify it holistically. constructoin should be reviwed for many factors including:
- noise
- traffic impacts
- ability of construction to be undertaken in ways that does not impact the adjacent community (i. e barging from the Port Lands like the airfield rehab program)

**Commented [JP6]:** PortsToronto has noted that none of the options would impact the MEZ. Can you clarify why this is to be an evaluation criteria?

**Commented [JP7]:** There was a commitment to review RESA options against city planning policy, should be separated from federal and provincial policies, so that it shows this as a clear evaluation criteria

**Commented [JP8]:** Somewhere the impacts to the Tripartite Agreement should be evaluated.

**Commented [JP9]:** Unclear what this means - during construction or after?

**Commented [JP10]:** Add Complexity associated with City land use planning permissions.

**Commented [JP11]:** See above comment on construction being a separate evaluation stream to capture community impacts and complexity together.

# O3.3 Technical Advisory Committee No. 3, October 2024

AVIA • NG
AIRPORT CONSULTANTS

AECOM

# Runway End Safety Area (RESA) Gap Analysis & Environmental Assessment

Billy Bishop Toronto City Airport (BBTCA)

**Technical Advisory Committee Meeting #3**

October 9, 2024

# Agenda

- Land Acknowledgement
- Safety Moment
- Review and Summary of TAC #2 (Progress on action items)
- Evaluation Factors
- Evaluation of RESA  Alternatives
- Evaluation Findings
- Upcoming TAC Meetings
- Next Steps
- Q & A – Feel free to ask questions at any point throughout the presentation

# Land Acknowledgement

We are located on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples, and it is now home to many diverse First Nations, Inuit and Métis peoples. We also recognize that Toronto is covered by Treaty 13, signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

# Cooking Safety

## *Watch What You Heat*

Primary Prevention

- Wipe clean the stove, oven, and exhaust fan to prevent grease buildup
- Wear short or close-fitting sleeves when cooking
- Keep a pan lid and potholders near you EVERY time you cook
- Turn pot handles toward the back of the stove
- When heating food in the microwave, use microwave-safe cookware that allows steam to escape
- Allow food to rest before removing from the microwave
- When frying, use a pan lid or splash guard to prevent grease splatter
- Stay in the kitchen while you are frying, grilling, or broiling food. If you leave, turn off the stove
- If you are simmering, baking, roasting or boiling food, check it regularly. Remain in the home while food is cooking, and use a timer to remind you to check on your cooking
- After cooking, check the kitchen to make sure all burners and other appliances are turned off

Source: American Burn Association



STATS

- 47% of all home fires are caused by cooking
- Preventing a burn injury is always better than the pain and trauma of medical treatment afterward

# Cooking Safety

***Watch What You Heat***

Secondary Prevention – *If your food catches on fire…*

1. Cover the pan with its lid. A cookie sheet works too. Leave covered until the pan is cool. NEVER move the pot or carry it outside – the pot is too hot to handle and the contents may splash, causing a severe burn.
2. Turn the heat off. With the lid on and the heat off, the fire should quickly put itself out. NEVER use water to put out a kitchen fire. Water will cause the oil to splatter and spread the fire, or scald you as it vaporizes.
3. If the fire is inside the oven or microwave, keep the door shut and turn it off. Keep closed until the oven is cool.
4. If the fire gets out-of-control, get out and call 911. Don't return inside for any reason.

Source: American Burn Association



# Review of TAC #2 (July 30, 2024)

- Summary of Public Meeting and Open House #1, and feedback received.
- Reviewed Phase 1 (Gap Analysis) and Phase 2 (RESA EA) process.
- Gap Analysis: Overview and Findings.
- EA Schedule.
- TAC Member Discussion
  - City of Toronto public meeting for the RESA project (held on September 24).
  - Official Plan Amendment for lakefilling- A request for Pre-Application Consultation meeting was submitted to the City on September 26.

# Summary of TAC #2: Progress on Action Items

- EA scope of work was shared with the City of Toronto for review and comments. The City provided comment on September 3.
- Comments and feedback received from public meeting #1 have been reviewed and considered in the EA process.
- Marine archaeology field work was completed in early September. A summary memorandum was issued to the City's archaeologist (September 9) to confirm no finds and cleared the area for geotechnical borehole drilling.
- Environmental baseline conditions studies completed in late August – early September, 2024.
- Evaluation factors and criteria was circulated to TAC team. The project team addressed the comments received from the City and Transport Canada.

# Environmental Assessment (EA) Components

The following components are being studied as part of EA process:

- Natural Environment (Terrestrial and Aquatic Ecosystems including Species at Risk)
- Marine Physical Environment
- Water Quality
- Social Environment
- Marine Navigation
- Air Quality
- Noise
- Built Form and Land Use
- Transportation
- Archaeology and Cultural Heritage
- Climate Change Vulnerability



**Each environmental component considers the appropriate geographic area to assess impacts.**

The investigation pertaining to the above has been completed, and the existing conditions have been identified.

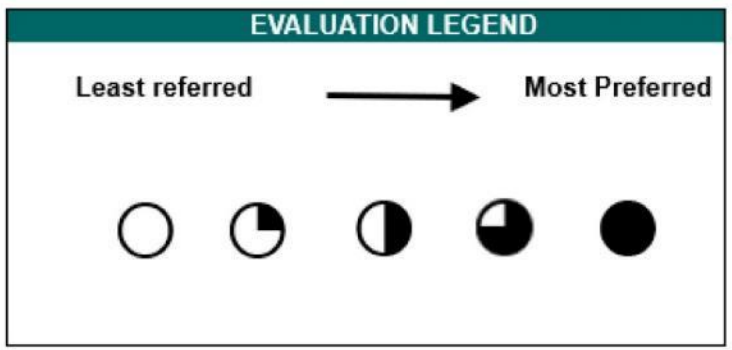
This information has been used to develop evaluation criteria, evaluate the RESA alternatives, and identify the preliminary preferred RESA alternative. It will also be used to assess potential effects of the preferred alternative and develop mitigation measures.

# Evaluation Process

# Overview of Evaluation Framework and Criteria

| # | Category | Factor | Criteria | Indicator |
|---|---|---|---|---|
| A | Technical and Engineering | Components of each category which were identified based on the study setting, background studies, review of regulatory requirements, results of the gap analysis and baseline conditions studies and have been evaluated using the associated criteria and indicators. | Measures used to evaluate a factor. | Parameters or variables (quantitative and /or qualitative) that provide evidence about the condition of a factor against the criteria. |
| B | Natural Environment | | | |
| C | Socio-Economic Environment | | | |
| D | Climate Change | | | |
| E | Cultural Environment | | | |
| F | Cost and Constructability | | | |

- A 'Reasoned Argument' method of evaluation has been used to identify the Preliminary Preferred RESA Alternative.
- For each RESA alternative, within each category, a rating system of **Least Preferred** to **Most Preferred** was used.



# Evaluation Factors

## Natural Environment

- Effect on vegetation
- Effect on general wildlife, including significant wildlife habitat
- Effect on terrestrial species at Risk
- Natural Heritage Features and Associated Policies
- Effect on aquatic habitat
- Effect on aquatic SAR
- Sediment transport and accumulation
- Changes water circulation and quality
- Groundwater resources
- Stormwater and drainage.
- Excess soil and sediments

## Socio-Economic Environment

- Use and enjoyment of residential properties and recreational spaces
- Use and enjoyment of recreational spaces
- Use of public facilities, services and institutions
- Impacts on air quality
- Anticipated noise levels
- Public health
- Maneuverability of vessels and navigation safety
- Planning policies
- Existing and planned land uses
- Traffic on mainland

## Cultural Environment

- Marine archaeological Resources
- Terrestrial archaeological resources
- Built Heritage and Cultural Landscape

## Technical and Engineering

- Airport Operations and Safety
- Utilities and Servicing Infrastructure
- Ice Formation.

## Climate Change

- Carbon footprint
- Adaptability to climate change

## Cost and Constructability

- Operation and maintenance costs
- Complexities including agencies approvals

❑ **Each RESA Alternative was evaluated using these factors and the specific criteria identified for each factor.**

# Examples of Factors, Criteria and Indicators :

| Factor | Criteria | Indicator |
|---|---|---|
| **Natural Environment** | | |
| ▪ Effect on Vegetation | ▪ Potential impact on vegetation communities and species of concern. | ▪ Qualitative: Low to High<br>▪ Quantitative: Total area impacted (m2) |
| ▪ Effect on general Wildlife, including Significant Wildlife Habitat (SWH) | ▪ Potential impact on terrestrial species, including migratory birds, protected breeding birds and SWH. | ▪ Qualitative: Low to High<br>▪ Quantitative: Total area of habitat impacted (m2) |
| ▪ Effect on Terrestrial Species at Risk (SAR) | ▪ Potential impact on terrestrial SAR and associated habitats. | ▪ Qualitative: Low to High<br>▪ Quantitative: Total area of SAR habitat impacted (m2) |
| ▪ Natural Heritage Features and Associated Policies (Natural Heritage System, Provincially Significant Wetlands; Areas of Natural and Scientific Interest, Environmentally Significant Areas) | ▪ Potential impact on natural heritage features and their functions. | ▪ Qualitative: Low to High<br>▪ Quantitative: Total area impacted (m2) |
| ▪ Effect on Aquatic Habitat | ▪ Potential impact on aquatic habitat including areas that could potentially support key life cycle stages such as spawning areas, or those potentially supporting sensitive species. | ▪ Qualitative: Low to High<br>▪ Quantitative: Total area impacted (m2) |
| ▪ Effect on Aquatic SAR | ▪ Potential temporary and/or long-term effects on aquatic SAR. | ▪ Low to High |
| ▪ Sediment Transport and Accumulation | ▪ Potential impact on sediment deposition or accumulation (Western Gap and vicinity of RESA). | ▪ Positive-Neutral-Negative |

- A total of **44 criteria** across **31 factors** in **six major categories** (Technical and Engineering; Natural, Socio-Economic, Cultural Environment; Climate Change; and Cost and Constructability ) were used to evaluate the potential effects of the RESA alternatives.

# Evaluation Summary

# A. Summary of Technical and Engineering

## Summary

From a **Technical and Engineering** Perspective:

- **RESA 3** is the most preferred or equally preferred alternative across multiple criteria, because:
  - It improves the operational efficiency of taxiways.
  - It improves aviation safety by offering more accurate landing guidance system for Runway 26.
  - An unrestricted airside road, separate from runway, enhances airport's operating efficiency and safety. [In 2023, City of Toronto service vehicles crossed the main runway to access the Toronto Islands in excess of 3,700 times, which is not a standard procedure based on Safety Management System protocols, nor a practice at any other Canadian airport.]
  - It improves utility access via a dedicated utility corridor, facilitating future utility upgrades for the greater Island community.
- **RESA 2** is the next most preferred alternative, because:
  - It improves the operational efficiency of taxiways.
  - It improves aviation safety by offering more accurate landing guidance system for Runway 26.
- **RESA 1** is less preferred as it meets Transport Canada's minimum requirements for RESA, but offers no additional technical improvements nor community benefits.

✓ Overall, **RESA 3 stands out as the most technically sound and effective alternative**, followed by RESA 2, with RESA 1 being less favourable due to its more limited advantages from a technical and engineering standpoint.

# A. Summary of Natural Environment

## Summary

From a **Natural Environment** Perspective:

**Terrestrial Ecosystem**

- No Species at Risk or Species of Conservation Concerns was present within the study area.
- No impact to Provincially Significant Wetlands or Environmentally Significant Areas is anticipated.
- **RESA 1** emerges as the most favourable alternative as it has the least footprint (680 m2) maintains relatively low impacts on vegetation and wildlife.
- **RESA 2 and RESA 3** are respectively less favourable due to their larger footprint (3,040m2 for RESA 2 and 4,480m2 for RESA 3) higher impacts on terrestrial ecosystem components, including increased disturbances to vegetation communities and wildlife habitats.
- **RESA 3** has the largest impact to Areas of Natural and Scientific Interests (ANSI) (2,285 m2); RESA 1 and 2 equally impact 115 m2 of ANSI.

**Aquatic Ecosystem**

- **RESA 1** is the most favourable due to its smaller in-water footprint [East end: 15,225 m2; West End: 20,770 m2].
- **RESA 2** and **RESA 3** are respectively less favourable because of their larger in-water footprints and greater potential to disrupt aquatic habitats:
  - RESA 2 in-water footprint: East end: 31,860 m2; West End: 26,990 m2
  - RESA 3 in-water footprint: East end: 57,870m2; West End: 30,380 m2.

**Continued to next slide...**

# A. Summary of Natural Environment

## Summary

**Continued…**

**Sediment Transport and Water Circulation within the Inner Harbour**

- All alternatives have minimal impact on water circulation within the Inner Harbour.
- Any landmass expansion at the west end RESA could have beneficial impact on sediment transport in the vicinity, reducing sedimentation in the Western Gap and potentially supporting the Gibraltar Point Sediment Management Plan, including redirecting sediment towards Hanlan's Point Beach which will help to sustain the beach.
- **RESA 2** and **RESA 3** are both equally preferred over **RESA 1** for their long-term sediment transport benefits.

**Groundwater Resources, Excess Soil and Sedimentation**

- None of alternatives impact groundwater resources.
- **RESA 1** is preferred over **RESA 2 and 3** because less dewatering (because of less construction) is anticipated during construction.
- All alternatives have potential to encounter soil and sediment contamination and/or require dredging due to introduction of landmass and breakwaters.

**Stormwater and Drainage**

- **RESA 2** and **RESA 3** are the most favourable alternatives, particularly for their ability to reduce flood risk by elevating taxiway D. **RESA 1** offers no flood proofing to taxiway D.

✓ Overall, **RESA 1 is the most preferred alternative for Natural Environment**, because it has the smallest footprint on terrestrial and aquatic ecosystems and minimal need for dewatering. However, it has higher risk of flooding, and limited benefit for long-term sediment transport and nourishment of Hanlan's Point Beach due to its smaller landmass expansion on the west. RESA 2 and RESA 3 offer stronger benefits in terms of long-term sediment transport and flood protection but are less preferred due to their larger footprints and greater potential impacts on terrestrial and aquatic habitats.

# C. Summary of Socio-Economic

## Summary

From a **Socio-Economic Environment** Perspective:

**Use and Enjoyment of Residential Properties, Recreational Spaces and Public Facilities, Services and Institutions:**

- As none of the RESA alternatives change airport operations (flight #s, frequency, times etc.), there are no corresponding negative impacts (e.g., noise and air quality) associated with operations.
- **RESA 3** is the most preferred alternative for use and enjoyment of residential properties, and use and access to public facilities, services and institutions, for reductions in noise and air emissions (because of shorter taxi time and noise wall). It features an airside road that allows limited public utility services and emergency access to the Island without needing control tower approval ultimately benefiting Island residents.
- The dedicated utility corridor in **RESA 3** enhances safety, reliability, and utility servicing.
- **RESA 3** has the most negative effect on some recreational users who value water and its recreational uses.
- **RESA 2** is generally neutral; it reduces air emissions because of shorter taxi time, but lacks the additional benefits related to noise reduction (noise wall) and service vehicle access (through unrestricted airside road).
- **RESA 1** does not provide any additional community benefit in terms of noise or air emissions reductions or service vehicle access; however, it requires least lake infill, making it more favourable in terms of preserving enjoyment of the water.

**Continued to next slide...**

# C. Summary of Socio-Economic

## Summary

**Continued…**

**Air Quality**

- **RESA 3** is the most preferred alternative due to its positive impacts on air emission reductions (shorter taxi time and less idling due to unrestricted airside road).
- **RESA 2** is the second preferred alternative, offering some benefits (shorter taxi time), but lacking the additional emission-reduction measures (less idling due to airside road) present in **RESA 3**.
- **RESA 1** is neutral regarding air emissions during operation.
- All alternatives will experience short-term negative impacts during construction, which will be mitigated by an air quality management plan during the detailed design phase.

**Anticipated Noise Levels**

- **RESA 3** is the most preferred alternative as it results in reduced noise levels from taxiway operations due to noise wall.
- **RESA 2** is less preferred, lacking notable changes in taxiway operations noise levels and inability to support noise walls on the east side of the airport to mitigate noise impacts.
- **RESA 1**'s operational characteristics and noise levels during operations will not be changing (no advantages).
- Construction of alternatives result in similar noise emissions; however, **RESA 1** has the least construction noise disturbances due to its smallest footprint and shortest construction duration (18 months).

**Public Health (Impact of changes in noise levels on public health)**

- All alternatives are identified as neutral during operations, as there will be no significant changes to overall operations of the airport, and noise levels.
- During construction, noise from overnight construction activity may disturb the sleep of nearby residents. **RESA 1** is most preferred due to its smallest footprint, resulting in a shorter duration of disturbance (18 months). **RESA 2** is moderately preferred as it has the second largest footprint, and **RESA 3** is least preferred as it has the largest footprint.

**Continued to next slide...**

# C. Summary of Socio-Economic

## Summary

**Continued**

**Marine Navigation**

- There will be no changes to the Marine Exclusion Zone (MEZ) boundary, so no alterations in vessel maneuverability are expected.
- Introducing structures within the MEZ may alter wave conditions outside of this area, however, the new rock breakwater could potentially reduce wave reflection, allowing for design optimizations to mitigate impacts on vessels.

**Planning Policies and Land Use**

- None of the alternatives impact any areas of planned or approved future development.
- All alternatives incorporates the policy direction of the City of Toronto Official Plan.
- **RESA 3 and 2** meet the key priorities of the Airport's current Master Plan in terms of operational efficiency, environmentally sustainable operations, infrastructure improvement and community benefits.

**Traffic**

- During the operations of RESA, all three alternatives are equally preferred given that traffic on the mainland is not anticipated to change as a result of operations.
- During construction, all alternatives benefit from reduced road traffic via barging. **RESA 1** is expected to have least impact during construction because of its shortest construction duration (18 months).

**Continued to next slide...**

# C. Summary of Socio-Economic

## Summary

**Continued**

Overall, **RESA 3 is most preferred from Socio-Economic perspective**, because:

- It benefits the community by reducing noise levels from taxiways operations due to noise wall.
- It provides benefits for the Island residents by improving emergency access and enabling upgrades to public services through a dedicated utility corridor.
- It reduces air emissions from shorter taxi time and reduced idling due to the unrestricted road.
- Aligns with Airport Master Plan key priorities.
- However, it will require larger amount of permanent infill, which may impact the enjoyment of harbour and waterfront from lake infill.
- **RESA 2** reduces air emissions from shorter taxi time, aligns with Airport Master Plan key priorities, but has no additional community benefits in noise reductions, or access during emergency.
- **RESA 1** is least preferred for community benefits but more favourable for preserving enjoyment of the water and minimizing construction impacts related to noise, air quality and traffic due to its shortest construction duration (18 months).

# D. Summary of Climate Change

## Summary

From a **Climate Change** Perspective:

- Breakwater structures in all three alternatives enhance airport's adaptability to future climate conditions.
- **RESA 3** helps to lower greenhouse gas emissions (GHG) due to shorter taxi time and reduced ground vehicle idling due to the unrestricted road. The unrestricted airside road/utility corridor also provides an alternative access to and from the Island for other stakeholders during climate emergencies. RESA 3 also provides flood proofing for Taxiway D.
- **RESA 2** reduces GHG emissions due to shorter taxi time, and allows for Taxiway D floodproofing, but provides no alternative access in an emergency.
- **RESA 1** offers no reductions to GHG emissions, and no flood proofing of Taxiway D, and no alternative access in an emergency.

Overall, **RESA 3 is the Preferred Alternative from Climate Change Perspective**, because:

- It provides a balanced approach, offering both adaptability (breakwater structures) and preparedness (emergency access).
- Its dual benefits in reducing GHG emissions because of reduced taxi time and additional reductions in idling emissions, as well as floodproofing for Taxiway D.

# E. Summary of Cultural Environment

| Summary |
| --- |
| From a **Cultural Environment** Perspective:<br>▪ All alternatives are expected to avoid impacts to cultural resources, except for a small part of the **RESA 3** requiring Stage 1 Terrestrial Archaeology Assessment in an area that is already disturbed airfiled pavement and infield area along Taxiway A that is planned to be repurposed. |

# F. Summary of Cost and Constructability

| Summary |
| --- |
| ▪ From a **Cost and Constructability Perspective, RESA 1 emerges as the most favourable alternative** due to its lower operational and maintenance costs, reduced coordination efforts, and lower construction complexity compared to the other alternatives.<br>▪ **RESA 2** is moderately preferred, while **RESA 3** is less preferred due it its higher complexity and operational and maintenance demands and associated costs.<br>▪ All alternatives potentially trigger Fisheries Act authorization, accompanied by an offsetting plan, or a letter of advice depending on the direction from the Department of Fisheries and Oceans; and potentially require other agency review and approvals. |

# Overall Summary

| ALTERNATIVES | SUMMARY | |
|---|---|---|
| **RESA 1 : Minimum Landmass** | **Advantages:**<br>▪ Shorter construction timeline, least nuisance.<br>▪ Least impact on terrestrial and aquatic ecosystems.<br>▪ Less impact to some recreational users who value the water and its recreational uses.<br>▪ Lowest construction complexity.<br>▪ Lower operation and maintenance costs. | **Disadvantages:**<br>▪ Falls short on technical and engineering capabilities, including additional aeronautical safety measures.<br>▪ Does not support utility access benefits.<br>▪ Offers no flood protection for Taxiway Delta.<br>▪ No additional community benefits in noise and air emissions reductions.<br>▪ No reductions to greenhouse gas emissions.<br>▪ No alternative access in an emergency. |
| **RESA 2: Taxiway Improvements** | **Advantages:**<br>▪ Enhances Airport's operational efficiency and aviation safety.<br>▪ Reduces flood risks.<br>▪ Provides some reductions in air emissions (shorter taxi time).<br>▪ Supports renourishment of Hanlan's Point Beach.<br>▪ Reduces greenhouse gas emissions (shorter taxi time).<br>▪ Aligns with Airport Master Plan key priorities. | **Disadvantages:**<br>▪ Does not support utility access benefits.<br>▪ Second largest impact on terrestrial and aquatic ecosystems.<br>▪ Second largest impact to some recreational users who value the water and its recreational uses.<br>▪ Nuisance effects from second longest construction duration (21 months).<br>▪ No additional community benefits in noise reductions.<br>▪ No alternative access in an emergency. |
| **Refined RESA 3: Noise Wall and East Utility Corridor** | **Advantages:**<br>▪ Enhances Airport's operational efficiency and aviation safety.<br>▪ Enhances aircraft and vehicular safety (unrestricted airside road for approximately 3700 City's vehicles per year).<br>▪ Improves utility access (allows for future servicing upgrades).<br>▪ Additional reductions in air emissions due to shorter taxi time and less idling.<br>▪ Reductions in noise levels from taxiways operations up to 9 decibels at some receptors.<br>▪ Reduces flood risks.<br>▪ Supports renourishment of Hanlan's Point Beach.<br>▪ Additional reduction in greenhouse gas emissions.<br>▪ Provides an alternative access during emergency.<br>▪ Aligns with Airport Master Plan key priorities. | **Disadvantages:**<br>▪ Largest impact on terrestrial and aquatic ecosystems.<br>▪ Largest impact to some recreational users who value the water and its potential future uses.<br>▪ Disruptions from longer construction duration (24 months).<br>▪ Highest construction complexity.<br>▪ Increased operational and maintenance costs. |

Overall, **RESA 3**'s numerous advantages across multiple evaluation categories and factors make it the preferred choice for complying with Transport Canada safety regulations, advancing the airport's objectives, and providing benefits to the community during operations.

# Upcoming TAC Meetings

| | |
|---|---|
| **TAC Meeting #1 (Completed)** | Project start to confirm the initial work plan and to align all stakeholders on objectives. |
| **TAC Meeting #2 (Completed)** | Completion of Gap Analysis to present the findings, redefine scope of work and next steps. |
| **TAC Meeting #3 (Current Meeting)** | Evaluation of RESA Alternatives and introduce Preliminary Preferred Alternative. |
| **TAC Meeting #4 (Early-Mid November 2024)** | Review the comprehensive assessment of the project effects. |
| **TAC Meeting #5 (Late November 2024)** | Present Draft EA Study Report, detailing the EA findings and conclusions. |
| **TAC Meeting #6 (December 2024)** | Present Revised EA Study Report, detailing the EA findings and conclusions (revisions to the draft report). |

# Next Steps

- Prepare and issue TAC #3 meeting minutes.
- Consider feedback from this meeting.
- Public Meeting and Open House #2 will take place on October 15.
- Effects assessment of the preferred alternative.
- The draft EA Study Report is expected to be posted for public review by the end of December 2024.
- TAC Meeting #4 to be scheduled for early-Mid November.

# Thank you!

Discussion

AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Canada

T: 905.886.7022
F: 905.538.8076
www.aecom.com

# Minutes of Meeting

**Meeting Name:** Technical Advisory Committee (TAC) #3

**Project Name:** Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Gap Analysis and Environmental Assessment (EA)

**Location:** Virtual (Zoom)

**Date of Meeting:** October 9, 2024

**Time:** 3:00 am to 4:30 pm

**Project #:** 60733457

**Prepared By:** Nelson Gonzalez Toledo

**Attendees:**

**Transport Canada:**
- Darren Quan, Air Policy & Research Office, [darren.quan@tc.gc.ca]
- Amanda Chum, Policy Analyst, [amanda.chum@tc.gc.ca]
- Jeremy Craigs, Environmental Advisor, [jeremy.craigs@tc.gc.ca]
- Bonnie Moore, Indigenous Relations Advisor, [bonnie.moore@tc.gc.ca]
- Maude-Emmanuelle Leblanc, Manager/Senior Policy Advisor, National Airports and Air Navigation Services Policy [maude-emmanuelle.leblanc@tc.gc.ca]

**City of Toronto:**
- Jeff Thompson, Environmental Planning, [jeff.thompson@toronto.ca]
- Meg St John, Project Manager, Waterfront Secretariat, [meg.stjohn. @toronto.ca]

**Toronto and Region Conservation Authority:**
- Brynn Coey, Supervisor Aquatic Monitoring and Management, [Brynn.coey@trca.ca]
- Rick Portiss, Senior Manager Environmental Monitoring and Data Management, Chair of Aquatic Habitat Toronto, [rick.portiss@trca.ca]

**PortsToronto:**
- Stephen Denes, RESA Project Lead, [sdenes@portstoronto.com]
- Heather Dennis, Project Assistant, [hdennis@portstoronto.com]
- Angela Homewood, Project Lead - Tripartite Agreement, [ahomewood@portstoronto.com]

**AviaNG:**
- Bernhard Schropp, RESA Project Manager, [bernhard.schropp@aviang.ca]
- Lee Thomas, RESA Deputy Project Manager, [Lee.Thomas@aviang.ca]

**AECOM:**
- Karl Grueneis, RESA Project Manager, [karl.grueneis@aecom.com]
- Saeideh Rasouli, Deputy Project Manager, [saeideh.rasouli@aecom.com]
- Nelson Gonzalez Toledo, Environmental Planner, [nelson.gonzaleztoledo@aecom.com]
- Marvin Stemeroff, RESA Socio-Economic Lead, [marvin.stemeroff@aecom.com]
- Sarah De Decker, RESA Socio-Economic Support, [sarah.dedecker@aecom.com]
- Alan Oldfield, RESA Noise Quality Lead, [alan.oldfield@aecom.com]
- Danielle Arsenault, Air Quality Lead, [danielle.arsenault@aecom.com]
- Derek Grey, Climate Change Lead, [derek.gray@aecom.com]
- Brian Richert, Water Quality Lead, [brian.richert@aecom.com]
- Zhengyang Liu, Built Form and Land Use Support, [zhengyang.liu1@aecom.com]
- Olga Hropach, Terrestrial Ecologist Lead, [olga.hropach@aecom.com]

**Shoreplan:**
- Jane Graham, RESA Engineer, [jgraham@shoreplan.com]

| # | Item | Action |
|---|---|---|
| 01 | **Attendee Confirmation**:<br>- Meeting attendees identified themselves, their roles, and their respective parties for this project. | Info |
| 02 | **Presentation Commences**:<br>- Overview of agenda.<br>- Land acknowledgment. | Info |
| 03 | **Safety Moment**:<br>- Cooking safety, awareness, and applying protection measures. | Info |
| 04 | **Review of TAC #2 (July 30, 2024)**:<br>- Overview of the topics covered in TAC #2 included:<br>▪ Summary of Public Meeting and Open House #1, and feedback received.<br>▪ Phase 1 (Gap Analysis) and Phase 2 (RESA EA) process;<br>o Overview of Gap Analysis findings.<br>▪ EA Schedule. | Info |
| 05 | **Progress on TAC #2 Action Items:** | Info |

**PLEASE NOTE:** **If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| # | Item | Action |
|---|---|---|
| | - EA scope of work was shared with the City of Toronto for review and comments. The City provided comment on September 3.<br>- Comments and feedback received from Public Meeting #1 have been reviewed and considered in the EA process.<br>- Marine archaeology work was completed. Results were shared with the City's archaeologist (September 9th) confirming no finds and cleared the area for geotechnical borehole drilling.<br>- Environmental baseline condition studies completed in late August – early September 2024.<br>- Evaluation factors and criteria were circulated to TAC team. The Project Team addressed the comments received from the City and Transport Canada. | |
| 07 | **Overview of EA Components**:<br>- Reviewed the environmental components included in this EA Study, used to inform:<br>▪ The existing conditions; and,<br>▪ The evaluation criteria to evaluate the RESA Alternatives and to identify the Preliminary Preferred RESA Alternative. | Info |
| 08 | **Overview of the Evaluation Process and Framework:**<br>- The evaluation included 6 categories: Technical and Engineering, Natural Environment, Socio-Economic Environment, Climate Change, Cultural Environment, Cost and Constructability.<br>- Each category identified factors to be evaluated by associated criteria and indicators. A total of 44 criteria across 31 factors within the 6 categories were identified.<br>- A 'Reasoned Argument' method of evaluation has been used to identify the Preliminary Preferred RESA Alternative. | Info |
| 07 | **Evaluation Summary:**<br>- AECOM presented a summary of the evaluation of RESA Alternatives 1, 2, and 3, against the 6 established categories.<br>- Reviewed the advantages and disadvantages of each RESA Alternative and the Preferred RESA Alternative for each of the 6 categories.<br>- The City of Toronto inquired whether natural hazard elements had been considered in the analysis and in determination of the Preferred Alternative for the Natural Environment category. The City also inquired about more holistic review of off-site impacts, and if there is any aggravation of the existing flood risk, or if the project introduces any new flood risk.<br>▪ AviaNG noted that Taxiway D improvements including floodproofing and wave spray protection included with RESA alternatives 2 and 3.<br>▪ AECOM acknowledged the City's comments on natural hazard and will address them in the EA Study Report that will be shared with the TAC team.<br>- The City inquired whether the effects of construction equipment transporting lake infill material to the site of construction have been incorporated into the EA.<br>▪ AECOM confirmed that construction impacts have been accounted for in the evaluation of RESA Alternatives.<br>▪ PortsToronto noted that the majority of construction materials and equipment will be barged into the construction site, in order to limit impacts on nearby communities, activities, and operations.<br>- The City noted that RESA Alternatives 2 and 3 are subject to Official Plan Amendment (OPA) process due to the lake infill.<br>▪ PortsToronto stated that a Pre-Application Consultation meeting with the City Planning has been scheduled to confirm OPA requirements.<br>- The City of Toronto inquired whether consideration has been given to carbon embodied construction material.<br>▪ Design team discussion confirmed the majority of lake infill material is expected to be natural quarried. | AECOM/ Shoreplan/ AviaNG |
| 08 | **Overall summary**:<br>- AECOM reviewed the summary list of advantages and disadvantages for all RESA Alternatives.<br>- Overall, the **RESA 3** Alternative has the most advantages across multiple evaluation categories and factors, making it the preferred choice for complying with Transport Canada | Info |

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| # | Item | Action |
|---|---|---|
| | safety regulations, advancing the airport's objectives, and providing benefits to the community during operations.<br>- The City of Toronto inquired about the method used to score advantages and disadvantages and identify the Preliminary Preferred RESA Alternative.<br>▪ AECOM explained that a tallying system was used to ensure an unbiased comparison of all alternatives. Where direct impacts; such as anticipated changes in noise levels, impacts on natural habitat, could be quantified, they were. However, some factors, like community perceptions of RESA Alternatives, were assessed qualitatively. | |
| 09 | **Overview of upcoming TAC meetings**:<br>- TAC #4 (anticipated Mid-November 2024) — Reviewing the comprehensive assessment of the Preferred Alternative.<br>- TAC #5 (anticipated Late-November 2024) — Presenting the draft EA Study Report, detailing the EA findings and conclusions.<br>- TAC #6 (anticipated December 2024) — Presenting the Revised EA Study Report, detailing the EA findings and conclusions (revisions to the draft report). | PortsToronto/ City of Toronto/ AECOM |
| 10 | **Overview of Next Steps:**<br>- AECOM to distribute TAC #3 meeting minutes and presentation slides deck to TAC members.<br>- Public Open House #2 will take place on October 15, 2024.<br>- Feedback from this meeting and from the Public Open House will be considered during the preparation of the Effects Assessment for the Preferred Alternative.<br>- AECOM to continue working on the draft EA Study, expected to be posted for public review by the end of December 2024.<br>- TAC meeting #4 to be scheduled for Mid November. | AECOM/ PortsToronto |

The Meeting adjourned at 4:21 pm.

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

# O3.4 Technical Advisory Committee No. 4, November 2024

AVIA • NG
AIRPORT CONSULTANTS

AECOM

# Runway End Safety Area (RESA) Gap Analysis & Environmental Assessment

Billy Bishop Toronto City Airport (BBTCA)

**Technical Advisory Committee Meeting #4**

November 18, 2024

# Agenda

- Land Acknowledgement
- Safety Moment
- Review and Summary of TAC #3 (Progress on action items)
- Summary of Public Meeting #2
- Effects Assessment
- Upcoming TAC Meetings
- Next Steps
- Q & A – Feel free to ask questions at any point throughout the presentation

# Land Acknowledgement

We are located on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples, and it is now home to many diverse First Nations, Inuit and Métis peoples. We also recognize that Toronto is covered by Treaty 13, signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

AECOM Delivering a better world

# Visibility During Dark Times Of The Day

As daylight hours shorten, many may arrive or leave work in the dark. Reduced visibility makes it harder to see each other, so stay mindful while travelling—whether walking, cycling, or driving—to help everyone get home safely.



Reference:
City of Vancouver:
https://vancouver.ca/streets-transportation/visibility-safety-tips.aspx

## Tips for everyone:

- Follow all traffic signs and signals.
- Stay alert for sudden moves from others.
- Make eye contact to ensure visibility; if not possible, assume they can't see you.
- Stay focused—avoid the use of cellphones, headphones or other distractions.

## Tips for cycling:

- Use a white front light, red rear light, and reflector in low visibility.
- Wear bright or reflective clothing in dark conditions.
- Ride at least one meter from parked cars.
- Walk your bike on sidewalks and through crosswalks unless posted otherwise.

## Tips for walking:

- Wear bright or reflective clothing.
- Add a reflector to your bag; consider a flashlight or red light at night.
- Don't jaywalk; use signalized pedestrian crossings.

## Tips for driving:

- Slow down and yield to people walking and biking.
- Keep at least three seconds behind and one meter beside cyclists.
- Know cyclists' hand signals for turns and stops.
- Use your horn only if necessary, as loud honks can startle.
- Keep windshield wipers in good condition and washer fluid topped up.

# Review of TAC #3 (October 9, 2024)

- Reviewed EA Components.
- Reviewed the Evaluation Process.
  - Overview of evaluation framework, factors, criteria and indicators.
- Presented the Evaluation Summary.
  - Summary of benefits and drawbacks associated with RESA alternatives against the 6 established categories and introduced RESA 3 as the preliminary preferred alternative.

# Summary of TAC #3: Progress on Action Items

- City of Toronto's inquiry of **Natural Hazard** components and off-site impacts.
  - Natural hazards include flooding, erosion and dynamic beach hazards.
    - The **Dynamic Beach Hazard** does not apply at this site. The shoreline is an artificial shoreline that is protected by existing structures that address the erosion hazard.
    - The preferred alternative will also address the **Erosion Hazard**.
    - The **Flooding Hazard:**
      - **The Flooding Hazard Limit:** Defined as the100-year flood level plus an allowance for wave uprush and other water related hazards.
      - **Toronto Harbour Standard**: TRCA uses a 100-year flood level of 76.2m (IGLD1985).
      - **Existing Conditions**: The existing shore walls at either end of the runway have a low freeboard (~76.5m) and will be overtopped by wave action at the 100-year flood level.
      - **Preferred RESA Alternative**:
        - Increases crest elevation of shore protection to reduce wave overtopping and flooding risk.
        - No impact on the adjacent lands is anticipated as they are already protected. The flood elevation will be reviewed to confirm. This will be captured in the EA Study Report.
- PortsToronto met with City Planning regarding OPA requirements on November 14, 2024. The City will provide a response in two weeks from the date of the meeting.
- Comprehensive Effects Assessment is being finalized.

# Summary of Public Meeting #2

- PortsToronto/ MASS LBP hosted the second public meeting and open house in two sessions on October 15, 2024.
- About 150 people attended in-person, and 85 joined online.
- The environmental assessment findings was shared with the public:
  - **RESA 3** was identified as the preliminary preferred alternative, because of its numerus advantages across multiple evaluation categories. It stands out as the preferred choice for complying with Transport Canada safety regulations, advancing the airport's objectives, and providing benefits (taxiway noise reductions reducing GHG emissions) during operations.
- PortsToronto will confirm the intentions of its municipal and federal partners to develop the final design and implementation plan for RESA.

# Summary of Comments

- MASS LBP captured audience feedback directly following each presentation, feedback received on comment cards, as well as comments and conversations with facilitators.
  - Major themes in the feedback received are highlighted below.

| Main themes of feedback | Comments/ Perceptions |
|---|---|
| Environmental concerns | ▪ Concerns of infilling to disrupt lake ecosystem and shoreline health.<br>▪ Concern for potential impacts to sand redirection, waterflow, and to local beaches.<br>▪ Concern for air pollution generated by increased airport activity, particularly the presence of ultrafine particles linked to aircraft emissions. |
| BBTCA operations | ▪ Perceptions that the RESA project is a step toward airport expansion and ultimately Tripartite Agreement extension.<br>▪ Suggestions were made to limit airport functions or close it entirely.<br>▪ Some community members were pleased with the airport improvements benefiting residents and travelers alike. |
| Cost and funding | ▪ Clarity on funding sources for each RESA option.<br>▪ Concerns that taxpayers would not bear additional costs. |
| Engagement | ▪ Some attendees acknowledged improvements in Ports Toronto's engagement process. |

- Feedback from TAC #3 and Public Open House #2 has been considered and incorporated into the EA Study Report, where applicable.

# Effects Assessment of RESA 3

# Effects Assessment process

- Terrestrial and Aquatic Ecosystems including Species at Risk
- Marine Physical Environment
- Water Quality
- Social Environment
- Marine Navigation
- Air Quality
- Noise
- Built Form and Land Use
- Transportation
- Archaeology and Cultural Heritage
- Climate Change Vulnerability

**To assess potential environmental effects, we analyzed RESA 3 because:**

- It was identified as the preliminary preferred alternative following a comprehensive evaluation process.
- It has the largest footprint, which allows for a broad assessment of any potential impacts while providing opportunities to enhance climate change resiliency, and safety and operational benefits.
- The findings for RESA 3 cover the impacts associated with RESA 1 and RESA 2 alternatives, which fit within RESA 3's area.
- This approach ensures that any RESA option moving forward to implementation will have its potential impacts fully understood.

# Net Effects Assessment Summary: Terrestrial and Aquatic Ecosystems- Construction

**Effects Assessment Study Area:**

- The Study Area for the **aquatic environment assessment** focused on the Marine Exclusion Zones on either side of Runway 08/26.
- The Study Area for the **terrestrial environment assessment** includes adjacent lands within 120m of the RESA footprint.

## Net Effects – Construction

| Factor | Potential Effects | Net Effects |
|---|---|---|
| ▪ Fish and Fish Habitats, Including Species at Risk | ▪ Removal of approximately 88,250 m2 of habitat.<br>▪ Potential for fish mortality.<br>▪ Erosion potential and sediment release during construction.<br>▪ Potential for spills during construction. | ▪ **Moderate:**<br>o 88,250 m2 of fish habitat will be removed within the aquatic study area.<br>o Construction of the rock break wall may create refuge habitat for American Eel and other fish species, potentially offsetting some habitat loss.<br>o By implementing aquatic habitat compensation measures, developed in consultation with TRCA, Fisheries and Oceans Canada, and the Ontario Ministry of Environment, Conservation and Parks the moderate net negative effect associated with the lake infilling is expected to be reduced.<br>o Erosion and sediment release impacts could be mitigated through proper mitigation measures. |
| ▪ Vegetation Community and Regionally Rare Plants | ▪ Removal of 730 m2 of Cottonwood Treed Dune and associated regionally rare plant species.<br>▪ Removal of 1,080 m2 of Mineral Open Beach/Bar and associated regionally rare plant species.<br>▪ Removal of 2,670 m2 of Cultural Willow Deciduous Thicket.<br>▪ Other construction related impacts (i.e., potential damage to adjacent vegetation due to accidental intrusion, invasive species, etc.) | ▪ Negligible:<br>o The majority of vegetation to be removed is non-native or invasive plants that have invaded the anthropogenically disturbed site.<br>o Vegetation removal in Cottonwood Treed Dune and Mineral Open Beach/Bar affects higher quality vegetation, but impacts are limited to the northern edges near the airport. These areas are small compared to the full extent of these vegetation communities along Hanlan's Point Beach. |

# Net Effects Assessment Summary: Terrestrial and Aquatic Ecosystems- Construction

## Net Effects – Construction

| Factor | Effects | Net Effects |
|---|---|---|
| Terrestrial Species at Risk-Piping Plover | ▪ Removal of 1,080 m2 of Mineral Open Beach/Bar habitat for Piping Plover.<br>▪ Indirect disturbance and disruption of behaviour.<br>▪ Incidental injury or mortality. | ▪ No Net Effects:<br>o The areas directly adjacent to the active runways are unlikely to be used by Piping Plover for nesting given the high level of existing disturbance from plane activity.<br>o If Piping Plovers are encountered, mitigation and monitoring measures will avoid effects. |
| Significant Wildlife Habitat | ▪ Removal of 730 m2 of Cottonwood Treed Dune which is a confirmed Migratory Butterfly Stopover Area and Monarch Species of Conservation Concern habitat and provincially rare vegetation community. | ▪ Negligible:<br>o Removed area is minor compared to the full habitat extending along Hanlan's Beach.<br>o Removal area is next to active runways and already highly disturbed.<br>o Ample, higher quality habitat remains available for species using these habitats.<br>o Minimal impact on Waterfowl stopover and staging areas, with alternative habitats available in Lake Ontario. |
| Natural Heritage Features: Toronto Island Provincial Candidate Area of Natural and Scientific Interest (ANSI);<br>City of Toronto Natural Heritage System (NHS) | ▪ No impact to Provincially Significant Wetland.<br>▪ No impact to City of Toronto Environmentally Significant Areas.<br>▪ Approx. 2,285 m2 of Candidate ANSI impacted; however, limited to disturbed edge habitat along the existing runway.<br>▪ Falls within the City of Toronto NHS. | ▪ Negligible:<br>o Vegetation removal along the disturbed edges of the airport is not considered to have adverse effects on the function and integrity of the Candidate ANSI.<br>o The Candidate ANSI already abuts the Airport, and the active airport has not impeded its function and integrity.<br>o Loss of habitat in the Candidate ANSI is negligible in relation to its overall size on the Toronto Islands. |

# Net Effects Assessment Summary: Terrestrial and Aquatic Ecosystems- Operation

## Net Effects – Operation

| Factor | Effect | Net Effects |
|---|---|---|
| ▪ Fish and Fish Habitats, including Species at Risk | ▪ Potential for increased thermal loading and run-off. | ▪ No net effect:<br>○ Implementation of stormwater management and low impact design measures to maintain equivalent drainage quantity and quality control. |
| ▪ Terrestrial Ecosystems | ▪ No potential effects on terrestrial ecosystems are expected during operation. | ▪ None. |

# Net Effects Analysis for Marine Physical

**Effects Assessment Study Area:** Includes the areas in the vicinity of the landmass expansion, including the west and east ends of Runway 08/26, the Western Channel, and the western and eastern shoreline of the West Island.

**Methodology:**

- Based on review of existing background information.
- Professional judgement.
- Qualitative assessment of aerial imagery used to identify trends in sediment movement, deposition, and erosion.

## Net Effects - Construction

| Factor | Potential Effects | Net Effects |
|---|---|---|
| ▪ Sedimentation and Erosion During Construction | ▪ There is a risk of revetment core material being damaged by wave action after it has been placed and before it has been armoured.<br>▪ Placing stone material in the water will cause turbidity due to the fine sediments mixing with larger stone.<br>▪ Rain and wave overtopping can cause surface erosion on construction site. | ▪ Effects on erosion and sedimentation is temporary, short-term and localized, and should be negligible once construction activities have ended.<br>▪ Provided that proper erosion sediment control measures will be in place during construction, no net effects are anticipated |

# Net Effects Analysis for Marine Physical

## Net Effects - Operation

| Factor | Potential Effects | Net Effects |
|---|---|---|
| Sedimentation Transport:<br>▪ Sediment deposition/accumulation along West Island, Western Channel and in immediate vicinity of landmass and in Inner Harbour.<br>▪ Longshore sedimentation patterns (whether sediment moves along the shoreline). | ▪ An 80m expansion at the west end is expected to trap sand, which could provide a possible source of sand for updrift nourishment as part of Gibraltar Pont Sand Management Plan.<br>▪ Over time, sediment transport will create a lakeshore adapted to the barrier, with sediment continuing into the Western Channel.<br>▪ Effects on sediment erosion and deposition in the Inner Harbour are anticipated to be minor and negligible. | ▪ No negative effects anticipated. |
| Wave Formation:<br>▪ Changes in wave height, period and direction. | ▪ Small, localized changes to wave height, period and direction are anticipated as a result of the RESA 3.<br>▪ Minor changes to the waves entering into the Western Channel in the vicinity of the west RESA will occur due to the constriction of the wave energy window for the southwesterly waves by the expansion. | ▪ Effects are anticipated to be minor and localized. |
| Water Levels:<br>▪ Changes in water levels in the Western Channel and nearby marina. | ▪ No changes in water levels in the Western Channel and nearby marina are anticipated. | ▪ No net effects are anticipated on the water levels in the Western Channel and nearby marina. |
| Currents:<br>▪ Changes in flow patterns and current speed. | ▪ There is a measurable constriction created at the Western Channel due to the landmass expansion reducing channel size, resulting in increased velocities. Therefore, some scour may occur in this area. | ▪ Localized changes to currents resulting in potential sediment deposition or erosion will be minimal. |

# Net Effects Analysis for Noise

**Effects Assessment Study Area:** Includes the nearest exposed noise-sensitive points of reception (PORs) and considers the extents of aircraft noise contour limits as established in the Tripartite Agreement.

**Methodology: Construction Noise Assessment:**

- RWDI's 2016 report provided modelled background noise levels at nearby noise-sensitive locations.
- Construction noise was assessed by stages (Stage 1: offshore, Stage 2 combined offshore and onshore, and Stage 3 onshore) with equipment estimates from Avia NG.
- AECOM utilized an acoustic modelling to predict noise levels at representative PORs.

**Net Effects - Construction**

| Factor | Potential Effects | Net Effects |
|---|---|---|
| Noise Effects Due to Construction:<br><br>▪ Increased Sound Level Above Ambient (decibels) | ▪ Construction noise impacts are predicted to have:<br>▪ A marginal effect on one POR with 4 dB difference in sound level); and,<br>▪ A negligible effect on another POR with 1dB difference in sound level. | ▪ Short-term, infrequent and localized, and the risk of disturbance will be effectively reduced with implementation of the standard construction mitigation measures; such as maintaining equipment to reduce noise, limiting idling, using broad-band alarms, minimizing drop heights, and adhering to MECP noise standards. |

# Net Effects Analysis for Noise

## Methodology: Operational Noise Assessment – Aircraft Ground Movements:

- The focus of this assessment was only on taxiway noise changes, as taxiway improvements are the only ground operations alteration.
- Burnside collected noise data (2020-2023) as part of their Ground Noise Study for PortsToronto' s. Specific to this project they created acoustic models to predict noise with current conditions, proposed taxiway improvements, and two noise wall scenarios (6.2 m and 8 m) for RESA 3.

## Net Effects – Operation: Aircraft Ground Movement

| Factor | Potential Effects | Net Effects |
|---|---|---|
| Noise Effects Due to Aircraft Ground Movement:<br><br>▪ Increased Sound Level Above Ambient (decibels) | ▪ Taxiway operation noise levels are predicted to be negligible at most PORs.<br>▪ With noise walls, significant noise reductions in taxiway operations noise levels are possible at several PORs. | ▪ Positive net effects from decreased noise. |

# Net Effects Analysis for Noise

## Methodology: Operational Noise Assessment – Aircraft Air Movements:

- The Noise Exposure Forecast (NEF) system accounts for the subjective human reaction to aircraft noise and predicts a community's response.
- Airborne aircraft operations at BBTCA are bound by the Tripartite Agreement which limits the expansion of the NEF.
- NEF contours were calculated using Transport Canada's Noise Exposure Forecast Program (NEF-Calc).

## Net Effects – Operation : Aircraft Air Movement

| Factor | Potential Effects | Net Effects |
|---|---|---|
| Noise due to Aircraft Air Movement:<br>▪ NEF | ▪ For airborne aircraft, NEF contours remain within the criteria of the Tripartite Agreement. | ▪ No negative effects. |

# Net Effects Analysis for Air Quality

**Effects Assessment Study Area:** Includes a 500-metre buffer from the Air Quality Project Area to capture air quality impacts.

**Methodology:**

- **Construction:** An assessment was completed by preparing an emission inventory and modelling the emissions from on-site construction vehicles and equipment, marine vessels operating within the MEZ, on-site material handling activities, and road dust emissions.
- **Operation:** An emission inventory was completed for greenhouse gas compounds for two conditions: Current (2023) and Future Build (2027). GHG annual emissions were compared between the Current on-road vehicle and taxiway operations and the Future Build air side perimeter road and new taxiway improvements (RESA Alternative 3).

## Net Effects - Construction

| Factor | Effects | Net Effects |
|---|---|---|
| Potential impacts on air quality:<br>▪ Cumulative concentration of contaminants due to construction and background levels for: $NO_2$, CO, SPM, $PM_{10}$ and $PM_{2.5}$ | ▪ Cumulative concentrations at all sensitive and critical receptors within the Air Quality Study Area were below the Air Quality Criteria and Standards for CO, SPM, $PM_{10}$ and $PM_{2.5}$.<br>▪ The maximum $NO_2$ cumulative concentration for annual averaging period exceeded the federal and provincial air quality criteria at SR1 (marina). The exceedance for the annual averaging period at SR1 is primarily due to elevated existing ambient air quality concentrations.<br>▪ The maximum $NO_2$ cumulative concentration for 1-hour averaging period exceeded the federal and provincial air quality criteria at SR14 (residential).<br>▪ Overall, construction emissions from the Project alone are unlikely to significantly impact air quality within the Air Quality Study Area.<br>▪ Odour and dust may cause public annoyance at existing sensitive and critical receptors within the Air Quality Study Area during construction phase. | ▪ Odour and visible dust may cause public annoyance at existing sensitive and critical receptors within the Air Quality Study Area during construction phase.<br>▪ The negative impact is short-term and can be mitigated through the development of an air quality management plan during detailed design and execution of the plan during the construction phase. |



aecom.com

# Net Effects Analysis for Air Quality

## Net Effects - Operation

| Factor | Effects | Net Effects |
|---|---|---|
| Potential Impact on Air Quality:<br><br>▪ Total annual GHG ($CO_2$ equivalent) emissions, which is the sum of carbon dioxide ($CO_2$), methane ($CH_4$) and nitrous oxide ($N_2O$). | ▪ For on-road vehicle operations, annual GHG emissions ($CO_2$ equivalent) are projected to decrease from 2.28 kilotonnes in 2023 (Current conditions) to 1.91 kilotonnes in 2027 (Future Build conditions).<br>▪ This reduction is primarily due to the rerouting of vehicles to the air side perimeter road, which eliminates the idling required for current runway crossings.<br>▪ For aircraft taxiway operations, annual GHG emissions ($CO_2$ equivalent) are projected to decrease from 693 tonnes in 2023 (Current conditions) to 508 tonnes in 2027 (Future Build conditions).<br>▪ The reduction is primarily due to shorter taxiway distances and improved efficiency, resulting in lower fuel consumption and associated emissions. | ▪ Overall decrease in GHG ($CO_2$ equivalent) annual emissions. |

# Net Effects Analysis for Social Environment

**Effects Assessment Study Area:** The study area is bounded by the Gardiner Expressway to the north, Port Lands to the east, Leslie Street Spit to the south, and Ontario Place to the west.

**Methodology:** Conducted telephone and intercept surveys, and stakeholder interviews in 2017 to gather socio-economic data from residents, users, and stakeholders within and around the study area. Conducted additional desktop research and stakeholder interviews in 2024, followed by qualitative assessments from public consultations and targeted interviews to validate and update descriptions of social values and assess potential impacts.

## Net Effects - Construction

| Factor | Potential Effects | Net Effects |
|---|---|---|
| • Changes in the use and enjoyment of residential properties. | ▪ Negative effect due to traffic, congestion, dust, and noise.<br>▪ This may negatively impact residents sleep quality/ sleep patterns. | ▪ Negative effects from construction activities can be reduced through the implementation of appropriate mitigation measures e.g., planning construction activities with input from community groups; noise, air quality and traffic mitigations. |
| • Changes to the use and enjoyment of recreational spaces. | ▪ Potential negative effect to the use and enjoyment of recreational water space due to the delivery of materials by barge, and in-water construction activities restricting use.<br>▪ Potential for negative effect to water and land-based recreational activities in the area, as users may be discouraged due to noise and visual distraction. | ▪ Negative effects from construction activities can be reduced through the implementation of appropriate mitigation measures e.g., planning construction activities with input from community groups; noise, air and traffic mitigations. |
| • Changes to use and access to public facilities, emergency services, and institutions. | ▪ Potential negative effect due to temporary traffic congestion, dust and noise in the local study area, which may disturb or impede access to some local services and institutions.<br>▪ Potential negative effect from project-related water transportation and barging which could create congestion and may impact water-based servicing (e.g. ferries, Toronto Marine Police Services). | ▪ Negative effects from construction activities can be reduced through the implementation of appropriate mitigation measures e.g., planning construction activities with input from local service providers and institutions; noise, air and traffic mitigations. |
| • Changes to economic, business, or tourism activity. | ▪ Potential negative effect from project-related water transportation and barging which could create congestion and may impact water-based servicing (e.g. ferries, boat cruises, Toronto Marine Police Services).<br>▪ Potential negative effect due to temporary traffic congestion, dust, and noise in the study area which may impact local business or tourism activity. | • Negative effects from construction activities can be reduced through implementation of appropriate mitigation measures e.g., consultation with local businesses and tourism operators; noise, air and traffic mitigations. |
| • Changes to identified non-use values. | ▪ Negligible net effects are anticipated. | ▪ No net effects are anticipated. |

# Net Effects Analysis for Social Environment

## Net Effects - Operation

| Factor | Effects | Net Effects |
|---|---|---|
| • Changes in the use and enjoyment of residential properties. | ▪ Positive change for residents as a result of taxiway modifications in reducing emissions and the new noise wall reducing the noise of aircraft when on the ground. | ▪ Positive net effects from reduced emissions and decreased noise. |
| • Changes to the use and enjoyment of recreational spaces. | ▪ Negative effects for some users due to infill in the harbour changing the viewshed and reducing overall water-area.<br>▪ Positive effect for some users due to improved mitigation of noise and reduction of emissions due to design elements. | ▪ Negative net effects from changing viewshed/ loss of water.<br>▪ Positive net effects from reduced emissions and decreased noise. |
| • Changes to use and access to public facilities, emergency services, and institutions. | ▪ No change anticipated. | ▪ No new net effects are anticipated. |
| • Changes to economic, business, or tourism activity. | ▪ No change anticipated. | ▪ No new net effects are anticipated. |
| • Changes to identified non-use values. | ▪ Negative effect as the infill from the RESA will prevent potential future uses of that area for water-based activities or enjoyment. | ▪ Negative net effects anticipated from the loss of future use of the water. |

# Net Effects Analysis for Land Use

**Effects Assessment Study Area:** Includes three major planning areas that are adjacent to BBTCA: Central Waterfront, Bathurst Quay Neighbourhood area, and Ontario Place.

**Methodology:**

- Examined the compatibility of the project with the planned built form and land uses.

**Net Effects – Construction**

- No effects from construction activities on the built form and land use environment is anticipated. Nuisance effects are addressed under other components (i.e., Noise, traffic).

**Net Effects - Operation**

| Factor | Criteria | Potential Effects | Net Effects |
|---|---|---|---|
| ▪ Planning policies | ▪ Conformity to City of Toronto planning policies. | ▪ Landmass expansion to Lake Ontario conforms to Policy 3.4.17 since RESA alternatives include components of essential public works (safety, utility upgrade, emergency access).<br>▪ The proposed landmass expansion will alter the current boundary of BBTCA and the Toronto Islands as delineated by SASP 192 and 194.<br>▪ SASP 194 does not permit the use of the environmentally sensitive area on the west side of the airport lands for aviation or to protect existing flight paths. | ▪ OPA will be required if proposed development does not conform to the Official Plan. |
| ▪ Existing and planned land uses | ▪ Potential impacts to current land use and potential future developments as per currently permitted uses. | ▪ No impact to current land use or any areas of planned or approved future development in the project area is anticipated.<br>▪ The landmass expansion will impact the lands currently designated as Natural Heritage System (NHS) along the peripheral of BBTCA indicated on Map 9 of the Official Plan.<br>▪ RESA 3 has no impact to planned development in the land use and built form study area. | ▪ Policy requirement for natural heritage system are addressed under the natural enviornment component of the EA study. |

# Net Effects Analysis for Climate Change

**Effects Assessment Study Area:** Project Study Area which encompasses all BBTCA lands involved in the RESA implementation, including the MEZ.

**Methodology:** Climate Change Vulnerability Assessment: A risk assessment was conducted to identify and assess potential vulnerabilities of RESA to climate variables to address climate change and extreme weather conditions.

## Net Effects - Operation

| Factor | Measure | Effects | Net Effects |
|---|---|---|---|
| ▪ Carbon footprint. | ▪ Expected change in greenhouse gas (GHG) emissions (CO2, N2O, and CH4). | ▪ Overall decrease in GHG emissions. | ▪ Overall decrease in GHG emissions. |
| ▪ Adaptability to climate change. | ▪ Level of preparedness including ability to respond to emergency situations (e.g., localized flooding). | ▪ The inclusion of unrestricted roads would provide alternative access to the islands by other stakeholders if required in an emergency situation.<br>▪ The breakwater structures enhance the airport's adaptability to future climate conditions. | ▪ Improved adaptability and emergency access, albeit to a limited degree. |

**Climate Change Vulnerability Assessment:**

- Knowledge about the vulnerability of drainage systems to extreme precipitation.
- Information regarding the potential consequences of high temperature events pavements.
- Awareness of shoreline and dock wall vulnerabilities due to reduced lake ice cover and increased wave activities

# Net Effects Analysis for Public Health

**Effects Assessment Study Area:** The study area used to assess public health effects aligns with the Noise and Air Quality Study Area.

**Methodology:** The Public Health Assessment compared air and noise quality levels associated with construction and operation of the RESA to standards or recommendations where health effects have been observed.

## Net Effects - Construction

| Factor | Potential Effects | Net Effects |
|---|---|---|
| Impact of changes to noise Levels on Public Health:<br>▪ Changes to the noise levels.<br>▪ Change in the percentage of a 'highly annoyed' population (HA%) | ▪ Construction sound levels are only predicted to exceed the existing night-time average background at the location of two receptors during construction stage 3 (onshore work only).<br>▪ The estimated change in HA% at all receptors is less than the recommended mitigation level of 6.5%. | ▪ Noise from overnight construction activity may disturb the sleep of nearby residents.<br>▪ The estimated change in HA %at all receptors is less than the suggested public health mitigation level of 6.5%. |
| Changes to air quality:<br>▪ Cumulative concentration of NO2, CO, SPM, PM10 and PM2.5 | ▪ $NO_2$ levels at two sensitive receptors exceeds federal and provincial air quality criteria. | ▪ Two receptors are predicted to have $NO_2$ concentrations that exceed the Ambient Air Quality Standards (AAQS), which could potentially pose health risks to individuals in these areas. Long-term exposure to elevated $NO_2$ levels may increase the likelihood of respiratory problems and cardiovascular issues.<br>▪ However, the negative impact is short-term and can be mitigated through air quality management plan during detailed design. |

# Net Effects Analysis for Public Health

## Net Effects - Operation

| Factor | Criteria | Potential Effects | Net Effects |
|---|---|---|---|
| Impact of Changes to Noise Levels on Public Health | ▪ Changes to the noise levels.<br>▪ Change in the percentage of a 'highly annoyed' population (HA%). | ▪ Taxiway operation noise levels are predicted to be negligible at most PORs.<br>▪ With noise walls, significant noise reductions in taxiway operations noise levels are possible at several PORs.<br>▪ The NEF contours based on existing conditions and with the Project are mostly co-aligned and the only locations where they are slightly divergent are above the Inner Harbour, with no impacts to any noise-sensitive locations. | ▪ No negative net effects are anticipated. |
| Potential Impact on Air Quality :<br>▪ Level of carbon dioxide ($CO_2$), methane ($CH_4$) and nitrous oxide ($N_2O$). | ▪ Rerouting of vehicles to the unrestricted airside perimeter road, reduces idling times, and associated emissions.<br>▪ Annual emission reductions are projected to due to improved taxiway efficiency, leading to lower emissions. | ▪ The net effects is anticipated to be positive. | ▪ The net effects are anticipated to be positive. |

# Net Effects Analysis for Water Quality

**Water Quality Study Area:** Includes the areas in the immediate vicinity of the proposed runway extension and extends to the entire Inner Harbour.

**Methodology:** Desktop review of the recent studies:

- A review of existing processes that regulate or control these levels of pollution.
- An assessment of whether the RESA works would have a significant impact on either of these things.

## Net Effects - Construction

| Factor | Measure | Potential Effects | Net Effects |
|---|---|---|---|
| • Changes to water circulation and quality within the Inner Harbour. | ▪ Potential temporary impact associated with sedimentation and erosion during construction | ▪ All in-water works present risk of sedimentation. | ▪ Provided that proper ESC measures will be in place during construction, no net effects are anticipated. |

## Net Effects - Operation

| Factor | Measure | Potential Effects | Net Effects |
|---|---|---|---|
| • Hydraulic residence time of water in Toronto Harbour | ▪ Based on changes in 3D model of entrance and exit flow velocities and harbour circulation patterns | ▪ Potential effects would have been changes in overall harbour circulation patterns, or changes in velocities in the western (harbour inlet) and eastern (harbour outlet) channels.<br>▪ 3D modeling showed negligible changes in both. | ▪ No change expected in Inner Harbour water quality as a result of proposed RESA. |

# Net Effects Analysis for Marine Navigation

**Effects Assessment Study Area:** Include areas in which marine vessels could be affected by the implementation of the Project.

**Methodology:**

- Review prior studies on vessel navigation.
- Conducted online research to gather information on typical recreational and commercial boats navigating through the marine navigation study area.
- Assess potential changes to waves, currents, and sedimentation in boating areas near the MEZ, and evaluate potential impacts on boater navigation, stability, and safety.

## Net Effects - Construction

| Factor | Potential Effects | Net Effects |
|---|---|---|
| • Maneuverability of vessels and navigation safety:<br><br>• Changes in the ability of boats to navigate the Western Channel and Inner Harbour during construction. | ▪ Construction equipment within the MEZ (e.g., barges with vertical hulls) could temporarily affect the pattern and reflection of waves. This could affect the stability of some boaters around the MEZ.<br>▪ Construction equipment could block some navigation markers or land markers that boaters and paddlers use.<br>▪ Reduced navigability during in-water construction activities including dredging, lakebed densification, and placement of in-water fill.<br>▪ Temporary construction lighting may cause confusion with navigation lights or block visibility to navigation lights.<br>▪ Each existing RESA has two navigation lights at the end of the landmass, which would need to be relocated during construction while maintaining the edge of the landmass. This could lead to confusion for boaters, as the navigation lights would no longer be in their usual location. | ▪ Construction will temporarily restrict navigation in some areas, particularly around the MEZ. However, the impact is considered low and short-term, as the boaters only need to make adjustments to the changes. |

# Net Effects Analysis for Marine Navigation

## Net Effects - Operation

| Factor | Potential Effects | Net Effects |
|---|---|---|
| Maneuverability of vessels and navigation safety:<br>▪ Potential changes in waves, currents, and water depths<br>▪ Visibility of boaters on the water | ▪ The approximately 80m expansion with the MEZ from the west RESA would reduce the water width between the west RESA and Ontario Place East Island (up to 32%), which could potentially affect waves and current within the Western Channel and its approach.<br>▪ Slight impact to large recreational boats is anticipated.<br>▪ Operators of small boats including paddle boats and kayaks may need to adjust to changed wave conditions.<br>▪ Replacement of the vertical sheet pile wall with the stone revetment will potentially reduce wave reflection, allowing for possible design optimization to mitigate impacts on vessels.<br>▪ The creation of the east RESA closer to the Hanlan Ferry route may require the ferry to adjust its path to avoid the proximity to the landmass. | ▪ The implementation of the RESA in the MEZ will change wave conditions/patterns outside of the MEZ.<br>▪ Temporary instability of boaters are anticipated as they adjust to the new navigational routes in and out of the Western Channel. |
| | ▪ The west and east RESA extensions lengthen the peninsula formed by each RESA. Boaters would need to navigate further offshore to see beyond the RESA. | ▪ The boaters are expected to adjust to the new landmass in the area. Minimal negative effects are anticipated. |

# Net Effects Analysis for Traffic and Transportation

**Study Area:** The study focused on the mainland area surrounding the ferry (BBTCA) terminal; bounded by Lake Shore Boulevard to the north, Dan Leckie Way to the east, the Western Channel to the south and Stadium Road to the west.

**Methodology:** The RESAs are not anticipated to have a long-term impact on traffic patterns or volumes, as the implementation of RESA is not expected to result in an increase in passenger activity levels. A detailed traffic impact assessment is required during the detail design to identify potential disruptions to the traffic during construction. At that time, measures will be implemented to manage construction traffic effectively, minimizing disruptions to existing traffic and pedestrian flows.

## Net Effects - Construction

| Factor | Measure | Effects | Net Effects |
|---|---|---|---|
| ▪ Traffic on mainland | ▪ Potential impact on traffic movement during construction. | ▪ Potential for traffic congestion during construction.<br>▪ Anticipated that materials will be barged to site to meet construction schedule and site restrictions, effectively minimizing construction related road traffic and congestion. | ▪ Effects will be short-term and will be minimized, where possible. |

## Net Effects - Operation

| Factor | Measure | Effects | Net Effects |
|---|---|---|---|
| ▪ Traffic on mainland | ▪ Potential impact on traffic movement during operations. | ▪ The traffic on the mainland is not anticipated to change during operation. | ▪ No net effects. |

# Net Effects Analysis for Cultural Environment

**Study Area:** Consists of the areas which may be physically affected by the project undertaking.

**Methodology:**

- Stage 1 Terrestrial and Stage 2 Marine Archaeological Assessment were conducted to meet the requirements of MCM's standards and guidelines.
- Cultural Heritage Report was prepared according to the requirements identified in the Ministry of Citizenship and Multiculturalism's (MCM) for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Assessment Reports (such as Project File Report, Environment Project Report, Environment Study Report) for Proponents and their Consultants and the Ontario Heritage Tool Kit (2006).

**Net Effects – Construction and Operation**

| Factor | Measure | Potential Effects | Net Effects |
|---|---|---|---|
| ▪ Archaeological features-terrestrial | ▪ Potential for impact to terrestrial archaeological resources. | ▪ No potential effects on archaeological resources as the study area does not retain any archaeological potential. | ▪ No net effects. |
| ▪ Archaeological features-marine | ▪ Potential for impact to marine archaeological resources related to lakefill. | ▪ No potential effects on archaeological resources as the study area does not retain any archaeological potential. | ▪ No net effects. |
| ▪ Cultural heritage features | ▪ Effects on identified cultural heritage resources, including buildings and cultural heritage landscapes. | ▪ No potential effects to listed built heritage structure /property, historical plaques, and natural heritage landscapes. | ▪ No net effects . |

# Upcoming TAC Meetings

| | |
|---|---|
| **TAC Meeting #1 (Completed)** | Project start to confirm the initial work plan and to align all stakeholders on objectives. |
| **TAC Meeting #2 (Completed)** | Completion of Gap Analysis to present the findings, redefine scope of work and next steps. |
| **TAC Meeting #3 (Completed)** | Evaluation of RESA Alternatives and introduce Preliminary Preferred Alternative. |
| **TAC Meeting #4 (Current Meeting)** | Review the comprehensive assessment of the project effects. |
| **TAC Meeting #5 (December 2024)** | Present Draft EA Study Report, detailing the EA findings and conclusions. |
| **TAC Meeting #6 (January 2024)** | Present Revised EA Study Report, detailing the EA findings and conclusions (revisions to the draft report). |

# Next Steps

- Prepare and issue TAC #4 meeting minutes.
- Consider feedback from this meeting.
- The draft EA Study Report is expected to be posted for public review by the end of December 2024.
- TAC Meeting #5 to be scheduled for early-Mid December.

# Thank you!

Discussion

AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Canada

T: 905.886.7022
F: 905.538.8076
www.aecom.com

# Minutes of Meeting

**Meeting Name:** Technical Advisory Committee (TAC) #4

**Project Name:** Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Gap Analysis and Environmental Assessment (EA)

**Location:** HQ Boardroom located at 207 Queens Quay West, Toronto, ON; 5th Floor – Virtual (Zoom)

**Date of Meeting:** November 25, 2024

**Time:** 11:00 am to 12:30 pm

**Project #:** 60733457

**Prepared By:** Nelson Gonzalez Toledo

**Attendees:**

**Transport Canada:**
- Darren Quan, Air Policy & Research Office, [darren.quan@tc.gc.ca]
- Amanda Chum, Policy Analyst, [amanda.chum@tc.gc.ca]
- Bonnie Moore, Indigenous Relations Advisor, [bonnie.moore@tc.gc.ca]
- Maude-Emmanuelle Leblanc, Manager/ Senior Policy Advisor, [maude-emmanuelle.leblanc@tc.gc.ca]
- David Zeit, Regional Manager, Environmental Programs, [david.zeit@tc.gc.ca]

**City of Toronto:**
- Jeff Thompson, Environmental Planning, [jeff.thompson@toronto.ca]
- Meg St John, Project Manager, Waterfront Secretariat, [meg.stjohn. @toronto.ca]
- Jay Paleja, Project Manager, Waterfront Secretariat, [jay.paleja @toronto.ca]

**Toronto and Region Conservation Authority:**
- Brynn Coey, Supervisor Aquatic Monitoring and Management, [Brynn.coey@trca.ca]
- Rick Portiss, Senior Manager Environmental Monitoring and Data Management, Chair of Aquatic Habitat Toronto, [rick.portiss@trca.ca]

**PortsToronto:**
- Stephen Denes, RESA Project Lead, [sdenes@portstoronto.com]
- Heather Dennis, Project Assistant, [hdennis@portstoronto.com]
- Angela Homewood, Project Lead - Tripartite Agreement, [ahomewood@portstoronto.com]
- Glynys Jones, 2024 Master Plan Project Lead, [gjones@portstoronto.com]
- Juhi Matta, Senior Management, Environment, Social, Governance, [jmatta@portstoronto.com]

**AviaNG:**
- Bernhard Schropp, RESA Project Manager, [bernhard.schropp@aviang.ca]

**AECOM:**
- Karl Grueneis, RESA Project Manager, [karl.grueneis@aecom.com]
- Saeideh Rasouli, Deputy Project Manager, [saeideh.rasouli@aecom.com]
- Nelson Gonzalez Toledo, Environmental Planner, [nelson.gonzaleztoledo@aecom.com]
- Marvin Stemeroff, RESA Socio-Economic Lead, [marvin.stemeroff@aecom.com]
- Sarah De Decker, RESA Socio-Economic Support, [sarah.dedecker@aecom.com]
- Alan Oldfield, RESA Noise Quality Lead, [alan.oldfield@aecom.com]
- Danielle Arsenault, Air Quality Lead, [danielle.arsenault@aecom.com]
- Brian McGill, RESA Aquatic Ecology Lead, [brian.mcgill@aecom.com]
- Olga Hropach, Terrestrial Ecologist Lead, [olga.hropach@aecom.com]
- Fabianna Palacios, Air Quality Support, [fabianna.palacios@aecom.com]
- Tunde Paczai, RESA Built Form and Land Use Lead, [tunde.paczai@aecom.com]
- Rhonneke Van Riezen, RESA Marine Physical Lead, [rhonneke.vanriezen@aecom.com]
- Sonja Drueke, Climate Change Specialist, [sonja.drueke@aecom.com]

**Shoreplan:**
- Jane Graham, RESA Engineer, [jgraham@shreplan.com]

**SLR:**
- Marc Rose, RESA Senior Advisor, [marc.rose@slrconsulting.com]

| # | Item | Action |
|---|---|---|
| 01 | **Attendee Confirmation**:<br>▪ Meeting attendees identified themselves, their roles, and their respective parties for this project. | Info |
| 02 | **Presentation Commences**:<br>▪ Overview of agenda.<br>▪ Land acknowledgment. | Info |

**PLEASE NOTE:** **If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| # | Item | Action |
|---|---|---|
| 03 | **Safety Moment**:<br>▪ Visibility during dark times of the day- awareness and safety measures. | Info |
| 04 | **Review of TAC #3 (October 9, 2024)**:<br>▪ Topics covered in TAC #3 included:<br>o Overview of EA components.<br>o Overview of the evaluation process.<br>o Presented the evaluation summary. | Info |
| 05 | **Progress on TAC #3 Action Items:**<br>▪ AECOM responded to the City of Toronto inquiries regarding natural hazards:<br>o The Dynamic Beach Hazard does not apply at this site.<br>o The Preferred Alternative will address the erosion hazard.<br>o Preferred RESA Alternative:<br>- Increases crest elevation of shore protection to reduce wave overtopping and flooding risk.<br>- No impact on the adjacent lands is anticipated as they are already protected. The flood elevation will be reviewed to confirm. This will be captured in the EA Study Report.<br>*Post meeting Note: The flooding hazard limit is defined as the 100-year flood level plus an allowance for wave uprush and other water-related hazards. TRCA has adopted a 100-year flood level of 76.2 m IGLD1985 for Toronto Harbour. The existing shore walls at either end of the runway have a low free board (approximate elevation of 76.5 m) and will be overtopped by wave action at the 100-year flood level. All three RESA alternatives will raise the crest elevation of the shore protection reducing the impact of wave action or overtopping water flooding the site. As for the shorelines in the vicinity of the study area, it is not expected that the RESA design will create any new flooding hazards, nor exacerbate existing flooding hazards as the design will not increase the water levels.*<br>o The City of Toronto asked whether the two flooding-hazard sub-bullets (raising the crest elevation and no impact to adjacent lands) apply to all RESA alternatives or only the preferred alternative.<br>o AECOM understands those features will apply to all RESA alternatives.<br>*Post meeting Note: Realignment of Taxiway D in RESA 2 and 3 enables increase in taxiway elevation by approximately 300mm in compliance with Canadian airport design standards, from the current elevation of 76.2m to 76.5m (to be confirmed with ongoing preliminary design), adding freeboard above the projected 100-year flood level. AECOM confirmed that the RESA 1 design does not support this feature.*<br>o City of Toronto inquired whether shoreline erosion hazards have been considered in the EA.<br>o Shoreplan noted that the artificial shoreline, by design, addresses erosion hazards by holding the shoreline in place. New or enhanced shoreline protection measures would continue to serve the same purpose and protect against erosion.<br>▪ PortsToronto met with City Planning on November 14th, 2024, to discuss OPA requirements. A response from the City is anticipated within a few weeks of the meeting. | AECOM |
| 06 | **Summary of Public Meeting #2**: | Info |

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| # | Item | Action |
|---|---|---|
| | ▪ Public meeting and Open House #2 were held on October 15th, 2024, in two sessions.<br>o Environmental Assessment findings and the preliminary preferred alternative were shared with the public.<br>▪ Major themes in the feedback received at Public Meeting #2 were reviewed.<br>▪ Feedback has been considered and incorporated in the EA Study, where applicable. | |
| 07 | **Effects Assessment Process:**<br>▪ RESA 3 was selected as the preferred alternative following a comprehensive evaluation process. A detailed effects assessment was completed for RESA 3, because:<br>o RESA 3 has the largest footprint, which allows for a broad assessment of any potential impacts while providing opportunities to enhance operations, climate change resiliency, and minimize safety risks associated with non-airport vehicle crossings across an active commercial runway.<br>o The findings for RESA 3 cover the impacts associated with RESA 1 and RESA 2 alternatives, which fit within RESA 3's area. This approach ensures that any RESA option moving forward to implementation will have its potential impacts fully understood.<br>o The City inquired whether the findings for RESA 3 also account for potential impacts under RESA 1 and RESA 2. The City seeks confirmation that assessing and mitigating impacts for RESA 3 covers the lesser impacts from RESA 1 and 2.<br>o AECOM responded that the effects assessment prepared for RESA 3 covers all potential negative impacts. If the project were to proceed with RESA 1 or RESA 2 instead, the mitigation measures would be scaled back or adjusted accordingly. AECOM noted that no additional impacts are anticipated unique to RESA 1 or RESA 2 that are not already accounted for under the current assessment.<br>o City of Toronto inquired whether the AECOM team has/ will consider and acknowledge the public comments provided at the City's consultation?<br>o PortsToronto noted that a reference to this information, along with a link to the City's website, would be included for additional context. | AECOM/ PortsToronto |
| 08 | **Effects Assessment findings:**<br>▪ AECOM presented the findings from the detailed effects assessment conducted for RESA 3.<br>o City of Toronto inquired whether opportunities for enhancement of habitat conditions have been identified for Terrestrial habitats.<br>o AECOM noted that temporarily disturbed areas will be restored to baseline conditions by reintroducing native plants. The restoration plan is outlined as a recommendation in the EA Study Report.<br>o City of Toronto inquired whether construction Noise impacts were considered in the detailed effects assessment.<br>o AECOM confirmed that a quantitative construction noise impacts assessment was completed as part of the RESA EA Study.<br>o City of Toronto questioned the approach taken for the air quality impacts assessment.<br>o AECOM noted that in response to numerous public requests during Public Meeting and Open House No. 2, the quantitative air quality assessment for the current RESA project has been expanded to include both the operational and construction phases of the preferred RESA alternative.<br>▪ City of Toronto inquired whether other pollutants besides greenhouse gases (GHGs) were assessed. | AECOM/ PortsToronto |

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

| # | Item | Action |
|---|---|---|
| | ○ AECOM assessed the air quality impacts during both the Construction phase and the Operational phase, based on the implementation of RESA 3. For the construction phase, pollutants expected from fuel combustion, material handling and road dust were included in the assessment, namely carbon monoxide, nitrogen dioxide, sulphur dioxide and particulate matter, as total suspended particulate matter, PM10 and PM2.5 size fractions. For the operational phase, the RESA project will not alter the number of flights or aircraft types, thus no additional operational air emissions are expected. The improvements to taxiways and the creation of an airside perimeter road in RESA 3 are expected to reduce vehicle emissions and GHGs by increasing efficiency and minimizing idling times. The analysis quantified the change in the GHG emissions from the current baseline conditions and the future build condition associated with implementing RESA 3.<br>▪ The City emphasized that the key concern is not the final outcome but rather ensuring public confidence in the process itself.<br>○ PortsToronto acknowledged the need for careful consideration of air quality from the perspective of nearby residents and the public.<br>▪ City noted that policy analysis should extend beyond lakefilling provisions within Section 3.4.17 of the Official Plan. It should also encompass policies related to the natural heritage system, Environmentally Significant Areas (ESAs), and other potentially significant natural heritage features.<br>○ AECOM acknowledged that additional policies apply and will be captured in the EA Study Report. | |
| 09 | **Overview of upcoming schedule**:<br>▪ Upcoming TAC meetings:<br>○ TAC #5— Presenting the draft EA Study Report, detailing the EA findings and conclusions; and,<br>○ TAC #6 — Presenting the Revised EA Study Report, detailing the EA findings and conclusions (revisions to the draft report). | AECOM |
| 10 | **Overview of Next Steps:**<br>▪ AECOM to distribute TAC #4 meeting minutes and presentation slide deck to TAC members.<br>▪ Feedback from TAC #4 will be considered during the finalization of the Effects Assessment for the Preferred Alternative.<br>▪ AECOM to continue working on the draft EA Study Report, expected to be posted for public review following completion of the French translation (anticipated March 2025).<br>▪ PortsToronto noted that the Impact Assessment Agency of Canada (IAAC) contacted PortsToronto to advise that IAAC had received a designation request from a waterfront group for the RESA Project. As part of IAAC's review process, the designation request was shared with PortsToronto (proponent of the project) and posted on the IAAC website. PortsToronto was advised that the Minister or their designate must respond within 90 days, and staff at the City's Waterfront Secretariat and Transport Canada are aware. More information will be provided as it becomes available. | AECOM/ PortsToronto |

The Meeting adjourned at 12:29 pm.

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

# O4. Records of Public Consultation


O4.1 Public Meeting and Open House No. 1, July 2024

O4.1.1 Presentation Materials

O4.1.2 Summary Report

O4.2 Public Meeting and Open House No. 2, October 2024

O4.2.1 Presentation Materials

O4.2.2 Summary Report

O4.3 Records of Public Comments and Project Team Responses

O4.3.1 Public Meeting and Open House No. 1

O4.3.2 Public Meeting and Open House No. 2

O4.3.3 Draft Environmental Assessment Report

# O4.1 Public Meeting and Open House No. 1, July 2024

O4.1.1 Presentation Materials

O4.1.2 Summary Report

# O4.1.1 Presentation Materials

SAFE CLEAN QUIET

Runway End Safety Area 2027

# Welcome to our first public meeting about RESA compliance at Billy Bishop Toronto City Airport

We will begin at 6pm

PORTS TORONTO

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

# Peter MacLeod, Host and moderator

Principal, MASS LBP

We are located on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples. PortsToronto also recognizes that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

## Our Program for Today

1. Welcome
2. Understanding RESA: Transport Canada's Role
3. Implementing RESA at Billy Bishop Toronto City Airport
4. Conducting the environmental assessment
5. The role of the City of Toronto's Waterfront Secretariat

Open House and Questions

*Please feel free to visit a discussion station to share your perspective and visit our display boards where staff will be able to answer your questions*

# Welcome and thank you for coming

Warren Askew
Vice President, Airport

PortsToronto

# About PortsToronto

PortsToronto is a financially self-sufficient government business enterprise which operates in accordance with the Canada Marine Act and is accountable to the Federal government through Transport Canada. It is guided by a Board of Directors with representation from all three levels of government.

PortsToronto is responsible for overseeing the operations and development of several key assets, including:

- Billy Bishop Toronto City Airport
- The Port of Toronto and associated Marine Terminals, which handle bulk cargo such as sugar and salt, as well as a Cruise Ship Terminal for passenger cruise ships.
- Outer Harbour Marina, one of Canada's largest freshwater marinas.

# About Billy Bishop Toronto City Airport

Billy Bishop Airport is Canada's ninth-busiest airport, welcoming 2.8 million business and leisure travellers in 2019. The airport is also Canada's fifth-busiest airport with passenger service to the United States. Offering service to more than 20 cities in Canada and the U.S., with connection opportunities to more than 100 international destinations via our airlines' networks, Billy Bishop Airport is an important international gateway and a key driver of Toronto's economy.

Billy Bishop Toronto City Airport also serves as a base for ORNGE air ambulance services, two Fixed Base Operators, and is home to a personal/general aviation community that includes approximately 50 private planes and one flight school.

# Understanding RESA: Transport Canada's Role

Marcia E. George

Regional Director, Civil Aviation (Ontario Region)
Transport Canada | Government of Canada

# Runway End Safety Area
# RESA

Ports Toronto Community Consultation Session

July 17, 2024



Transport Canada Transports Canada

Canada

## What is a Runway End Safety Area - RESA

- Runway End Safety Areas (RESA) are compact, level and obstacle-free areas located beyond each end of a runway
  - RESAs act as an extension to the already regulated runway safety area
- RESA is intended to reduce the severity of damage to an aircraft during a runway excursion
  - As a comparison, runway safety areas and RESA are to aircraft what airbags are to cars
- RESA is recognized globally as an effective mitigation measure for runway excursions

## RESA Regulatory Requirements

- The Canadian Aviation Regulations, Part 3, Sub- Part II, Division VI – RESA came into force on Dec. 21, 2021

- RESA Regulations are applicable to airports serving over 325,000 passengers per year, for two consecutive years

- Statistics Canada publishes the passenger numbers in the Airport Activity Survey on an annual basis.

## RESA Compliance Options

There are three options to meet RESA requirements:

- Prepare natural compacted open areas (i.e., soil or grass)
- Installation of an arresting system designed to decelerate an aircraft (i.e., Engineering Material Arresting System (EMAS))
- Adjusting the runway's declared distance (shortening the runway distance)

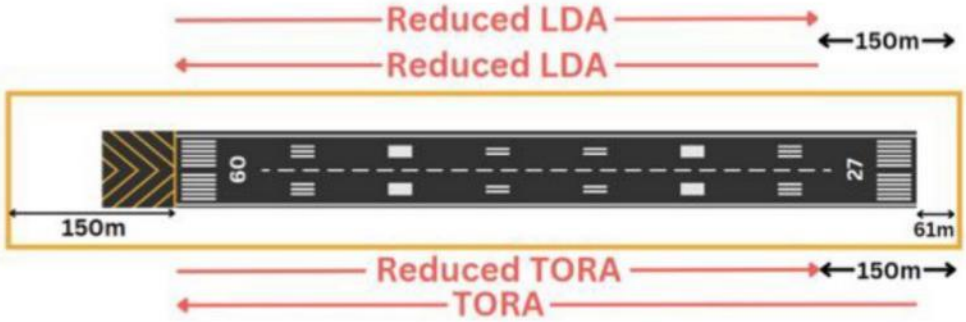
# Ways to comply with RESA



Prepared natural (i.e., soil or grass) compacted open areas

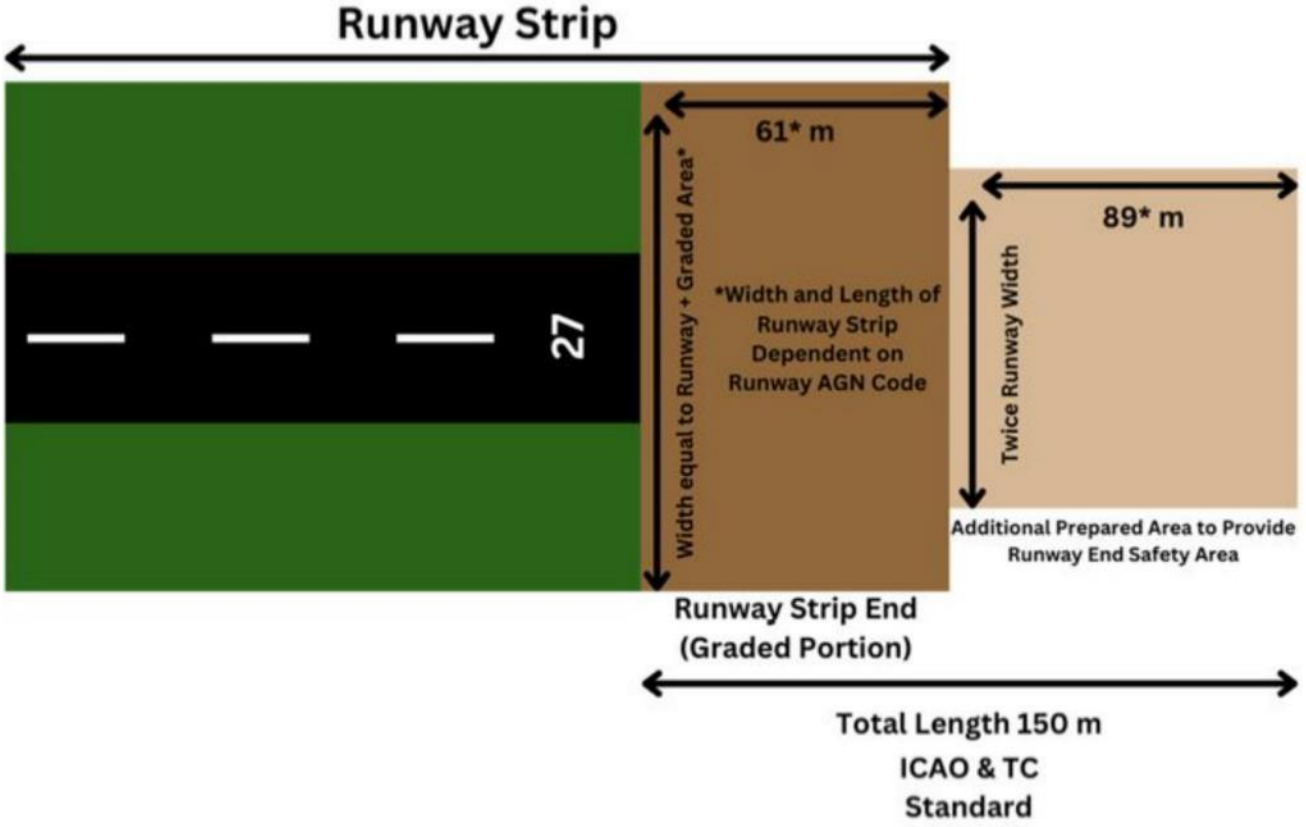


Engineered Materials Arrested System (EMAS)

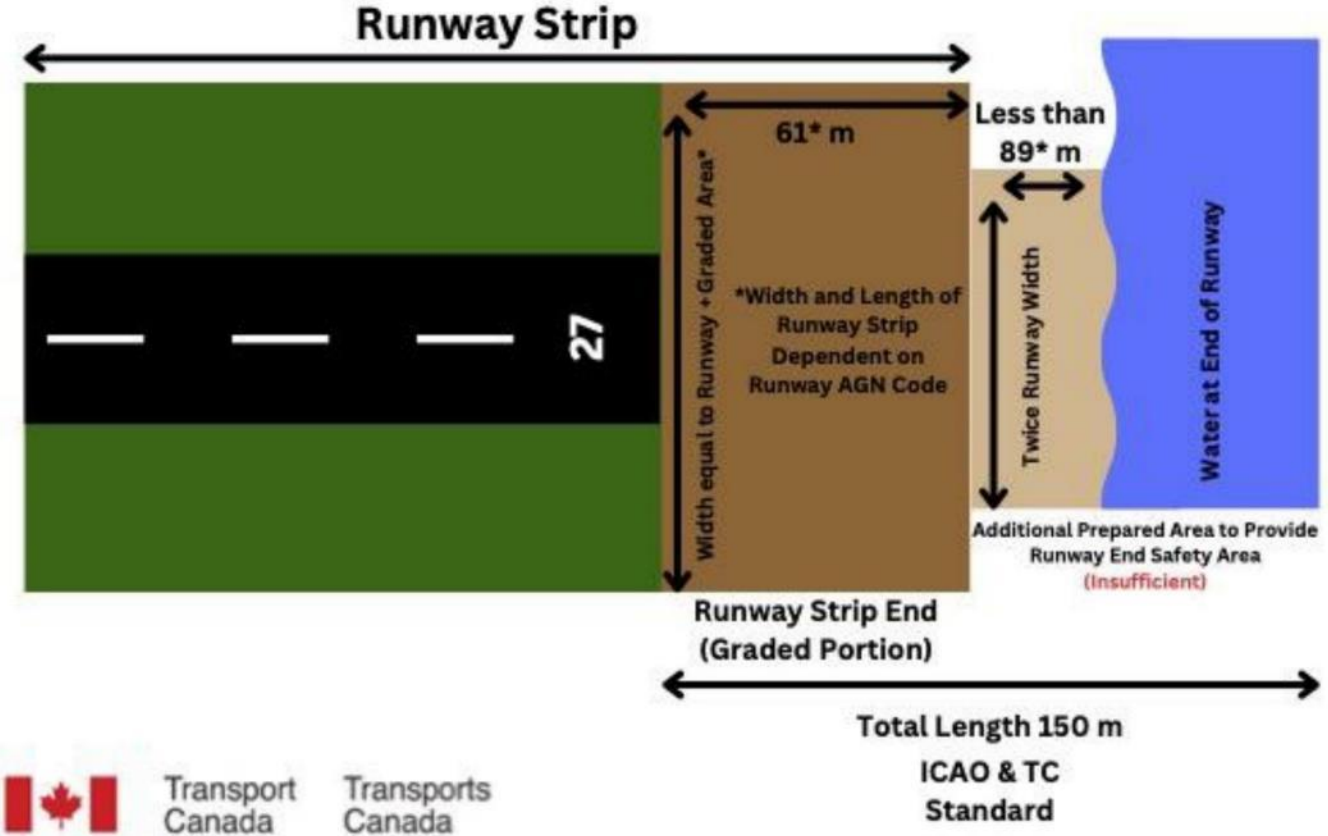



Adjusting the runway's declared distance

# RESA – What It Looks Like



# RESA - What It Looks Like at Billy Bishop




Transport Canada Transports Canada

# Implementing RESA at Billy Bishop Toronto City Airport

Warren Askew
Vice President, Airport
PortsToronto

# Context and options

Commissioned Avia NG to study how RESA could be implemented at Billy Bishop Airport

Avia NG assessed six initial options — three of which we believe are not well suited to our operational needs.

**The project is not intended to address runway extensions or have any effect on current runway operations, runway capacity, or aircraft types using the runway.**

**The Design Aircraft for this study is the Q400.**

We are focussed now on assessing three options: RESA 1, 2 and 3

# All new airfield elements to comply with latest Transport Canada Aerodrome Design Standards per TP312 5th edition including new RESAs and Taxiways

Existing facilities including Runway 08/26 subject to grandfathering provisions
AC 302-018-Grandfathering at Airports Pursuant to Canadian Aviation Regulation (CAR) 302.07

**Preserve Runway 08/26 utility and efficiency:**

- **NO** reduction in declared distances
- **NO** lengthening of the runway
- **NO** reduction in level of service
- **NO** impact on utility of poor weather instrument approaches
- **NO** runway closures for construction outside 11:00 pm - 6:45 am window

Options

A Reduction in useable runway length

B Reconfigured Thresholds/Pre-Threshold Area

C Engineered Materials Arresting System (EMAS)

D RESA 1: Minimum Landmass

E RESA 2: Taxiway Improvements

F RESA 3: Airside Roads, Sound Barrier + Underground Utility Corridor

Options

A Reduction in useable runway length

B Reconfigured Thresholds/Pre-Threshold Area

C Engineered Materials Arresting System (EMAS)

RESA 1: Minimum Landmass

RESA 2: Taxiway Improvements

RESA 3: Airside Roads, Sound Barrier + Underground Utility Corridor

## Option A: Reduction in useable runway length

This alternative does not meet the key guiding principle to **preserve Runway 08/26 utility and efficiency**.

Commercial air service would no longer be viable.

**This alternative was not considered a viable solution**

## Option B: Reconfigured Thresholds/ Pre-Threshold Area

This alternative does not meet the key guiding principle to **preserve Runway 08/26 utility and efficiency**.

Commercial air service would no longer be viable.

**This alternative was not considered a viable solution**

## Option C: EMAS

Marine environment impacts (west end) require breakwater construction

Special equipment required for snow and maintenance of EMAS

Additional ongoing airport operational costs for inspections, maintenance, and 20 year life expectancy

Would be the first and only EMAS installation in Canada; the only manufacturer based in USA

Damaged EMAS due to aircraft or equipment excursions will require repairs and notices published to aviation community. Risk of runway closure or major reduction in length if not repaired within 45 days.

# Overwater Decking Options

Pier and Deck Option was explored:

Significantly more expensive than rock fills

Would require closure of the only commercial runway for an extended period in order to construct

Specialized contractors (likely international)

East end (inner harbour) ice conditions makes this option not practical to maintain

West end high-water level and wave actions make this option not practical to maintain

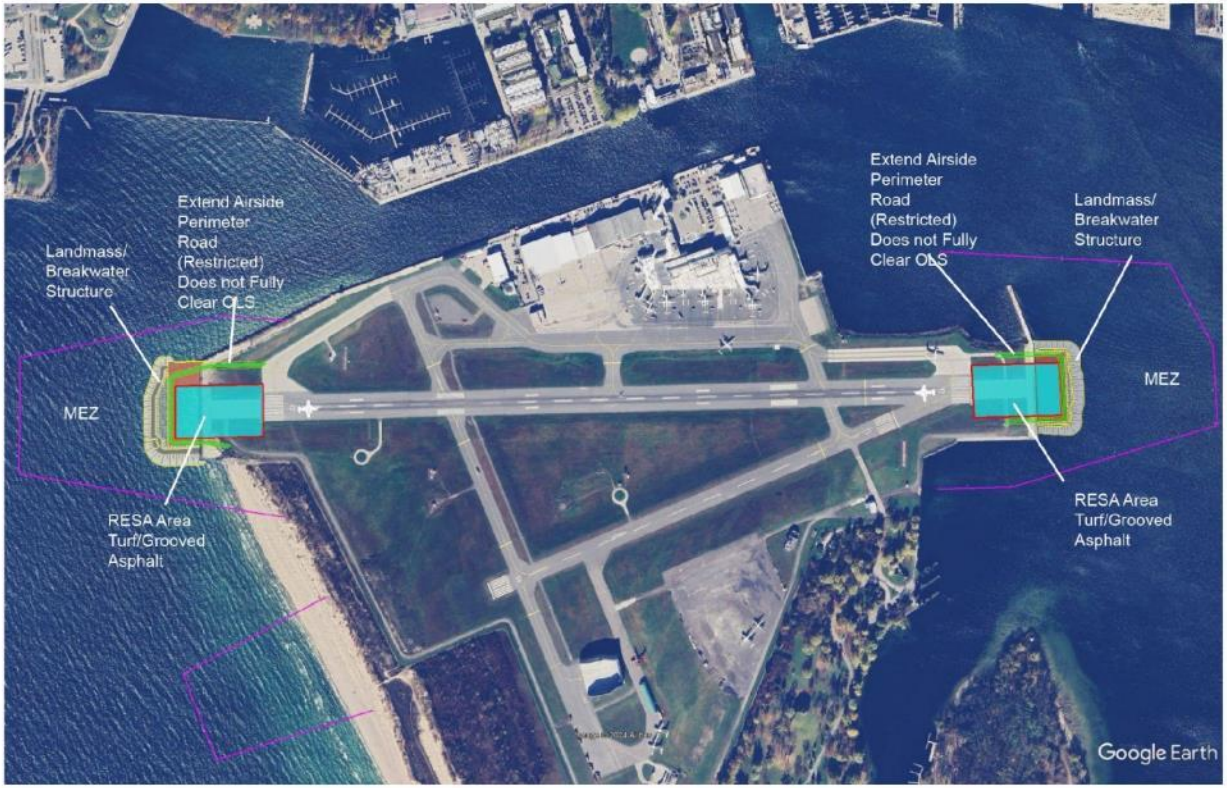
RESA 1:
Minimum
Landmass

RESA 2:
Taxiway
Improvements

RESA 3:
Airside Roads,
Sound Barrier +
Underground
Utility Corridor

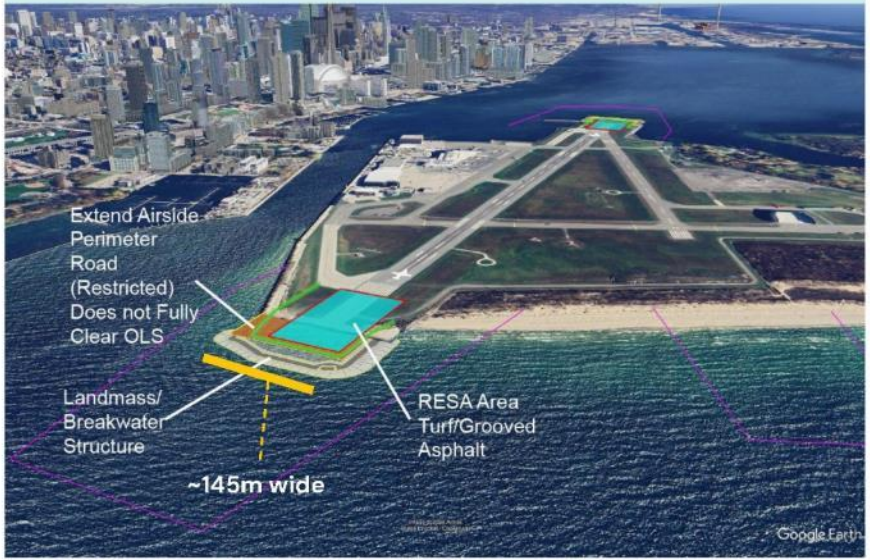
# RESA 1: Minimum Landmass

# RESA 1: Minimum Land Mass

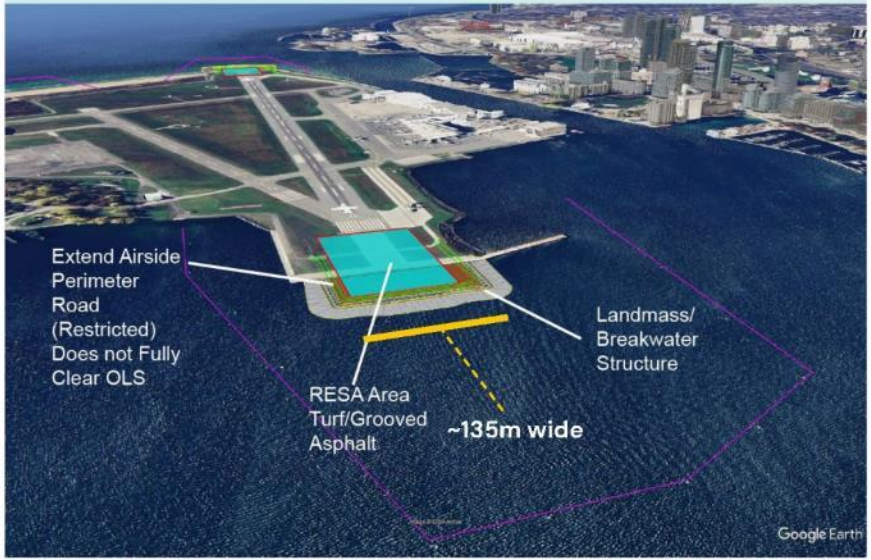


# RESA 1: Minimum Land Mass

## West End




## East End



# RESA 1: Minimum Land Mass

## West End Features

$7{,}850m^2$

Landmass extension (54m from seawall)

Breakwater to control water spray/waves and ice accretion on RESA

Airside road extension (restricted access only)

Requires control tower approval to cross runway approach

## East End Features

$6{,}100m^2$

Landmass extension (54m from seawall)

Breakwater to control water spray/waves and ice accretion on RESA

Airside road extension (restricted access only)

Requires control tower approval to cross runway approach

## Attributes

Compliant with TP312 5th edition

No impact on airfield efficiency and MEZ

Addresses ice accretion on west end

Anticipated implementation schedule similar to Option C (EMAS): 2 – 2.5 years

Similar level of maintenance to existing conditions off runway ends

## Constraints

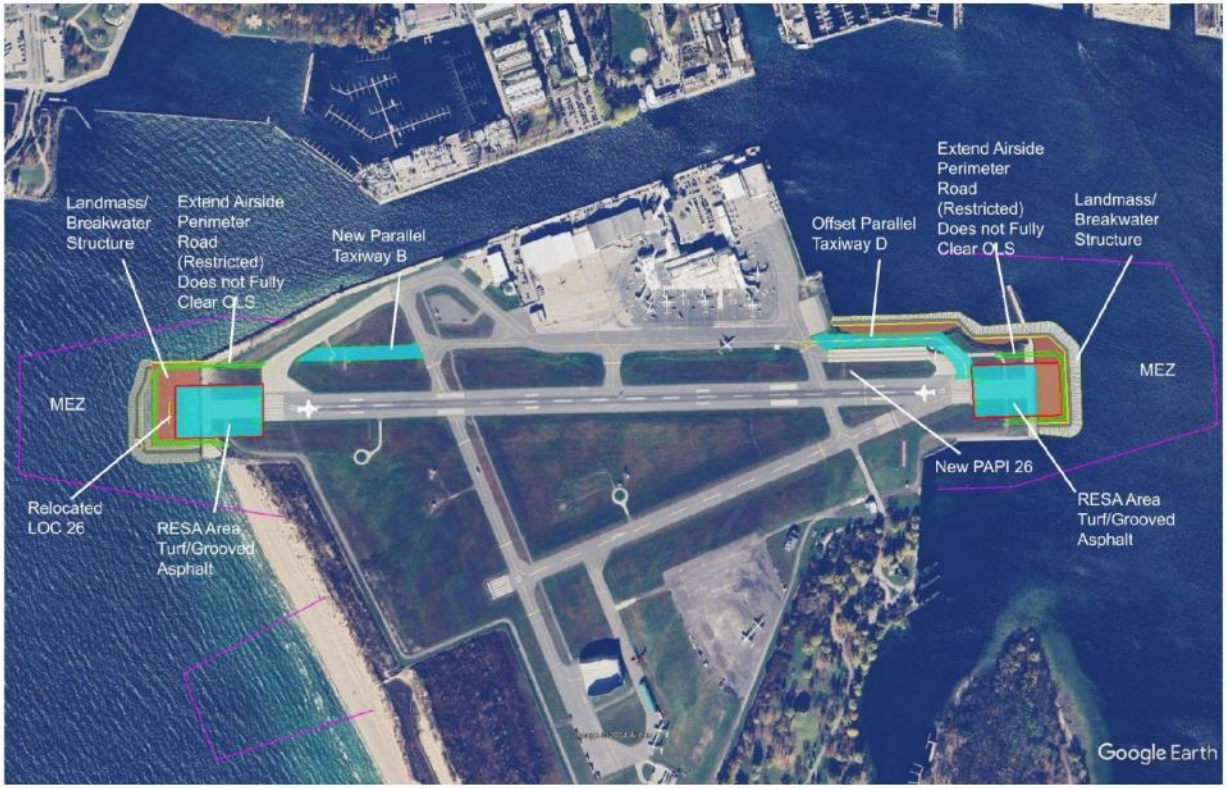
More significant marine environment impacts (west end and east end) than Option C (EMAS) due to landmass expansion

No ancillary airport operational safety and efficiency improvements enabled

No operational efficiency improvements

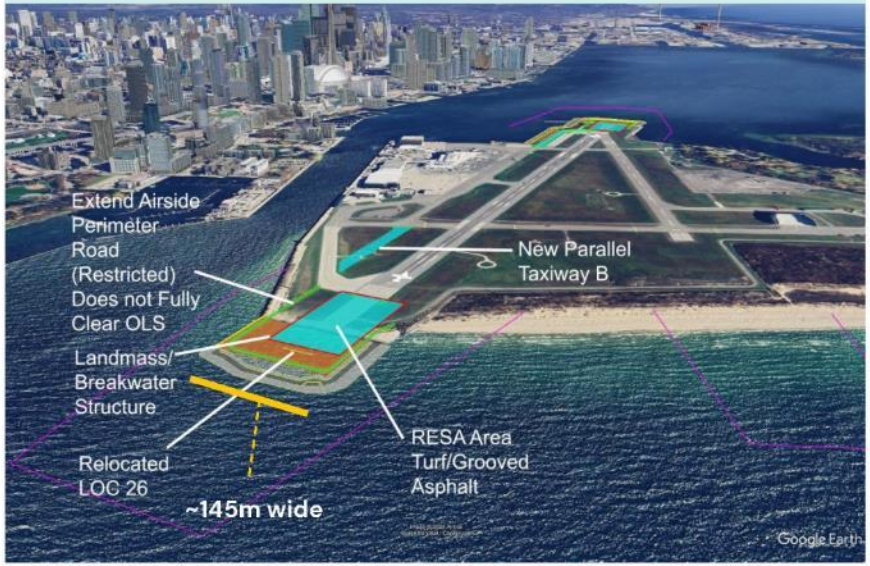
# RESA 2: Taxiway Improvements

# RESA 2: Taxiway Improvements



# RESA 2: Taxiway Improvements

## West End




## East End



# RESA 2: Taxiway Improvements

## West End Features

$11{,}800m^2$

Landmass extension (82m from seawall)

Breakwater to control water spray/waves and ice accretion on RESA

Airside road extension (restricted access only - requires control tower approval to cross runway approach)

Relocated LOC 26 (Navigational Aid) enables new parallel Taxiway B which shortens taxi distance

## East End Features

$11{,}300m^2$

Landmass extension (52m from seawall)

Breakwater to control water spray/waves and ice accretion on RESA

Airside road extension (restricted access only - requires control tower approval to cross runway approach)

Relocated Taxiway D enables new PAPI 26 (visual approach guidance system) and improves safety

# Attributes

Compliant with TP312 5th edition

No impact to MEZ

Improved airfield efficiency, safety and environmental protection: new Taxiway B alignment eliminates need for Taxiway A (eliminate turns); Taxiway D relocated to proper separation from Runway; both changes reduce taxi times and associated noise and emissions

Improves Runway 26 approach safety with new visual approach guidance system (PAPI)

Addresses ice accretion on west end

Similar level of maintenance to existing conditions off runway ends

Opportunities to repurpose land north of realigned Taxiway B (e.g. new ARFF/Maintenance building)

# Constraints

More significant marine environment impacts (west end and east end) than Option C (EMAS) and RESA 1

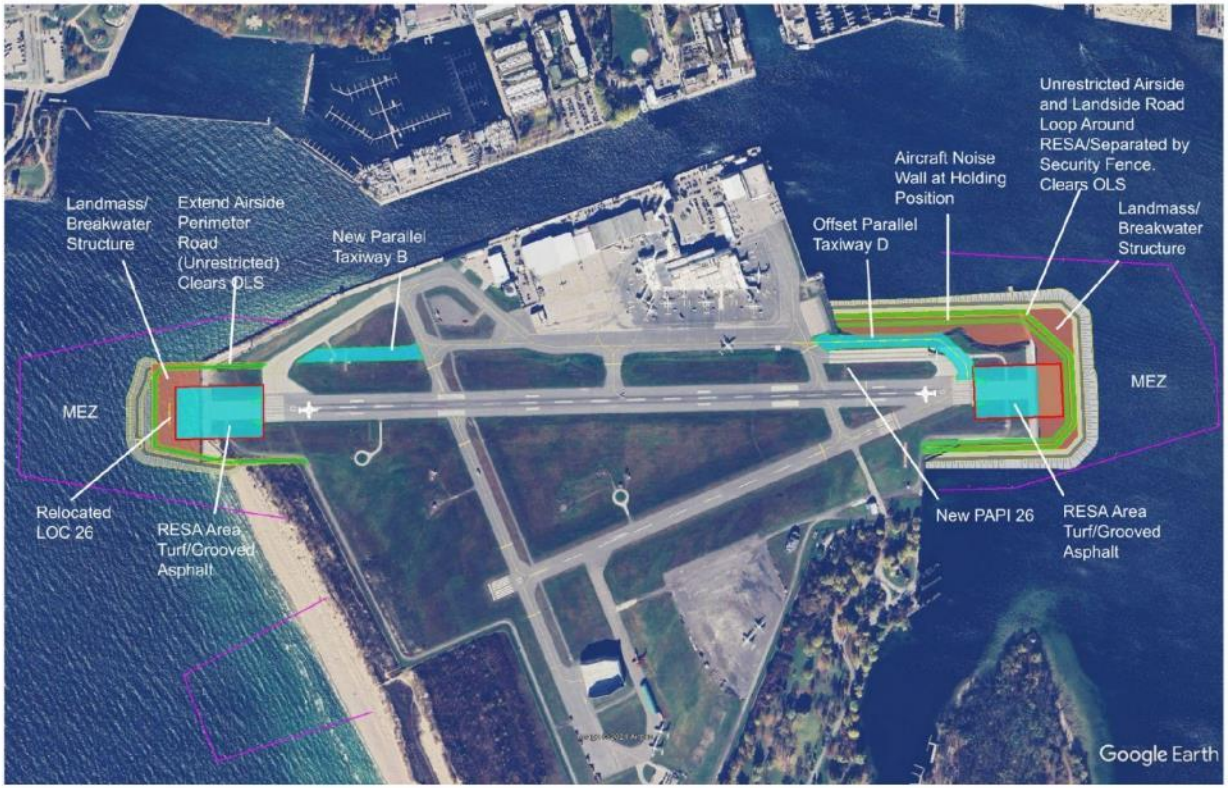
Not all ancillary airport operational safety and efficiency improvements enabled (e.g. no noise wall and no unrestricted airside roads access)

3 to 3.5 years implementation schedule

Development opportunities for south airfield still limited due to access road restrictions

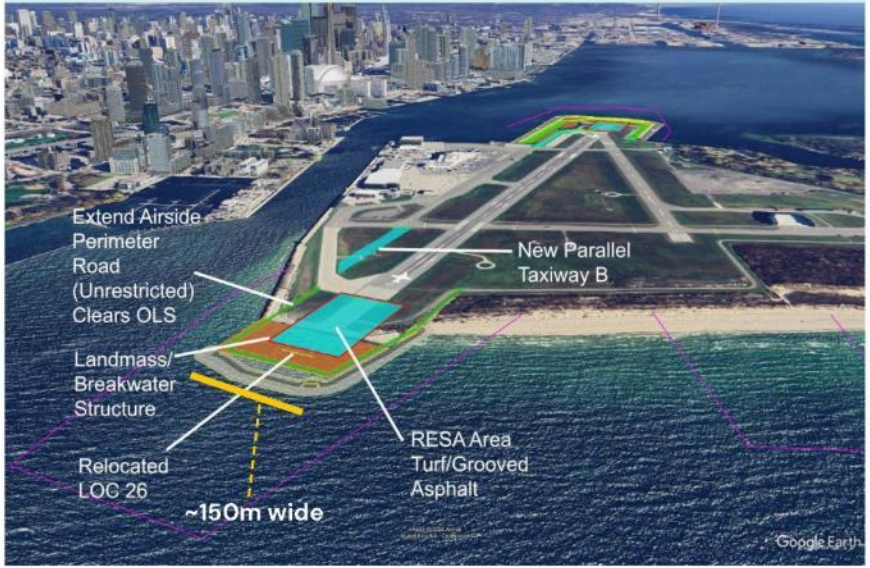
# RESA 3: Airside Roads, Sound Barrier + Underground Utility Corridor

# RESA 3: Airside Roads, Sound Barrier + Underground Utility Corridor



# RESA 3: Airside Roads, Sound Barrier + Underground Utility Corridor

## West End




## East End



# RESA 3: Airside Roads, Sound Barrier + Underground Utility Corridor

## West End Features

**12,800m²**

Landmass extension (82m from seawall)

Breakwater to control water spray/waves and ice accretion on RESA

Airside road extension clears OLS and does not require control tower approval to cross runway approach areas

Relocated LOC 26 (navigational aid) enables new parallel Taxiway B which shortens taxi distances

## East End Features

**32,700m²**

Landmass extension (66m from seawall)

Breakwater to control water spray/waves and ice accretion on RESA

Airside road extension clears OLS and does not require control tower approval to cross runway

Relocated Taxiway D enables new PAPI 26 (visual approach guidance system) and improved safety

Noise wall to mitigate aircraft ground idling noise propagation

Dedicated utility corridor around RESA for servicing Toronto Islands

Flood protection of low lying area of the airport

## RESA 3: Airside Roads, Sound Barrier + Underground Utility Corridor

# Attributes

Compliant with TP312 5th edition

No impact to Marine Exclusion Zone

Improved airfield efficiency, safety and environmental protection: new Taxiway B alignment eliminates need for Taxiway A (eliminate turns); Taxiway D relocated to proper separation from Runway; both changes reduce taxi times and associated noise and emissions

Improves Runway 26 approach safety with new PAPI

Addresses ice accretion on west end

All ancillary airport operational safety and efficiency and community improvements enabled e.g. noise wall, flood risks mitigation

Allows for a new dedicated utility corridor to improve utilities services to the Island

Creates modest development opportunities for south airfield

Possible space allocation for provision of landside perimeter pathway for public use (future consideration)

# Constraints

Most significant marine environment impacts (west end and east end) than all other options

Additional maintenance related to new airside and landside road system on east end

3 to 3.5 years implementation schedule

The highest implementation cost alternative

# Implications for the Tripartite Agreement

We are seeking an extension to the tripartite agreement that will allow PortsToronto to finance construction from the airport improvement fee.

The federal government continues to invest in the infrastructure at Billy Bishop beyond the life of the current agreement, and we continue to plan to maximize those investments past this term.

# Next steps

As studies will proceed, there will be opportunities for comment on the website: **safecleanquiet.ca**

A preliminary preferred option will be identified in the fall and shared at our second public meeting. A date for this meeting will be announced in August.

# Conducting the Environmental Assessment

Karl Grueneis
Senior Environmental Planner

AECOM

## Study Background

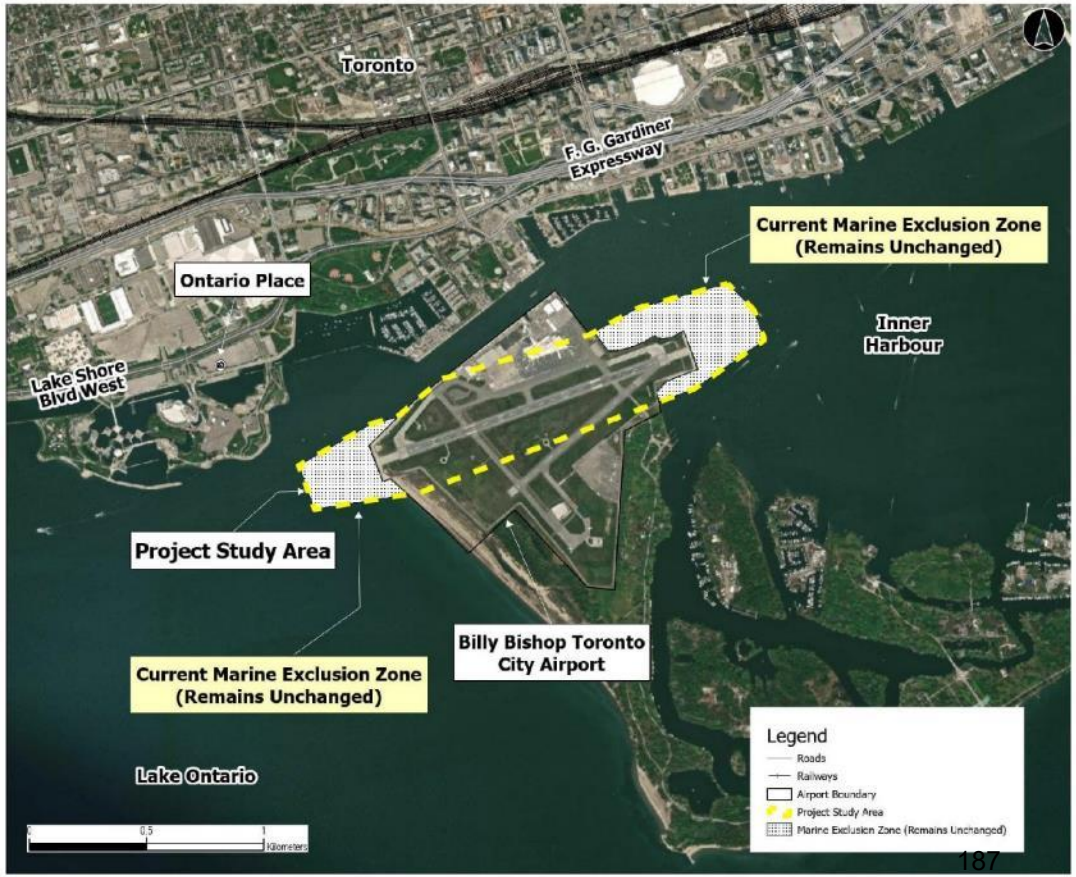
- PortsToronto has undertaken a number of environmental assessments (EAs) for various projects over the years at Billy Bishop Toronto City Airport.

## Current RESA Compliance Project

- Focuses on the RESA EA and Preliminary Design.
- Will comply with new Canadian Aviation requirements in response to safety recommendations identified by the Transportation Safety Board of Canada.
- Leverages information from prior studies.
- Will not consider runway extensions and not intended to have any effect on present runway operations, runway capacity, or aircraft type using the runway.

## RESA Project Study Area

- Encompasses Airport lands involved in the RESA project area, including the Marine Exclusion Zone (MEZ).
- The MEZ is a buoy-marked area of the lake where vessel entry is prohibited without PortsToronto's authorization.



# Environmental Assessment (EA) Process

- The EA will be carried out as a voluntary, **non-statutory process** established through consultation with federal, provincial and municipal agencies.

- Non-statutory means there are no federal, provincial, and municipal regulatory requirements to complete a mandated EA process.

- Recognizing the need to respect the environment and local community, this voluntary EA is being undertaken to evaluate RESA options in consultation with interested parties, Indigenous communities, and the public, to ensure proper decision-making.

The EA work plan is structured in **Two Phases:**

- **Phase 1 – Gap Analysis**: Determines what is needed relative to what we already know from previous studies. It will identify additional information required to establish environmental baseline conditions.

- **Phase 2 – RESA EA**: Includes a comprehensive evaluation of the RESA options considering the updated baseline and environmental components, followed by documentation of the EA process for public review.

**Technical Advisory Committee (TAC)**



- Comprised of representatives from:
  - Transport Canada.
  - City of Toronto.
  - Toronto and Region Conservation Authority.
  - PortsToronto.
  - RESA Consultants Team.
- Meet at key milestones during the RESA EA process.
- The TAC reviews and provides technical input into Phase 1 and 2 studies and deliverables.

# Gap Analysis and RESA EA Process

AECOM

**Phase 1: Gap Analysis** → **Phase 2 : RESA EA** → **Phase 3: Finalize EA Study Report and submit to Transport Canada and City of Toronto** → **Detail Design**

| June – July 2024 | July – December 2024 | December 2024 – January 2025 | |
|---|---|---|---|
| **KEY TASKS**<br>▪ Review background studies and identify gaps.<br>▪ Gap Analysis Memorandum.<br>▪ Public Meeting #1. | **KEY TASKS**<br>▪ Fill the gaps to establish baseline conditions.<br>▪ Evaluate RESA options.<br>▪ Confirm preferred RESA option and complete Effects Assessment.<br>▪ Public Meeting #2.<br>▪ Climate change assessment.<br>▪ Finalize EA Study Report. | **KEY TASKS**<br>▪ Publish the EA Study Report for public review.<br>▪ Address public comments.<br>▪ Final EA Study Report. | **Design-Build Contractor Selection / Mobilization: Mid-2025** |

**Consultation with interested parties, Indigenous communities, and the public, throughout the process.**

AECOM

# The EA will assess the effects to the following components:

- Natural Environment (Terrestrial and Aquatic Ecosystems including Species at Risk)
- Marine Physical Environment
- Water Quality
- Social Environment
- Marine Navigation
- Air Quality
- Noise
- Built Form and Land Use
- Transportation
- Archaeology and Cultural Heritage
- Climate Change Vulnerability



**Each environmental component will consider the appropriate geographic area to assess impacts.**

Investigation pertaining to the above will be undertaken to summarize existing conditions and to identify areas of environmental concerns.

This information will be used to develop evaluation criteria, evaluate the RESA options, assess potential impacts and develop mitigation measures.

## What is the Focus of Environmental Components*?



**Terrestrial and Aquatic Ecosystems including Species at Risk**

- Potential effects on natural ecosystems including terrestrial/aquatic species and habitats, and vegetation.



**Socio-Economic Environment**

- Potential effects on residents, neighbourhoods, businesses, community character, social cohesion, and community features including effects to property, emergency response, and traffic disruptions during construction.



**Air Quality and Noise**

- Potential effects on air quality and noise levels at noise sensitive land uses (e.g., residential).



**Marine Physical Environment and Water Quality**

- Potential effects to the physiography and geology of the shoreline, sediment, currents, wave and ice formations, and water levels as well as effects to harbour water quality.

*Note: These examples represent environmental components and apply to all identified components.

# Consultation

Consultation is a key component of the RESA EA process and will be ongoing throughout this study.

## Key Stakeholders for the Project include:

| | | | | |
|---|---|---|---|---|
| City of Toronto | Transport Canada | TRCA | Provincial and Federal Regulatory Agencies | Interested Parties, Indigenous Communities, and the Public |

Two Public Meetings: Next Public Meeting anticipated Fall 2024.

# What Happens Next?

- Your feedback will be gathered and considered following this meeting.
- We will complete environmental studies and evaluation of RESA options.
- We will post materials for comment on the ***safecleanquiet.ca*** website as they become available.
- At the next public meeting (Fall 2024), we will present findings of environmental studies and recommend the preliminary preferred RESA option.
- EA Study Report will document the planning and decision-making process, including consultation, and will be shared for public review in early winter 2024-2025.

# The role of the City of Toronto's Waterfront Secretariat

Bryan Bowen
Project Lead, Planning Division

Waterfront Secretariat

# Questions and Open House

Please feel free to visit a discussion station to share your perspective and our display boards where staff will be able to answer your questions.

# Next steps

As studies proceed, we will continue to post material to our website for comment.

Keep informed by following safecleanquiet.ca and join our updates list

# SAFE CLEAN QUIET



PORTS TORONTO

AÉROPORT DE TORONTO
BILLY BISHOP
TORONTO CITY AIRPORT

# O4.1.2 Summary Report (Prepared by MASS LBP)

# Summary Report
## RESA July 17 Public Consultation Meeting

**Contents**


Meeting Summary 1
- Presentation and Activity Breakdown 2
- Attendance 2

Feedback 3
- Consultation Meeting 3
- Lack of Transparency 3
- Environmental Concerns 3
- Safety 4
- Tripartite Agreement Extension 4
- The Airport's Future 5
- Cost and Funding 5
- Positive Feedback 5
- Conclusions 6
- For Next Time 6


## Meeting Summary

The public consultation meeting on the RESA (Runway End Safety Area) project took place at George Brown Waterfront Campus, located at 51 Dockside Drive. The event was held in two sessions, at 2 p.m. and 6 p.m., and was attended by members of the public alongside the project teams. Each session began with speaker presentations, where key figures provided insights into different aspects of the RESA implementation:

- The event was moderated by Peter MacLeod, Principal of MASS LBP;
- Warren Askew, President of Ports Toronto, discussed the implementation of RESA at Billy Bishop Toronto City Airport;
- Marcia E. George, Regional Director of Civil Aviation from Transport Canada, elaborated on Transport Canada's role; and
- Karl Grueneis, Senior Environmental Planner from AECOM, addressed the Environmental Assessment process.

Following the presentations, attendees had the opportunity to submit their feedback anonymously through comment cards and/or engage in discussions facilitated by Safe Clean Quiet project representatives, which the facilitation team documented. Large

information panels were displayed throughout the room, with subject experts available to answer questions and provide further information. Participants also provided detailed comments, questions, and suggestions through written letters sent directly to PortsToronto.

### Presentation and Activity Breakdown

Each session was scheduled to be two hours, and both ran around 25 minutes longer than proposed to give the public adequate time with the "open house" element, including time with subject experts and facilitated conversations.

| Presentation/Activity | Session 1 | Session 2 |
|---|---|---|
| Opening remarks & introduction | 15 minutes | 18 minutes |
| Transport Canada Presentation | 14 minutes | 11 minutes |
| PortsToronto Presentation | 31 minutes | 36 minutes |
| AECOM Presentation | 10 minutes | 13 minutes |
| Waterfront Secretariat Presentation | 6 minutes | 8 minutes |
| Q&A | 19 minutes | 15 minutes |
| Open House | ~45 minutes | ~45 minutes |

### Attendance

Both sessions included a number of attendees internal to the project.

Session 1:
Estimated in-person: 44.
Online: 7 - some people did not stay for the entire meeting.

Session 2:
Estimated in-person: 26.
Online: 5 - some people did not stay for the entire meeting.

Note: Some attendees came to both meetings and have been accounted for twice.

## Feedback

52 comments were generated through conversations with the facilitators, or given to them to record verbatim. 33 comment cards were submitted with questions or feedback. Each

session's question and answer period also yielded some feedback about the consultation process.

The overall tone of the feedback was mixed, with a significant portion of residents expressing concerns about transparency, funding sources, and potential environmental and community impacts.

## Consultation Meeting

Many participants expressed concern that the July 17 meetings felt more like a "sales pitch" than a more meaningful opportunity to ask questions or share feedback. Some participants were frustrated at the duration of the presentations compared to the time to ask questions. Others indicated their belief that none of their comments, objections or suggestions would be taken into serious consideration or make a difference to the RESA planning and decision-making processes.

## Lack of Transparency

*"Need to start at the beginning; there is a lack of meaningful communication." - Anonymous comment card*

A lack of transparency was a central theme in the feedback received from the consultation, with numerous participants expressing dissatisfaction with the level of openness and clarity provided regarding environmental concerns, safety, funding, the Tripartite Agreement lease extension, and more. In general, some were surprised at how late in the project process this consultation meeting was held, citing that many community-affecting decisions were already made.

Attendees requested that more information be publicly available, including more comprehensive, detailed illustrations or 3D schema of the three RESA options, for people to more readily assess these options and their impacts.

## Environmental Concerns

*"Short-haul flights are the most polluting." - Anonymous comment card.*

Common feedback from the consultation focused on concerns about the **environmental impact** of the proposed RESA options. Many participants expressed apprehension about the extent of lake-filling involved, particularly with RESA 3, and questioned whether the proposed benefits of each RESA option justified the environmental costs. Some participants felt that the issue of the environmental impact on the marine environment in the Marine Exclusion Zone was inadequately explored and illustrated.

Residents sought more detailed data and projections on how the RESA projects would affect the lake, shoreline, and local communities. Specific concerns included the lack of clear information on the extent of lake filling.

### Safety

Some residents emphasized their belief that Billy Bishop Airport is an inherently unsafe airport that should not be operating at all. Two separate comments highlighted in particular the potential for widespread disaster if an accident were to occur that interacted with the aboveground aircraft fuel storage.

Concerns were also raised about tall waves caused by water breaking on the island, and the resulting potential for dangerous ice accumulation.

### Tripartite Agreement Extension

*"The Tripartite Agreement is business-focused, rather than resident-focused." - Anonymous comment card*

Frustration arose over the transparency of the consultation process, especially regarding the potential renewal of the **Tripartite Agreement**. Many attendees felt that the discussions failed to adequately address the long-term implications of extending the airport's lease. Concerns were raised that the RESA project implies the lease extension is a foregone conclusion, disregarding public input.

Those opposed to the extension proposed several alternatives for the airport's land. Suggestions included transforming the space into parkland for public use or limiting the airport's operations to emergency services only. They emphasized that continuing the Tripartite Agreement would perpetuate noise, pollution, and underutilization of the valuable waterfront property.

### The Airport's Future

Some residents suggested that RESA is a pretense for extending the agreement and could lead to a broader expansion of the airport, including the possibility of accommodating larger aircraft (jets) or increasing flight frequencies, and consequently more significant amounts of noise and pollution.

In general, there were calls for clearer explanations of the environmental, financial, and operational impacts of each option.

Some expressed concern that the RESA deadline not being met would result in the suspension or closure of Billy Bishop Airport, and skepticism that the 2027 RESA deadline could be met.

### Cost and Funding

*"The city doesn't have the funds for a RESA addition and neither does PortsToronto. Assuming we have to go to the private sector for funds, what is the incentive for funder institutions? This opens up the already opaque future of the airport to other undesirable variables." - Comment from a facilitated conversation*

*"I do not believe that RESA will not cost the City of Toronto anything." - Anonymous comment card*

Residents expressed concerns about the **cost and funding** of RESA, and questioned who would bear the costs of the proposed changes. This included skepticism about whether the funds would come from private sources, airport improvement fees, or indirectly from taxpayers. They wanted clearer information on the financial implications and funding sources for each RESA option, including the potential role of Air Canada and Porter as financial partners.

### Positive Feedback

While most feedback raised concerns and skepticism, some comments were notably positive. A few participants expressed strong support for Billy Bishop Airport and valued its continued operation, highlighting an "education gap" about its significance to Toronto. One respondent appreciated that the safety benefits of the project were being discussed and suggested that this focus could be even more emphasized. Additionally, several attendees praised the consultation process itself, with one anonymous comment card stating, "Best consultation PortsToronto has run by a country mile!"

### Conclusions

The July 17 RESA public consultation meetings generally elicited displeased reactions from those who chose to share their comments. The most prominent concerns were about environmental impacts, the long-term future of the airport, and particularly the Tripartite Agreement, as well as a general lack of transparency around this project.

There was a strong preference among attendees for minimal disruption to the local area. Emphasis was placed on enhancing safety and reducing noise, reflecting a desire for a more thoughtful and inclusive approach to the airport's future.

## For Next Time

These reactions highlight the critical importance of continued dialogue with community members. The density of information may have added to some attendees' frustration, so consider shorter, more digestible presentations with more opportunities for residents to seek clarification.

The roving subject experts and informative poster boards were well received. The next public consultation meeting would benefit from more time for residents to interact with them. Additionally, designing the next consultation to include more opportunities for feedback will help lessen some of these negative reactions.

While a reasonable number of comments were captured through direct conversation and submitted letters and comment cards, the open table facilitation did not receive significant uptake. Adding more time in the program for this option, as well as diversifying the modes of capturing people's responses – for example, with audio recordings – might encourage a greater volume of candid responses.

Tracking attendee data more rigorously could be beneficial, particularly if they represent local residents or business associations, live on the waterfront, or are on flight paths.

Finally, ensuring that information is transparently shared through clear design, language, and broad dissemination on the SafeCleanQuiet website and beyond will be pivotal in building trust with some opponents to this project.

# O4.2 Public Meeting and Open House No. 2, October 2024

O4.2.1 Presentation Materials
O4.2.2 Summary Report

# O4.2.1 Presentation Materials

SAFE CLEAN QUIET

Runway End Safety Area 2027

# Welcome to our second public meeting about RESA compliance at Billy Bishop Toronto City Airport

We will begin at 2pm and 6pm

PORTS TORONTO

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

# Peter MacLeod, Host and moderator

Principal, MASS LBP

We are located on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples. PortsToronto also recognizes that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

Our Program for Today

1. Welcome
2. Implementing RESA at Billy Bishop Toronto City Airport
3. Findings from the environmental assessment
4. PortsToronto RESA strategy
5. Next steps

Open House and Questions

*Please feel free to visit a discussion station to share your perspective and visit our display boards where staff will be able to answer your questions*

# Implementing RESA at Billy Bishop Toronto City Airport

Warren Askew
Vice President, Airport
PortsToronto

# About PortsToronto

PortsToronto is a financially self-sufficient government business enterprise which operates in accordance with the Canada Marine Act and is accountable to the Federal government through Transport Canada. It is guided by a Board of Directors with representation from all three levels of government.

PortsToronto is responsible for overseeing the operations and development of several key assets, including:

- Billy Bishop Toronto City Airport
- The Port of Toronto and associated marine terminals, which handle bulk cargo such as sugar and salt, as well as a Cruise Ship Terminal for passenger cruise ships.
- Outer Harbour Marina, one of Canada's largest freshwater marinas.

# About Billy Bishop Toronto City Airport

Billy Bishop Airport is Canada's ninth-busiest airport, welcoming 2.8 million business and leisure travellers in 2019. The airport is also Canada's fifth-busiest airport with passenger service to the United States. Offering service to more than 20 cities in Canada and the U.S., with connection opportunities to more than 100 international destinations via our airlines' networks, Billy Bishop Airport is an important international gateway and a key driver of Toronto's economy.

Billy Bishop Toronto City Airport also serves as a base for ORNGE air ambulance services, two fixed base operators, and is home to a personal/general aviation community that includes approximately 50 private planes and one flight school.

# What is RESA?

According to Transport Canada, Runway End Safety Areas (RESA) are compact, level and obstacle-free areas located beyond each end of a runway

- RESAs act as an extension to the already regulated runway safety area
- RESA is intended to reduce the severity of damage to an aircraft during a runway excursion
- As a comparison, runway safety areas and RESA are to aircraft what airbags are to cars
- RESA is recognized globally as an effective mitigation measure for runway excursions

# There are three options to meet RESA requirements:

1. Prepare natural compacted open areas (i.e., soil or grass)
2. Installation of an arresting system designed to decelerate an aircraft (i.e., Engineering Material Arresting System (EMAS))
3. Adjusting the runway's declared distance (shortening the runway distance)

# How PortsToronto approached this challenge

Ports Toronto commissioned Avia NG to assess six options.

**The project is not intended to address runway extensions or have any effect on current runway operations, runway capacity, or aircraft types using the runway.**

**The design aircraft for this study is the Q400.**

AVIA NG was directed to preserve Runway 08/26 utility and efficiency:

- **NO** reduction in declared distances
- **NO** lengthening of the runway
- **NO** reduction in level of service
- **NO** impact on utility of poor weather instrument approaches
- **NO** runway closures for construction outside 11:00 pm - 6:45 am window

A Reduction in useable runway length

B Reconfigured Thresholds/Pre-Threshold Area

C Engineered Materials Arresting System (EMAS)

D RESA 1: Minimum Landmass

E RESA 2: Taxiway Improvements

F RESA 3: Noise wall + East Utility Conduit

Options

A Reduction in useable runway length

B Reconfigured Thresholds/Pre-Threshold Area

C Engineered Materials Arresting System (EMAS)

D RESA 1: Minimum Landmass

E RESA 2: Taxiway Improvements

F RESA 3: Noise wall + East Utility Conduit

RESA 1:
Minimum
Landmass

RESA 2:
Taxiway
Improvements

RESA 3:
Noise wall + East
Utility Conduit

# Preliminary findings from the Environmental Assessment

Marc Rose
AECOM

# Study Background

PortsToronto has undertaken a number of environmental assessments (EAs) for various projects over the years at Billy Bishop Toronto City Airport.

## Current RESA Compliance Project

- Focuses on the RESA EA and preliminary design.
- Will comply with new Canadian Aviation Regulation (CAR) requirements in response to safety recommendations identified by the Transportation Safety Board (TSB) of Canada.
- Leverages information from prior studies.
- Will not consider runway extensions and not intended to have any effect on present runway operations, runway capacity, or aircraft type using the runway.

# RESA Project Study Area

Encompasses airport lands involved in the RESA project area, including the Marine Exclusion Zone (MEZ).

The MEZ is a buoy-marked area of the lake where vessel entry is prohibited without PortsToronto's authorization.



# Overview of Evaluation of Alternatives Process

## Step 1

Review the long-list of RESA alternatives identified as part of a detailed RESA Alternatives Study, and identify any other alternatives, or variations of alternatives, that should be considered.

## Step 2

Screen long-list alternatives against key technical considerations to identify technically viable and feasible short-list alternatives that could be carried through a more detailed and rigorous evaluation.

- ✔ Following feedback from PIC #1, additional technical feasibility assessments confirmed that EMAS is a high risk option with costly operation and maintenance demands, making it technically infeasible. The new RESA configuration with a west-end access road was also reviewed and identified technically non-viable. RESA 3 was further refined to reduce the landmass footprint.

## Step 3

The following short-list of RESA alternatives were evaluated against a list of relevant criteria that included environmental, technical and engineering, climate change, and cost and constructability considerations:

- ✔ RESA 1: Minimum Landmass
- ✔ RESA 2: Taxiway Improvements
- ✔ Refined RESA 3: Noise Wall and East Utility Corridor

## Step 4

The alternative that has the optimum balance of impacts and that meets the study objectives is recommended as the Preliminary Preferred Alternative.

# RESA 1 Minimum Landmass

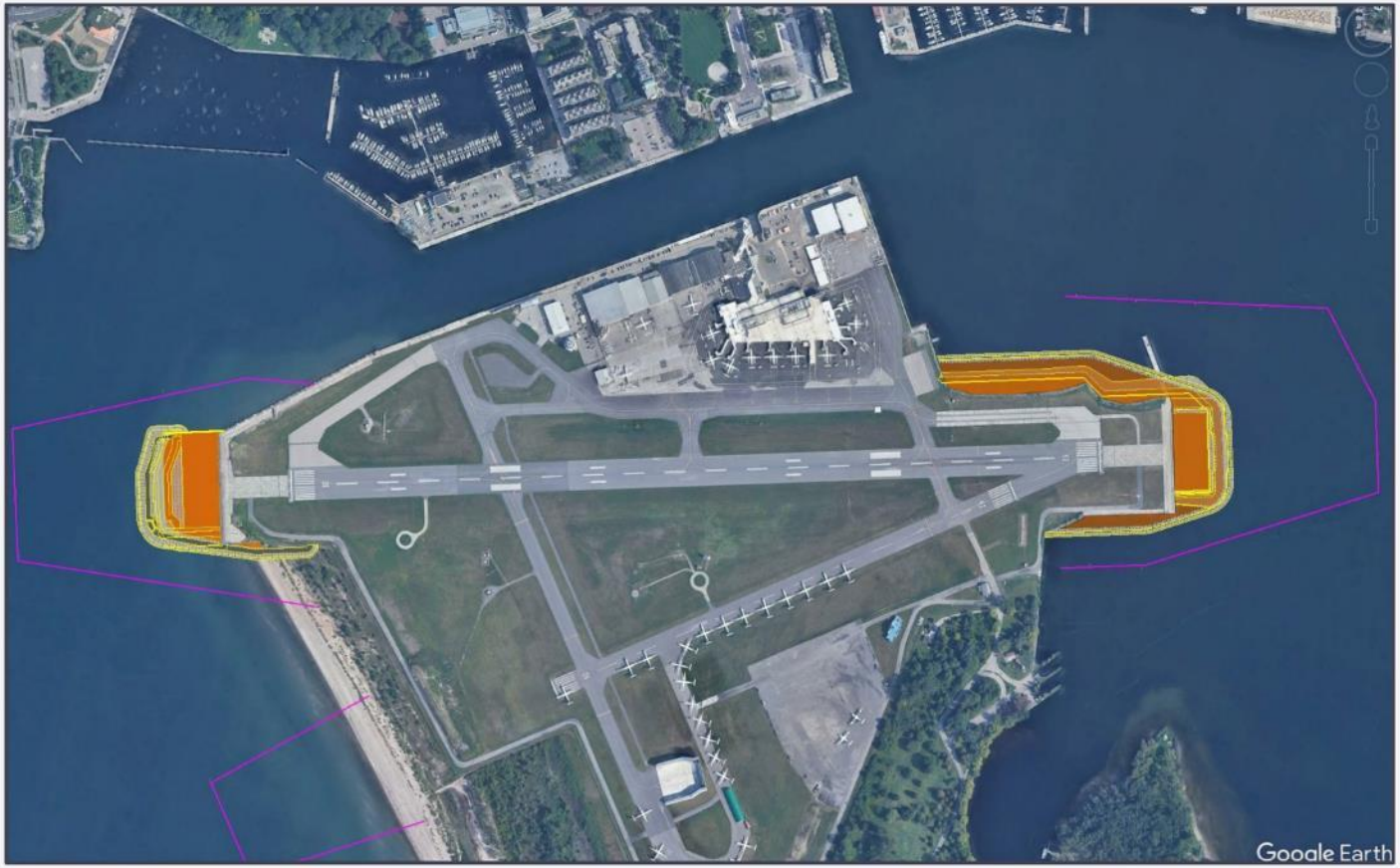


# RESA 1 + RESA 2 Landmass



# RESA 1 + RESA 2 + RESA 3 Landmass

AECOM



# RESA 1 Minimum Landmass



# RESA 1


RESA 1 - MINIMUM LAND MASS
Airport Viewed Towards the South


RESA 1 - MINIMUM LAND MASS


RESA 1 - MINIMUM LAND MASS

# RESA 1 + RESA 2 Landmass



# RESA 2

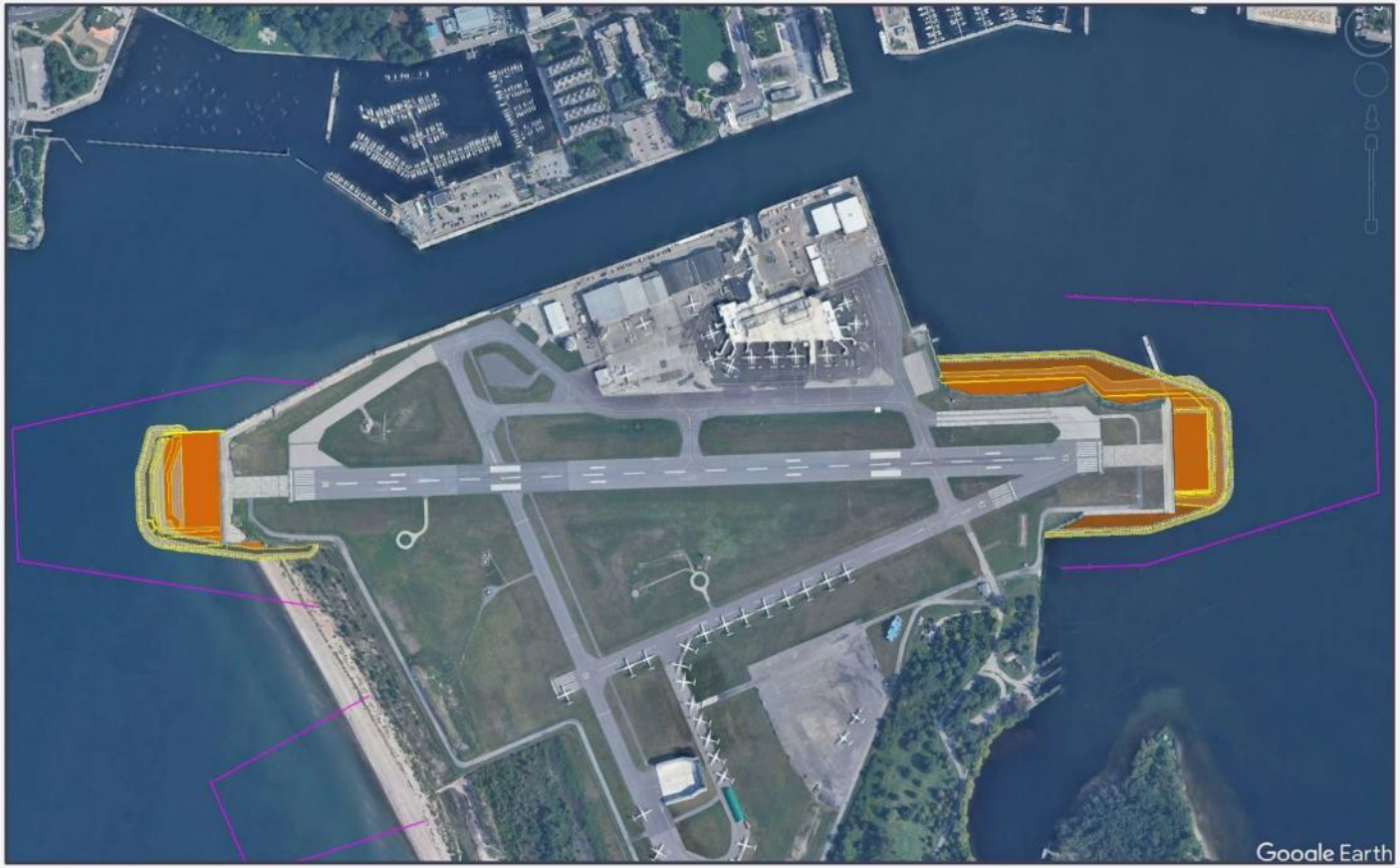

RESA 2 - TAXIWAY IMPROVEMENTS
Airport Viewed Towards the South


RESA 2 - TAXIWAY IMPROVEMENTS


RESA 2 - TAXIWAY IMPROVEMENTS

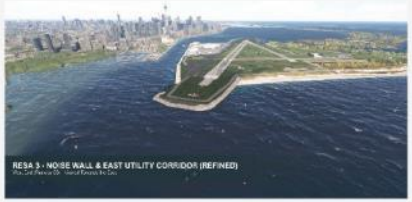
# RESA 1 + RESA 2 + RESA 3 Landmass

AECOM



# RESA 3 (Refined)






# Summary of Environmental Assessment findings

AECOM

## TECHNICAL AND ENGINEERING

| | BENEFITS | DRAWBACKS |
|---|---|---|
| RESA 1 | Offers no additional technical benefits. | ▪ No additional operational or safety improvements.<br>▪ Does not support utility access benefits. |
| RESA 2 | ▪ Improves the operational efficiency of taxiways.<br>▪ Improves aviation safety by offering more accurate landing guidance system for Runway 26. | Does not support utility access benefits. |
| RESA 3 | ▪ Improves the operational efficiency of taxiways.<br>▪ Improves aviation safety by offering more accurate landing guidance system for Runway 26.<br>▪ An unrestricted airside road, separate from runway, enhances airport's operating efficiency and safety.<br>  ▪ In 2023, City of Toronto service vehicles crossed the main runway to access the Toronto Islands in excess of 3,000 times.<br>▪ Improves utility access via a dedicated utility corridor, facilitating future utility upgrades for the greater Island community. | No notable drawbacks. |

# Summary of Environmental Assessment findings

AECOM

## COST AND CONSTRUCTABILITY

| | BENEFITS | DRAWBACKS |
|---|---|---|
| RESA 1 | ▪ Lowest construction complexity compared to RESA 2 and 3.<br>▪ Low operation and maintenance costs. | No notable drawbacks. |
| RESA 2 | Moderate in operation and maintenance costs, and lower complexity in implementation compared to RESA 3. | No notable drawbacks. |
| RESA 3 | No notable benefits. | ▪ Highest construction complexity.<br>▪ Increased operational and maintenance costs. |

# NATURAL ENVIRONMENT

AECOM

| | BENEFITS | DRAWBACKS |
|---|---|---|
| **RESA 1** | ▪ Least impact to vegetation and wildlife habitat:<br>Total area impacted: Approximately 680 m2.<br>▪ The west end landmass redirects sand towards Hanlan's Point Beach which will help to sustain the beach.<br>▪ Less impact to candidate Areas of Natural and Scientific Interest compared to RESA 3:<br>Total area impacted: Approximately 115 m2.<br>▪ Least impact to fish habitats compared to RESA 1 and 2:<br>East end in-water footprint: Approximately 15, 225 m2.<br>West end in-water footprint: Approximately 20,770 m2. | Does not address flood vulnerability of Taxiway Delta. |
| **RESA 2** | ▪ Less impact to Areas of Natural and Scientific Interest compared to RESA 3:<br>Total area impacted: Approximately 115 m2.<br>▪ The west end landmass redirects sand towards Hanlan's Point Beach which will help to sustain the beach.<br>▪ Reduces flood risk due to combined protection from the east breakwater structure, increased landmass buffer between the taxiway and the water, and elevated realigned Taxiway Delta. | ▪ Second largest impact to vegetation and wildlife habitat:<br>Total area impacted: Approximately 3,040 m2.<br>▪ Second largest impact to fish habitats :<br>East end in-water footprint: Approximately 31,860 m2.<br>West end in-water footprint: Approximately 26,990 m2. |
| **RESA 3** | ▪ The west end landmass redirects sand towards Hanlan's Point Beach which will help to sustain the beach.<br>▪ Reduces flood risk due to combined protection from the east breakwater structure, increased landmass buffer between the taxiway and the water, and elevated realigned Taxiway Delta. | ▪ Largest impact to vegetation and wildlife habitat:<br>Total area impacted: Approximately 4,480 m2.<br>▪ Higher impact to Areas of Natural and Scientific Interest compared to RESA 1 and RESA 2:<br>Total area impacted: Approximately 2,285 m2.<br>▪ Largest impact to fish habitats:<br>East end in-water footprint: Approximately 57,870 m2.<br>West end in-water footprint: Approximately 30,380 m2. |

AECOM

| | BENEFITS | DRAWBACKS |
|---|---|---|
| RESA 1 | ▪ Least nuisance effects and disruptions from construction due to its shorter duration (estimated 18 months).<br>▪ Least impact to the public's enjoyment of the harbour and waterfront as a result of the infill on both west and east ends. | No additional community benefits in noise and air emissions reductions. |
| RESA 2 | ▪ Reduces noise levels from taxiways operations up to 3 decibels at some receptors.<br>▪ Reduces air emissions from shorter taxi time.<br>▪ Aligns with Airport Master Plan key priorities related to operational efficiency and environmentally sustainable operations. | ▪ Nuisance effects and disruptions from second longest construction duration (estimated 21 months).<br>▪ Second largest impact to the public's enjoyment of the harbour and waterfront as a result of the infill on both west and east ends. |
| RESA 3 | ▪ Reduces noise levels from taxiways operations due to noise wall up to 9 decibels at some receptors.<br>▪ Reduces air emissions from shorter taxi time and reduced idling due to unrestricted airside road (Over 3000 City vehicles cross the runway per year).<br>▪ Aligns with Airport Master Plan key priorities particularly in terms of operational efficiency, environmentally sustainable operations, infrastructure improvement and community benefits. | ▪ Largest impact to the public's enjoyment of the harbour and waterfront as a result of the infill on both west and east ends.<br>▪ Nuisance effects and disruptions from longest construction duration (estimated 24 months). |

# Summary of Environmental Assessment findings

AECOM

## CLIMATE CHANGE

| | BENEFITS | DRAWBACKS |
|---|---|---|
| RESA 1 | Breakwater structures enhance airport's adaptability to future climate conditions. | ▪ Offers no reductions to greenhouse gas emissions<br>▪ No alternative access in an emergency. |
| RESA 2 | ▪ Breakwater structures enhance airport's adaptability to future climate conditions.<br>▪ Reduces greenhouse gas emissions due to shorter taxi time. | No alternative access in an emergency. |
| RESA 3 | ▪ Breakwater structures enhance airport's adaptability to future climate conditions.<br>▪ Reduces greenhouse gas emissions due to shorter taxi time and reduced idling due to the unrestricted road (over 3000 City vehicles cross the runway per year).<br>▪ Unrestricted airside road would provide alternative access to and from the islands in an emergency.<br>▪ East utility conduit would increase resilience of electrical and water supplies. | No notable drawbacks. |

# Overall Summary

AECOM

| | Benefits | Drawbacks |
|---|---|---|
| **RESA 1 : Minimum Landmass** | • Least nuisance effects and disruptions from construction due to its shorter duration (estimated 18 months).<br>• Least impact on terrestrial and aquatic ecosystems.<br>• Least impact to the public's enjoyment of the harbour and waterfront as a result of the infill on both west and east ends.<br>• Supports renourishment of Hanlan's Point Beach.<br>• Lowest construction complexity compared to RESA 2 and 3.<br>• Lower operation and maintenance costs. | • Falls short on technical and engineering capabilities, including additional aeronautical safety measures.<br>• Does not support utility access benefits.<br>• Does not address flood vulnerability of Taxiway Delta.<br>• No additional community benefits in noise and air emissions reductions.<br>• No reductions to greenhouse gas emissions.<br>• No alternative access in an emergency. |
| **RESA 2 : Taxiway Improvements** | • Enhances Airport's operational efficiency and aviation safety.<br>• Reduces flood risks.<br>• Reduces noise levels from taxiways operations up to 3 decibels at some receptors.<br>• Reduces air emissions from shorter taxi time.<br>• Supports renourishment of Hanlan's Point Beach.<br>• Reduces greenhouse gas emissions due to shorter taxi time.<br>• Aligns with Airport Master Plan key priorities related to operational efficiency and environmentally sustainable operations. | • Does not support utility access benefits.<br>• Second largest impact on terrestrial and aquatic ecosystems.<br>• Second largest impact to the public's enjoyment of the harbour and waterfront as a result of the infill on both west and east ends.<br>• Nuisance effects from second longest construction duration (estimated 21 months).<br>• No alternative access in an emergency. |
| **Refined RESA 3: Noise Wall and East Utility Corridor** | • Enhances Airport's operational efficiency and aviation safety.<br>• Enhances aircraft and vehicular safety (unrestricted airside road for over 3000 City's vehicles per year).<br>• Improves utility access (allows for future servicing upgrades).<br>• Additional reductions in air emissions due to shorter taxi time and less idling<br>• Reductions in noise levels from taxiways operations due to noise wall up to 9 decibels at some receptors.<br>• Reduces flood risks.<br>• Supports renourishment of Hanlan's Point Beach.<br>• Additional reduction in greenhouse gas emissions.<br>• Provides an alternative access during emergency.<br>• Aligns with Airport Master Plan key priorities in terms of operational efficiency, environmentally sustainable operations, infrastructure improvement and community benefits. | • Largest impact on terrestrial and aquatic ecosystems.<br>• Largest impact to the public's enjoyment of the harbour and waterfront as a result of the infill on both west and east ends.<br>• Nuisance effects and disruptions from longest construction duration (estimated 24 months).<br>• Highest construction complexity.<br>• Increased operational and maintenance costs. |

# Findings

Overall, RESA 3's numerous advantages across multiple evaluation categories and factors make it the preferred choice for complying with Transport Canada safety regulations, advancing the airport's objectives, and providing benefits to the community during operations.

# Environmental Assessment Next Steps

Following this public meeting we will:

- ✔ Respond to comments received (comment period ends October 29, 2024).
  - The comments we receive today and throughout this period will be included in the EA Study Report.
- ✔ Finalize the effects assessment of the recommended plan.
- ✔ Identify future permits/approvals to be obtained for detailed design and construction delivery.
- ✔ Prepare the EA Study Report for the public comment period (anticipated December 2024).

The following information will be available on the Project Website for this PIC:

- PDF (downloadable) copy of the Public Meeting #2 presentation.
- Answers to Frequently Asked Questions.
- Comment form.

Please provide any comments by

**October 29, 2024**

# Our approach to RESA Compliance

Warren Askew
Vice President, Airport
PortsToronto

# PortsToronto is mandated by its federal and municipal partners to run an airport on Toronto Island.

We plan for the long term and work to ensure that the airport is commercially viable and operating efficiently and safely.

We have always viewed RESA compliance as an opportunity to make a series of important improvements that will improve safety, increase efficiency and reduce our environmental and community impact.

# Why did we seek a long amortization period to finance RESA?

**$130m+** Anticipated PortsToronto infrastructure investments 2025-2035

These investments include:

- Multi-kilometre dockwall repairs and replacements
- New Combined Services Building for the Airport
- Dry dock work for the ferries
- Pavement rehabilitation
- Ship Channel Bridge rehab
- Natural habitat creation at Tommy Thompson Park

Our job now is to confirm the intentions of our municipal and federal partners in order to develop the final design and plan to implement RESA.

# RESA Next steps

- Complete EA process by January
- Work with our municipal and federal partners to ratify amendment to the Tripartite Agreement to implement RESA
- Begin staging in 2025, with construction in 2026 for completion by July 2027

# Questions and Open House

Please feel free to visit a discussion station to share your perspective and our display boards where staff will be able to answer your questions.

# O4.2.2 Summary Report (Prepared by MASS LBP)

SAFE
CLEAN
QUIET

# Summary Report
## RESA Oct 15 Public Consultation Meetings & Open Houses


Meeting Summary 1
- Presentation and Activity Breakdown 2
- Attendance 2

Feedback 3
- Observations 3
- Lack of Transparency 3
- Environmental Concerns 4
- Safety and Expansion 5
- Tripartite Agreement Extension 5
- The Future of Billy Bishop Toronto City Airport 6
- Cost and Funding 6
- Positive Feedback 6
- Comparing the Public Meetings 7


## Meeting Summary

The public consultation meetings, with open houses, on the RESA (Runway End Safety Area) project took place at The Westin Harbour Castle Conference Centre, located at 11 Bay Street. The event was held in two sessions, at 2 p.m. and 6 p.m., and was attended by members of the public alongside the project teams. Each session began with speaker presentations, where key figures provided insights into different aspects of the RESA implementation:

- The event was moderated by Peter MacLeod, Principal of MASS LBP;
- Warren Askew, President of Ports Toronto, discussed the 3 RESA options that might be implemented at Billy Bishop Toronto City Airport and PortsToronto's approach to RESA Compliance;
- Marc Rose, AECOM, presented the Environmental Assessment process and preliminary findings.

The following individuals representing partner organizations who had a presence during the "open house" portion also introduced themselves to the audience and indicated their availability for questions and comments during the open house portion of the event:

- Chris Brodkin, Manager, Coordination and Policy - Ontario Region, Transportation Canada;
- David Stonehouse, Manager, Waterfront Secretariat, City of Toronto.

Presentations were followed by a question and answer session.

Though the event was live streamed over Zoom, digital attendees were not invited to join the question and answer session.

Large information panels were displayed throughout the room, with subject experts available to answer questions and provide further information.

Attendees had the option to share their feedback anonymously through comment cards and/or engage in discussions facilitated by Safe Clean Quiet project representatives, which were documented longhand and directly transcribed.

## Presentation and Activity Breakdown

Each session was scheduled to last about two hours, with the first hour dedicated to presentations and an open Q&A, followed by an "open house" in the second hour. During the open house, members of the public could engage directly with subject matter experts to ask questions and share their opinions with project facilitators.

| Presentation/Activity | Session 1 | Session 2 |
|---|---|---|
| Opening remarks & introductions | 10 mins 30 secs | 13 mins 25 secs |
| PortsToronto Presentation 1 | 5 mins 20 secs | 5 mins |
| AECOM Presentation | 17 mins 20 secs | 16 mins 40 secs |
| PortsToronto Presentation 2 | 2 mins | 2 mins |
| Q&A | 16 mins 30 secs | 26 mins 30 secs |
| Open House | appr. 1 hour 8 mins | appr. 56 minutes |

## Attendance

Both sessions included a number of attendees internal to the project.

Session 1:
Estimated in-person: 88
Online: 35

Session 2:
Estimated in-person: 65

Online: 50

Note:

- Some attendees joined both in-person sessions.
- Many online attendees did not remain for the entire session.

# Feedback

110 comments were generated through conversations with the facilitators, or given to them to record verbatim. An additional 17 comment cards were submitted with questions or feedback. Each session's question and answer period also yielded some feedback about the consultation process and are included in this analysis.

### Observations

At the October 15 meeting on the RESA project at Billy Bishop Airport, PortsToronto heard clear concerns from community members about transparency, environmental impact, and the need for closer alignment with public interests.

Community members strongly advocated for greater openness and expressed frustration over what they saw as a lack of clear information about the environmental and financial implications of the RESA project, especially regarding RESA 3. Many residents questioned whether PortsToronto was prioritizing business growth over the needs of local communities, adding that the RESA plan seemed driven by corporate interests rather than public benefit.

Some residents expressed concerned that there was insufficient consultation with 2SLGBTQI+ communities at Hanlan's Point. Others suggested PortsToronto was relying on outdated passenger data, and PortsToronto appeared to tout the environmental benefits RESA 3 without fully addressing its drawbacks. Several residents remain frustrated that the EMAS system continues to be ruled out by PortsToronto.

Some residents appreciated hearing directly from subject matter experts. However, others expressed skepticism about PortsToronto's committed to an impartial and data-driven decision. Many attendees emphasized the importance of reaching out to marginalized groups and demanded a more extensive consultation process.

### Lack of Transparency

Perceived Bias in the Environmental Assessment (EA): Many attendees voiced concerns that PortsToronto and its partner AECOM had presented the findings of the environmental assessment skewed to favour RESA 3. The focus on the benefits of an unrestricted roadway and emissions reductions was seen as disingenuous, as residents attributed the bulk of air

pollution to aircraft rather than vehicles. Additionally, attendees questioned the lack of accessible information, such as the EA reports and financial breakdowns, which will be made public during the next phase in the process, during the public review period.

*"The Environmental Assessment is not prioritizing the actual environment, but the benefits for PortsToronto." - Facilitated conversation*

Deceptive Language and Outdated Statistics: Residents suggested that PortsToronto was using selective language and data to promote RESA 3. Many pointed to the outdated 2018 passenger data as a misrepresentation of current demand. Additionally, language framing RESA 3 as environmentally beneficial due to reduced vehicle idling was perceived as misleading, as residents argued that air pollution primarily originates from aircraft operations, not ground traffic. Presenters were also accused of inflating the importance of RESA 3's "unrestricted roadway" benefits

*"PortsToronto talked about the number of flights in 2018. I want some numbers on how many people are flying now and if Porter is wanting to leave the airport now? That data would be interesting/useful." - Facilitated conversation*

*"This is not a voluntary Environmental Assessment. PortsToronto had to do it in order to present to the City of Toronto/City Council. Why are you misrepresenting your motivations?" - Facilitated conversation*

## Environmental Concerns

Lake-Filling and Environmental Degradation: Concerns over the potential environmental impacts of lake filling, especially with RESA 3, were prominent. Residents argued that RESA 3 could disrupt the lake ecosystem and impact shoreline health. Specific environmental impacts, such as sand redirection, were presented as benefits of RESA 3, but attendees questioned the validity of these claims, noting that previous lakefront projects have had long-term adverse impacts on local beaches and water flow.

Air Pollution: Many attendees expressed concern over the air pollution generated by increased airport activity, particularly the presence of ultrafine particles (UFPs) linked to aircraft emissions. Residents highlighted that UFPs are known to have severe health impacts, especially for vulnerable populations such as children and the elderly living near the airport. Attendees questioned the credibility of PortsToronto's claims that vehicle idling reductions would meaningfully improve air quality, asserting that aircraft emissions remain the primary source of pollution. Calls for a comprehensive health impact assessment were

widespread, with residents urging PortsToronto to prioritize local air quality and long-term health outcomes in its RESA planning.

*"UFP (Ultrafine particles) from the airport are a carcinogen that will be particularly destructive to vulnerable older people and youth." - Facilitated conversation*

Perceived Lack of Meaningful Consultation with Queer Communities: Hanlan's Point, a site with historic and cultural significance to Toronto's 2SLGBTQI+ community, was seen as neglected in PortsToronto's planning. Attendees underscored the need to consult with Queer communities about RESA-related environmental impacts on Hanlan's Point, which is Canada's oldest 2SLGBTQI+ space and the site of the country's first Pride event. Citing the recent City of Toronto survey prioritizing Queer community engagement, residents urged PortsToronto to better incorporate 2SLGBTQI+ voices in its planning to preserve the area's social and cultural value.

*"PortsToronto MUST take responsibility for the destruction of Canada's oldest queer space and restore the beach and dune system!" - Comment from webstream*

### Safety and Expansion

Safety remained a critical concern, with attendees emphasizing risks associated with fuel storage and dense air traffic in a confined area. Some residents suggested limiting Billy Bishop's operational scale to improve safety, favoring RESA 1 for its lower environmental impact and compliance with Transport Canada's requirements without substantial expansion. The perception that PortsToronto might be pushing RESA 3 as a pretext for eventual airport growth heightened concerns that safety considerations were secondary to corporate goals.

*"Why Ports Toronto would spend an extra $110 million on RESA 3 if RESA 1 meets all safety requirements?" - Comment from the webstream*

### Tripartite Agreement Extension

Many residents viewed the RESA project as a step toward airport expansion and an inevitable lease extension, feeling that the project presupposed the airport's long-term future without adequately considering other waterfront land use options. Attendees expressed a preference for transforming the airport into public parkland or limiting it to emergency use only, a sentiment also strongly voiced in July. This perception of RESA 3 as primarily business-oriented at the expense of public needs reinforced community opposition to a long-term lease extension for Billy Bishop.

### The Future of Billy Bishop Toronto City Airport

*"Airport has a limited life because high speed rail development will provide more environmentally friendly and faster connections." - Facilitated conversation*

*"The land would be a great place for a park like Central Park. Porter already goes to Pearson. Why do we need Bishop?" - Anonymous comment card*

The airport's viability was questioned in light of Toronto's growth and focus on sustainable urban planning. With improved access to Pearson International via the UP Express and the city's environmental priorities, residents suggested scaling back or even closing the airport, which primarily serves more polluting short-haul flights. Concerns were raised over cumulative expansions, which could lead to more intense operations, larger aircraft, and increased noise and pollution along the waterfront.

Suggestions were made to limit airport functions or close it entirely, allowing for more sustainable and community-friendly land use. Concerns echoed those from July, with participants wary of incremental expansions leading to intensified operations, larger aircraft, and ultimately greater environmental and noise impacts.

### Cost and Funding

*"There should be more information about the costs of each option. Everything else is secondary." - Facilitated conversation*

Many attendees demanded clarity on funding sources for each RESA option, wary of taxpayer burden. They wanted detailed cost breakdowns for each RESA alternative, especially RESA 3, separated from other project enhancements. Comments expressed doubt over PortsToronto's assurances that taxpayers would not bear additional costs and questioned whether costs would fall on airport improvement fees or private sources.

### Positive Feedback

*"The level of engagement was excellent. The quality of information was great. Presentations were clear." - Facilitated conversation*

Despite widespread concerns, some attendees acknowledged improvements in PortsToronto's engagement process, with the consultation providing accessible information through subject experts and informational displays. A few participants expressed support for Billy Bishop Airport and recognized its role in local transportation and Toronto's economy. The noise wall proposed in RESA 3 received appreciation from some residents as a potential means of mitigating neighborhood noise. While these remarks were tempered by

reservations, they highlighted a desire among some community members to see thoughtful airport improvements benefiting residents and travelers alike.

### Comparing the Public Meetings

The July 17 and October 15 meetings shared similar structures and themes but revealed a deepening divide between community concerns and PortsToronto's project approach. At both meetings, attendees expressed significant concerns about transparency, environmental impacts, safety, and funding, with October's meeting amplifying these issues.

While the July 17 session raised early warnings about perceived biases and lack of transparency, by October 15, skepticism had intensified, with residents voicing sharper criticism about PortsToronto's motives, questioning selective data usage, and criticizing what they believe is deceptive language concerning the three RESA options.

# O4.3 Records of Public Comments and Project Team Responses


O4.3.1 Public Meeting and Open House No. 1

O4.3.2 Public Meeting and Open House No. 2

O4.3.3 Draft Environmental Assessment Report

# O4.3.1 Public Meeting and Open House No. 1

# Public Meeting and Open House #1

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Airport Operation** | ■ Inquired about the potential of further development at Billy Bishop Toronto City Airport following the conclusion of the Tripartite Agreement. | ■ The Runway End Safety Area (RESA) project is required to meet federally mandated safety requirements and does not involve any development or activity that changes aircraft types or increase in capacity at Billy Bishop Toronto City Airport. The Tripartite Agreement governs airport operations and stipulates aircraft type. |
| **Airport Operation** | ■ Requested that the Tripartite Agreement not be extended and that an amendment is made to allow to meet the RESA requirements. | ■ Implementing RESA at Billy Bishop Toronto City Airport requires an amendment to the Tripartite Agreement to permit necessary land modifications. Additionally, extending the agreement beyond 2033 will be needed to secure financing, as lenders require amortization terms longer than the current agreement's duration. Landmass and term modifications are both essential to meet federal safety requirements and ensure compliance. |
| **Airport Operation** | ■ Inquired whether reducing flights at Billy Bishop Toronto City Airport, including capping annual flights below 350,000 passengers, could be an alternative to constructing the RESA. | ■ Reducing the number of flights below a certain threshold is not a viable alternative to constructing RESA. During the consultation and engagement process for the RESA Environmental Assessment, all alternatives were considered including the “Do Nothing Scenario”. As such, the construction and implementation of the RESA at the Airport is a mandatory safety requirement established by Transport Canada. This safety requirement is a critical measure to minimize runway overrun or undershoot risks for aircraft. Billy Bishop Toronto City Airport is required to be compliant by July 2027. |
| **Airport Operation** | ■ Concerned about accidental ignition of fuel storage at Billy Bishop Toronto City Airport during an emergency. | ■ The airport’s fuel farm is located on the south side of the airport over 500 metres away from the main runway, which ensures there is a safe distance from any airside emergencies. While this is beyond the scope of the RESA Environmental Assessment project, airport safety is a priority for PortsToronto, and comprehensive measures are in place to ensure the safety of fuel storage and handling. |
| **Airport Operation** | ■ Suggested flights to be redirected to other airports, as the airport seems underutilized, and could potentially be closed. | ■ Billy Bishop Toronto City Airport had over 2 million passengers in 2023 and 2024, indicating that this airport is a well-used and valued facility, and one that is in need of continued investment. The growth in flight frequency reflects increased demand and the airport's role in connecting Toronto to regional destinations with connections to serve North America, Eastern Canada and northern Ontario. Billy Bishop Toronto City Airport is committed to managing this growth responsibly. In 2025 a new United States Preclearance facility will open which will unlock new markets and bring additional convenience. |
| **Tripartite Agreement** | ■ Tripartite Agreement is focused on business instead of residents. | ■ The Tripartite Agreement balances the operation of Billy Bishop Toronto City Airport with the interests of residents, visitors, businesses, the airport and the economy for the City of Toronto. It sets out the conditions under which the airport operates, such as a flight curfew, the noise limitation, a ban on jet aircraft, and a prohibition against any lengthening of the operational portion of the runway. PortsToronto has also put in place a managed growth strategy which self-imposed daily restriction of aircraft movements, a slot allocation protocol as a best practice and operational reviews with a focus on mitigating noise, air quality impacts, congestion to be mindful of the surrounding community. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Land use and Planning** | ■ Suggestions to close Billy Bishop Toronto City Airport and repurpose the land for other uses, such as a park. | ■ Billy Bishop Toronto City Airport plays a significant role in Toronto's economy, generating over $2.1 billion in total economic output and supporting approximately 4,450 jobs, including 2,080 directly associated with airport operations. It serves as a key transportation hub, offering convenient downtown access and connections to more than 20 cities in Canada and the U.S., with further links to over 80 international destinations. The airport also facilitates essential services such as Ornge air ambulance operations, contributing to public health and safety. Public opinion surveys also confirm that Billy Bishop Toronto City Airport is widely supported by Torontonians with more than 75% of residents considering the airport as a valuable asset, and more than 70% confirming it is a good use of land.<br>The airport operates under a Tripartite Agreement between Transport Canada, the City of Toronto and PortsToronto. This agreement, originally set to expire in 2033, has been extended by City Council up to 2045. All three parties to the Tripartite Agreement will continue to work together regarding the future of the airport, which includes ensuring that the RESA project is compliant with the federal safety requirements. Established under the Canada Marine Act, PortsToronto is a government business enterprise that is mandated to be financially self-sufficient and receives no federal, provincial or municipal funding. As such, PortsToronto is responsible to ensure that the Airport continues to be a key regional transportation gateway for the City of Toronto, Canadians and visitors. |
| **Implementation of RESA** | ■ Several individuals expressed support for the Project. | ■ Comment noted. |
| **Implementation of RESA** | ■ Concerned about the large size of the work zone for the RESA. | ■ The work zone for the RESA project has been designed to accommodate the necessary landmass expansion to meet safety and operational requirements set by Transport Canada. The design aims to create a safety buffer for aircraft operations while minimizing environmental impacts. Mitigation measures will be developed to protect natural features to be potentially impacted by the RESA project and mitigation efforts to manage noise and disruption to the local community. |
| **Implementation of RESA** | ■ What would happen if the RESA construction is not completed by 2027? | ■ PortsToronto is committed to fulfilling its obligation to implement RESA within the timelines established by Transport Canada and does not foresee any scenario where compliance is not achieved. To ensure adherence to the July 2027 deadline, PortsToronto is exploring the possibility of phasing construction. The primary safety components of the three RESA Options (1, 2 and 3) studied for the project at Billy Bishop Toronto City Airport will be completed by this deadline, meeting federal safety requirements, while ancillary improvements, such as the noise wall and extended safety area, are scheduled for completion by Spring 2028 (for RESA 3). The project timeline is being carefully managed to ensure compliance and minimize disruption to airport operations. |
| **Cost and Funding** | ■ Inquired whether PortsToronto can fund the construction of the RESA without federal, provincial, or municipal support. | ■ PortsToronto is a financially self-sufficient federal government business enterprise that operates independently without relying on federal, provincial, or municipal funding. It is solely responsible for funding the RESA project at Billy Bishop Toronto City Airport, with no financial support from government agencies. PortsToronto is currently in the process of costing out the three RESA alternatives. The funding strategy may involve a combination of bank financing and adjustments to the Airport Improvement Fee (AIF) paid by passengers. The exact amount of any AIF increase will be determined in the later stages of the RESA project. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **RESA Alternatives** | ■ Inquired why all RESA alternatives were not made available for public consideration. | ■ A long list of alternatives was developed as part of a feasibility study to identify the viable and feasible options for meeting the necessary safety requirements prior to this Environmental Assessment. The Environmental Assessment re-examined the long list to confirm the results of the feasibility study prior to identifying a short list of alternatives. This short list will underwent a more detailed assessment, considering factors such as technical and engineering, natural, socio-economic and cultural environment, climate change, cost and constructability. The results of this assessment, along with the shortlisted alternatives, have been presented to the public for further review and feedback at the second public meeting. For transparency, the full list of alternatives considered in the Environmental Assessment will be included in the Environmental Assessment Study Report, which will be available for public access, on the project website at: https://www.safecleanquiet.ca/. The Environmental Assessment Study Report is not yet complete and public notification will be issued once the report is available on the website. |
| **RESA Alternatives** | ■ Request for a 3D overlay of the RESA alternatives to be made available on the project website. | ■ The 3D RESA renderings are now available at the "About" page of the 'Safe Clean Quiet' website at safecleanquiet.ca/about – more specifically in the "Studies and resources" section, which can be directly reached at safecleanquiet.ca/about# resources. |
| **Flood Protection** | ■ Inquired about the proposed flood protection measures for RESA 3. | ■ The design of RESA 3 includes several components to address flood risks. Specifically, flood protection is integrated into the design with the elevation of Taxiway D, which will mitigate flood risks. Additionally, breakwater structures have been incorporated at both the east and west ends of the RESAs. These structures are designed to protect the landmass from wave action and ice, further reducing flood risks. |
| **Marine Exclusion Zone** | ■ Inquired about the impact on the Marine Exclusion Zone. | ■ The boundaries of the Marine Exclusion Zone will not be changing. Each of the three RESA alternatives is contained within the existing boundaries of the Marine Exclusion Zone (an area of the lake on either end of the runway where regular marine traffic is prohibited). As a result, there will be no change or increase in the Marine Exclusion Zone boundary. |
| **Taxiway Modifications** | ■ Inquired if the RESA project will include changes to the taxiways. | ■ Taxiway improvements are proposed as part of RESA 2 and RESA 3. A new parallel Taxiway B is suggested to shorten the taxi distance, and the relocation of Taxiway D would allow for the installation of a new visual approach guidance system, enhancing the safety of the Runway 08/26 approach. This change also provides greater separation between the taxiway and the runway. |
| **Access Road/Utility Conduit** | ■ Inquired about the benefits of perimeter roads/utility conduit. | ■ The primary benefit of establishing a utility conduit in RESA 3 is that it improves operational efficiency and safety by eliminating the need for vehicles to cross an active runway, a procedure that currently requires special approval from the NAVCANADA control tower. By providing a direct, unrestricted route, the utility conduit streamlines access for essential and community-related services, including vehicles for City uses such as utility providers (Toronto Water, hydro, Bell, Rogers), waste management (garbage/recycling trucks), public service vehicles (e.g., mobile library units), deliveries for food services for special events and the Toronto and Region Conservation Authority. Maintaining the current level of service while enhancing emergency response capabilities helps ensure both the airport and community activities are better supported, ultimately improving overall safety, reliability, and operational efficiency. Other benefits of a perimeter road include the reduction of air and noise emissions from vehicles and trucks idling airside and near the Toronto Island Park, awaiting control tower clearance to cross the main runway. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Access Road/Utility Conduit** | ■ Inquired about the differences in access road/utility conduit between RESA 2 and RESA 3. | ■ The utility conduit proposed in RESA 3 operates without needing NAVCANADA (control tower) permission because it is designed to avoid intrusion into the protected aeronautical airspace. The additional landmass in this alternative provides the necessary space to construct the road while maintaining clearance from critical airspace, ensuring safe aircraft operations.<br>RESA 2 maintains restricted airside access at both the east and west ends of the runway, similar to existing conditions. However, the new access road in RESA 2 is routed immediately behind the RESA rather than crossing the runway. This adjustment slightly reduces the risk and safety impacts associated with potential incursions, as it avoids conflicts between aircraft on the runway and vehicles crossing it. While RESA 2 improves safety compared to current conditions, it does not provide the unrestricted access for authorized service vehicles that is achieved in RESA 3. |
| **Security Fence** | ■ Requested an illustration of the RESA 3 fence. | ■ As part of the proposed design, RESA 3 includes a security fence located on the east side of the airport between the utility conduit and the airfield. The fence will support the safety and security of the airport by preventing unauthorized access to the airfield while maintaining the necessary aeronautical airspace clearance. |
| **Air Quality** | ■ The Environmental Assessment 's incremental approach may not fully capture cumulative effects, with concerns about outdated background data and the exclusion of unregulated pollutants like ultrafine particles (UFP) and black carbon (BC), potentially distorting air quality assessments. Ongoing monitoring of both regulated and unregulated pollutants is recommended, with results regularly reported to ensure transparency and track changes in air quality over time. | ■ The air quality assessment was based on federally and provincially regulated criteria air contaminants since there are published air quality criteria and standards. The background level concentrations were based on the most recently available five years of ambient air monitoring data collected at three air monitoring stations located in Toronto and operated by the Provincial and Federal governments. These air monitoring stations are located as close as 1 kilometre from the Billy Bishop Toronto City Airport; however, UFP is not currently a regulated air contaminant. The nearby air monitoring stations currently measure continuous readings of PM2.5 and $NO_2$.<br>■ PortsToronto will consider ongoing monitoring of both regulated and unregulated air contaminants, including UPF, to track changes. |
| **Procurement and Contractor Selection Process** | ■ Inquired about the selection of the contractor. | ■ The RESA project is planned for design-build delivery. PortsToronto issued a Request for Pre-Qualification for design-build contractors in Fall 2024 and is proceeding to the pre-qualified Request for Proposal stage in early 2025 with award anticipated in Q2 2025. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Consultation** | ■ Concerned about the transparency of the consultation process and requested a broader range of inputs. | ■ PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. The organization is committed to sharing information openly and inviting public feedback as key decisions are made.<br>■ To date, the organization has undertaken several initiatives to communicate with and involve the public and stakeholders. Public meetings were held on July 17 and October 15, 2024. These meetings, scheduled in the afternoon and evening to accommodate various schedules, featured open house components with topic-specific displays and subject-matter experts.<br>■ A dedicated project website (https://www.safecleanquiet.ca/) was launched to provide ongoing information, updates, and Frequently Asked Questions, ensuring stakeholders have access to the latest developments. PortsToronto also actively sought and incorporated community feedback into the RESA design process.<br>■ The organization has engaged with government agencies, including the City of Toronto, Transport Canada including Navigable Waters, Waterfront Toronto, CreateTO, Toronto and Region Conservation Authority, Impact Assessment Agency of Canada, the Department of Fisheries and Oceans Canada, the Ontario Ministry of Natural Resources and the Ontario Ministry of Environment, Conservation and Parks, to discuss the RESA project.<br>■ Additionally, PortsToronto has engaged the Indigenous communities to ensure their rights, interests and perspectives are included in the planning and decision-making processes.<br>■ These efforts have involved a broad range of stakeholders, including local residents, community groups, government agencies, Indigenous communities, and airport users, ensuring diverse perspectives are considered. PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities. |
| **Consultation** | ■ Inquired about involvement of Porter Airlines and Air Canada in the Project | ■ PortsToronto and AECOM, who is leading the Environmental Assessment work, have engaged many individuals, interested groups, stakeholders and agencies including Indigenous communities, on the RESA project. As part of the stakeholder group, both commercial airlines (Porter and Air Canada), as well as Ornge Medivac, the Flight School and Hope Air, along with all key airport businesses have been consulted on the RESA Project. |
| **Consultation** | ■ Inquired the role of Nieuport in the RESA Project | ■ Nieuport does not have a role in the RESA project. Nieuport owns and operates the passenger terminal. PortsToronto owns and operates the airport, including the airfield. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Consultation** | ■ Suggested a referendum for the RESA project provided to all residents of Toronto Island. | ■ PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. Billy Bishop Toronto City Airport plays a vital role in serving residents across Toronto and beyond, supporting regional connectivity and economic activity. The airport operates under a Tripartite Agreement between the City of Toronto, PortsToronto, and Transport Canada, which defines its operational framework. This agreement, originally set to expire in 2033, has been extended by City Council to 2045. Decisions regarding the RESA project are made collaboratively by the signatories of the Tripartite Agreement. As the majority owner of Bily Bishop Toronto City Airport lands, PortsToronto' s long-term plans are central to any discussions about the airport's future. Public feedback will remain a key part of the process as decisions are made.<br>While one of the three RESA options must be implemented to meet regulatory requirements, PortsToronto is dedicated to refining the chosen option through a robust consultation process. All residents of Toronto, including those on Toronto Island, Indigenous communities, and other stakeholders, will have the opportunity to provide input as part of the Environmental Assessment process. This inclusive approach ensures diverse perspectives are considered as PortsToronto works to meet compliance standards, enhance operational safety, improve efficiency, and minimize impacts on neighbouring communities. |

# O4.3.2 Public Meeting and Open House No. 2

# Public Meeting and Open House #2

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Airport Operation** | ■ Concerned about RESA will increase flights, or type of aircrafts. | ■ The implementation of RESA at Billy Bishop Toronto City Airport is governed by the Tripartite Agreement, which regulates the operations of the airport, including the types and sizes of aircraft permitted. The RESA project is focused solely on meeting federal safety requirements and does not involve increasing the airport's traffic volume or accommodating larger aircraft. |
| **Airport Operation** | ■ Inquired about the need for Billy Bishop Toronto City Airport when Pearson Airport is already in place. | ■ Billy Bishop Toronto City Airport plays a significant role in Toronto's economy, generating over $2.1 billion in total economic output and supporting approximately 4,450 jobs, including 2,080 directly associated with airport operations. It serves as a key transportation hub, offering convenient downtown access and connections to more than 20 cities in Canada and the U.S., with further links to over 80 international destinations. The airport also facilitates essential services such as Ornge air ambulance operations, contributing to public health and safety.<br>The airport operates under a Tripartite Agreement between the City of Toronto, PortsToronto, and Transport Canada, which defines its operational framework. This agreement, originally set to expire in 2033, has been extended by City Council to 2045. Decisions regarding the RESA project are made collaboratively by the signatories of the Tripartite Agreement. As the majority owner of Billy Bishop Toronto City Airport lands, PortsToronto' s long-term plans are central to any discussions about the airport's future. Public feedback will remain a key part of the process as decisions are made. |
| **Airport Operation** | ■ Requested clarification on how the Tripartite Agreement will address the airport's limited future due to high-speed rail offering faster and more environmentally friendly connections. | ■ Billy Bishop Toronto City Airport serves a distinct role in regional transportation, providing convenient access for short-haul flights and essential services such as medical transport. While high-speed rail development offers an environmentally friendly option for certain routes, it complements rather than replaces the airport's role, as rail connections cannot serve all destinations or replicate the flexibility and time savings of air travel. |
| **Airport Operation** | ■ Inquired regarding the cost of operating jets from Billy Bishop Toronto City Airport. | ■ Jet operations at Billy Bishop Toronto City Airport are beyond the scope of the RESA project and remain prohibited under the Tripartite Agreement. The RESA project focuses solely on meeting federal safety requirements and does not involve changes to the types of aircraft allowed at the airport. |
| **Airport Operation** | ■ Investing in RESA might become unnecessary if the City/Tripartite partners decide not to extend the lease within the next 20 years. | ■ The end of the Tripartite Agreement in 2033 does not directly impact the RESA implementation timeline, which is set for 2027. In October, the City of Toronto voted to extend the Tripartite Agreement up to 2045. Consequently, PortsToronto will continue to fulfill its mandate to run a commercially viable airport that benefits the City and its residents. |
| **Airport Operation** | ■ Appreciate having the airport service overall. | ■ Comment noted. |
| **Tripartite Agreement** | ■ The Tripartite Agreement should not be extended as many City Council members oppose it. | ■ In October 2024, Toronto City Council approved a 12-year extension of the lease for Billy Bishop Toronto City Airport, extending it from 2033 to 2045. This decision was made to facilitate the construction of RESAs, a federally mandated safety requirement. |
| **Land use and Planning** | ■ RESA 2 and 3 will require changes to Toronto Official Plans. | ■ Consultations are on-going with the City of Toronto Planning Department on whether an Official Plan Amendment is required for any of the RESA options. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Land use and Planning** | ■ A park is not an effective use of the Billy Bishop Toronto City Airport land. | ■ Comment noted. |
| **Land Use and Planning** | ■ The City's focus should be on developing a masterplan for the airport space, to help inform airport decisions. | ■ The 2018 Billy Bishop Toronto City Airport Master Plan provides a framework for long-term development, aligning decisions with safety, operational needs, and environmental goals, including the implementation of the RESA. It addresses key areas such as infrastructure needs, activity forecasting, environmental initiatives, and future planning, aiming to balance growth with community interests by addressing concerns about noise, traffic, and emissions. While not a regulatory document, the plan guides sustainable growth and sets priorities for continued improvement, ensuring development aligns with community needs and supports economic growth. Master plans, typically updated every five years, are customary for most airports. With the current plan now beyond its five-year mark, the airport is preparing for an update. |
| **Implementation of RESA** | ■ Inquired about whether building RESA 1 would prevent future implementation of RESA 3 if the Tripartite Agreement is extended. | ■ While RESA 1 provides the minimum required expansion to meet Transport Canada's safety regulations, RESA 3 includes additional infrastructure improvements that protects against flooding, improves safety, mitigates air and noise emissions and provides operational flexibility. The construction of RESA 1 would not limit the ability to pursue RESA 3, but it could represent a phased approach, with RESA 1 addressing immediate safety needs while RESA 3 offers more substantial long-term benefits. |
| **Implementation of RESA** | ■ PortsToronto 's promise to implement RESA based on the terms approved by Toronto City Council. | ■ PortsToronto continues to collaborate with the City and federal partners to finalize the plan and lease extension for RESA implementation, based on terms approved by City Council. Public feedback will remain a key part of the process as decisions are made. |
| **Cost and Funding** | ■ Inquired regarding the base costs compared to additional expenses, such as the conduit and noise wall. | ■ PortsToronto is still costing out the three RESA Alternatives. The cost differentiation between basic and additional project components, such as the utility conduit and noise wall, is part of an ongoing detailed evaluation by PortsToronto. |
| **Cost and Funding** | ■ Requested clarification on the financial beneficiaries of the RESA project. | ■ The RESA implementation at Billy Bishop Toronto City Airport is focused on enhancing safety in compliance with federal regulations and international standards. It is not a profit-driven initiative, with costs covered by PortsToronto through financing and potential adjustments to passenger Airport Improvement Fees (AIF), without taxpayer funding. |
| **Cost and Funding** | ■ Inquired who will be responsible for cost of maintenance of the RESA. | ■ Any maintenance required for the RESA at Billy Bishop Toronto City Airport would be undertaken solely by PortsToronto. |
| **Cost and Funding** | ■ Inquired about the estimated cost of removal of the RESA at the end of the contract. | ■ RESA is required to comply with Transport Canada safety regulations and will not be removed. |
| **Environmental Assessment Study** | ■ Request for the evaluation details of the preliminary preferred alternative. | ■ Detailed information on the evaluation methodology can be found in the Draft Environmental Assessment Study Report, which is available for a 30-day public review on the project website at: https://www.safecleanquiet.ca/.<br>Following this review period, the project team will make any necessary revisions and publish the Final Report, including a summary of comments received and the responses from the project team. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Environmental Assessment Study** | ■ Why are technical and engineering considerations included as benefits in what is primarily an Environmental Assessment? | ■ The Environmental Assessment study aims to evaluate the project's environmental, social, and economic impacts. While the primary focus is on environmental factors, the study also considers operational and business aspects to ensure long-term sustainability and effectiveness. Technical considerations, such as operational efficiency, are aligned with broader objectives like safety, community impact, and viability. These considerations are closely linked to environmental aspects, including air quality, socio-economic factors, and noise impacts. This comprehensive approach emphasizes the importance of addressing both technical and environmental aspects to achieve a balanced and effective outcome. |
| **Environmental Assessment Study** | ■ This is not a voluntary Environmental Assessment. | ■ While the City of Toronto's Official Plan (2024) requires that lakefilling projects in Lake Ontario undergo an Environmental Assessment to protect or enhance water quality and quantity, and terrestrial and aquatic habitats, there are no regulatory requirements under the federal Impact Assessment Act or the provincial Environmental Assessment Act for undertaking an Environmental Assessment for the entire RESA project. |
| **Environmental Assessment Study** | ■ Concerns about the health impacts. | ■ The RESA project will not alter airport operations except for modifications to the taxiways in RESA 2 and RESA 3. These changes are expected to reduce air and noise emissions through shorter taxi times. Additionally, the provision of noise walls and the utility conduit with unrestricted access for authorized vehicles in RESA 3 will further reduce air and noise emissions, effectively mitigating any potential health impacts. |
| **RESA Alternatives** | ■ No RESA preference. | ■ Comment noted. |
| **RESA Alternatives** | ■ Inquired about how the RESA project will impact general aviation options, particularly for personal aircraft. | ■ The airport will continue to accommodate general aviation activities as it has in the past. The primary focus of the RESA project is to comply with federal safety regulations without impacting the existing operations or user groups at the airport. |
| **RESA Alternatives** | ■ Preference of RESA 1 over RESA 3. | ■ The selection of RESA 3 as the preferred alternative was based on a comprehensive evaluation of safety, environmental, and operational factors. While RESA 1 has the lowest cost, and may have fewer impacts on the natural environment, RESA 3 offers the best overall solution in terms of meeting federal safety requirements, enhancing airport operations, increasing resiliency against climate change, reducing the ground-based noise and air emissions. The preference for RESA 3 takes into account not just the immediate environmental considerations, but also long-term benefits for safety, airport functionality, and regulatory compliance. PortsToronto is committed to minimizing environmental impacts through mitigation measures and ensuring that all aspects of the RESA project align with both safety and sustainability goals. The focus is on ensuring the airport remains safe and compliant while addressing environmental concerns in a responsible manner. |
| **RESA Alternatives** | ■ Since Toronto City Council has already voted for RESA 1, why is there still discussion about RESA 2 and RESA 3? | ■ Toronto City Council's vote for RESA 1 occurred prior to the completion of the Environmental Assessment of all the alternatives. The assessment of RESA 2 and RESA 3 is part of a thorough evaluation process to ensure the best possible solution for safety, operational efficiency, and regulatory compliance. PortsToronto will continue to work with the City and federal partners to develop an agreed plan and lease extension for RESA implementation based on the terms approved by City Council. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **RESA Alternatives** | ■ Improvements to the runways should not be included as benefits of a RESA alternative, and the utility conduit is not a RESA-related benefit. | ■ The runway enhancements and utility conduit, although not direct benefits of the RESA, contribute to the airport's overall safety and long-term sustainability. These factors are considered as part of the comprehensive evaluation in the Environmental Assessment. |
| **RESA Alternatives** | ■ The option of shortening the runway without requiring landmass expansion wasn't seriously considered. | ■ While shortening the runway was considered as part of the initial long list of alternatives, it was eliminated early due to significant operational implications. Alternatives that did not require a landmass expansion, such as reducing the usable runway length, or reconfiguring thresholds and pre-threshold areas, were deemed non-viable based on engineering studies and the evaluation criteria of the RESA feasibility study. These options, discussed at the July 17th public meeting, did not meet the study's key guiding principle of preserving the utility and efficiency of Runway 08/26, the main commercial runway. Shortening the runway would limit its capacity, severely impacting current and future operations and rendering commercial air service for the design aircraft, the Q400, non-viable under Transport Canada regulations. As a result, these alternatives were excluded as they failed to meet safety requirements and operational efficiency goals. |
| **RESA Alternatives** | ■ Inquired about which RESA alternative provides the best future opportunities for the runway expansion. | ■ Future runway expansion is not the purpose of this study. The focus of the RESA project is on meeting current safety and regulatory requirements. |
| **RESA Alternatives** | ■ Why was "doing nothing" not considered as an alternative? | ■ A "Do Nothing Alternative" was considered in the initial stages of the evaluation. However, this option assumes that Runway 08/26 would continue operating without the mandated 150 m RESAs at both ends of the runway, which does not address the critical safety measure required by Transport Canada. As such, this alternative was not carried forward for further evaluation. |
| **RESA Alternatives** | ■ Why Engineered Material Arresting System (EMAS) is not being considered as an alternative? | ■ While EMAS was initially considered during the feasibility study, it was ultimately ruled out due to several operational and regulatory challenges. Although EMAS meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in obtaining regulatory approval as the first EMAS installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan; all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, EMAS would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.<br>In response to public feedback from the first open house, EMAS was reconsidered and reviewed again. However, the noted constraints present unacceptable operational, feasibility, and regulatory risks. It is also important to note that EMAS would still require a landmass extension to support the material. As a result of these factors, it has been ruled out. |
| **RESA Alternatives** | ■ Requested clarification from PortsToronto on whether discussions with the federal government will address only RESA 1 or consider all three options. | ■ PortsToronto has been engaging with both the City of Toronto and Transport Canada to discuss the next steps for RESA implementation. These discussions encompass all RESA alternatives under consideration to determine the most suitable solution. While RESA 3 has been identified as the preferred alternative due to its operational, community and safety benefits, PortsToronto recognizes that the City has chosen a different alternative, and discussions with all signatories to the Tripartite Agreement will be required to determine which alternative is constructed. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **RESA Alternatives** | ■ Requested clarification on whether the 54m extension beyond the seawall in RESA 1 includes the roadside extension. | ■ The 54-metre extension mentioned for RESA 1 includes both the area beyond the seawall and the necessary space for the utility conduit. |
| **Access Road/Utility Conduit** | ■ Inquired about the types of traffic permitted on the unrestricted road and whether it could lead to increased vehicular traffic on the island. | ■ The utility conduit is designed to enhance airport operations and emergency access, without increasing general traffic on the island, given that it will be reserved for authorized service vehicles only. It will accommodate various types of public service traffic that already access the island, maintaining the current level of service. This includes vehicles for the Toronto and Region Conservation Authority (e.g., supporting projects like Gibraltar Point Erosion Control), utility services (e.g., Toronto Water, hydro, Bell, Rogers, garbage/recycling trucks), public service vehicles (e.g., mobile library units), food service vehicles, and event-related traffic (e.g., for sporting or cultural events). |
| **Access Road/Utility Conduit** | ■ Inquired about the vehicles access fee, the projected revenue from traffic and who owns it. | ■ There will be no changes to the vehicle access process. The current system, including any associated payment requirements, will remain the same. The revenue generated from these fees goes towards administrative and operational costs associated with providing security escort services across the active runway 7 days a week to allow for emergency services access by City of Toronto vehicles. |
| **Access Road/ Utility Conduit** | ■ Inquired about the feasibility of allowing cars to drive around the runway in close proximity to flight paths. | ■ The feasibility of vehicles operating near runways depends on the airport's size, layout, and operational requirements. At Billy Bishop Toronto City Airport, vehicles can safely operate near runways due to its specific infrastructure and operational protocols. The proposed utility conduit under RESA 3 will be for service vehicles only and is designed to enhance safety and efficiency by eliminating the current need for service vehicles to cross the active runway. |
| **Access Road/ Utility Conduit** | ■ Inquired about the security concerns related to unrestricted roadway access. | ■ The current security measures will remain in place, ensuring only authorized vehicles such as those for airport operations, emergency services, and pre-approved purposes have access. Surveillance and monitoring systems, including cameras and security personnel, will continue to detect and prevent unauthorized activities. Strict operational guidelines for vehicle movements will be maintained to prevent interference with flight operations and uphold safety and security. |
| **Access Road/ Utility Conduit** | ■ Inquired about the number of City vehicles on airport land and whether they can be diverted to City ferries if they fit. | ■ City vehicles and trucks are present on airport lands to provide emergency and essential services, which include construction access, maintaining infrastructure and facilitating continuous access to the Toronto Islands all year round, including over the winter months when ice is present in the Inner Harbour. In 2023, City of Toronto service vehicles crossed the main runway to access the Toronto Islands in excess of 3,700 times. These vehicles used a controlled crossing over Runway 08/26, managed through security escort and airport communications to ensure safety. The City ferries do not have the capacity to transport large trucks on their fleet, which is why the airport accommodates these crossing to support the City of Toronto. |
| **Access Road/ Utility Conduit** | ■ Inquired about the breakdown of vehicles crossing for private use, local projects, the school, and the art center. | ■ The runway crossing data identifies over 119 specific vehicle categories. Non-airport vehicles using the runway crossing include City of Toronto vehicles, City contractors, utilities (garbage, water, hydro, Rogers/Bell), the Toronto and Region Conservation Authority, the City of Toronto Library, and the Toronto District School Board. These non-airport vehicle runway crossings are not tracked to identify what the purpose of the crossing to the Toronto Island is for, but all vehicles receive authorization to cross. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Access Road/ Utility Conduit** | ■ Inquired about whether the cost of roadway damage has been considered. | ■ The existing roadways used for accessing the airport and surrounding areas are designed for vehicles that align with their intended uses, including City vehicles, contractors, and utility services. There are no anticipated changes to the access process or vehicle use patterns that would significantly alter roadway wear or lead to increased costs associated with road maintenance. The intent is to barge construction materials and equipment from the PortsToronto property at the Port of Toronto where the construction staging area to the airport construction site to minimize the reliance on roadways during the construction of the RESA project, further reducing potential wear and tear on the roads. This was undertaken in 2018 for the airfield rehabilitation project at the request of the community and to great success. |
| **Access Road/ Utility Conduit** | ■ Inquired about a path around Billy Bishop Toronto City Airport that could be included as part of the RESA 3 | ■ In the preliminary design for RESA 3 there is visual and written reference to a possible space allocation for a public pathway as part of a restricted access underground utility conduit. That pathway was included in the design to illustrate a potential feature that could be developed in the future. It was included in the preliminary design to gauge the City of Toronto's interest in such a pathway and to be part of the public consultation. However, it has been made clear that such a pathway is not a welcomed feature. As a result, PortsToronto will not explore this option further and it will not be part of any final design or implementation for RESA. |
| **Access Road/ Utility Conduit** | ■ The proposed ring road in RESA 3 offers no significant advantage, as waiting would still be required if a plane is present. | ■ The proposed utility conduit for authorized vehicles in RESA 3 eliminates the need for vehicles to wait for planes by providing dedicated access around the airport. This route avoids interaction with the airspace protection area and prevents vehicles from crossing active runways. As a result, it enhances safety and operational efficiency by reducing runway incursions and allowing continuous vehicle movement, even when aircraft are present. This road would only be used by authorized service vehicles and is not for public use. |
| **Access to the Island** | ■ Inquired about whether the ferry service, currently overrun by security, will be impacted in terms of staffing. | ■ The ferry service, while integral to airport operations, is not part of the RESA Project. Existing operations, including security and staffing at the ferry terminal will remain unchanged. PortsToronto remains committed to ensuring all operational areas, including the ferry service, are adequately staffed to maintain seamless service and uphold security standards. |
| **Utility Conduit** | ■ Inquired regarding the utility conduit, specifically whether it will be made available for other uses and, if so, what those uses would be. | ■ The utility conduit will support the burial of underground utilities and pipes for City and airport infrastructure, with access restricted to installation, maintenance, and inspections by both Airport and Toronto Islands crews. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Procurement and Contractor Selection Process** | ■ Inquired about the selection process: Why was a sole-source supplier chosen, and how are companies selected to work on this project? | ■ PortsToronto went through a competitive selection process for the RESA Alternatives Study in the 2023. Avia NG was selected based on their qualifications and extensive expertise in similar airport projects, as well as its detailed understanding of the regulatory framework and operational requirements specific to Billy Bishop Toronto City Airport. Upon completion of the study, the scope of their contract was extended to include preliminary engineering (30% design) since the study itself required fairly detailed preliminary technical analyses<br>The work required to complete the preliminary engineering phase is closely integrated with the environmental assessment, since information from one is needed to inform the work of the other. This mutual and integrated approach was deemed to be the most practical, efficient and beneficial approach to allow the work to advance to the construction phase.<br>The unyielding timeframe within which the RESA project must be completed and the degree of complexity involved with designing and permitting the work were key factors in the decision to proceed with AECOM as a sole-source vendor for the environmental assessment in conjunction with proceeding with the preliminary engineering under Avia NG. PortsToronto nominated AECOM Canada as a sole-source supplier due to their proven track record in completing environmental assessments for comparable projects, and due to their prior quality work at Billy Bishop Toronto City Airport for a very similar scope. AECOMs familiarity with the site, regulatory requirements, and project-specific nuances enables continuity, efficiency, and consistency in achieving project objectives, reducing risks associated with introducing new suppliers unfamiliar with the project's complexities.<br>This strategic approach leverages Avia NG's and AECOM's complementary expertise, ensuring the project adheres to the highest standards of safety, compliance, and operational efficiency. Both firms' roles are critical to delivering a cohesive and effective outcome for the RESA project and ensure continued timely compliance with federal aviation safety standards.<br>PortsToronto will competitively tender the remaining phases of the work, including construction of the project, later in 2025 through prequalified contractors. |
| **Economic Benefits** | ■ Requested supporting data to demonstrate that Billy Bishop Toronto City Airport is a key driver of Toronto's economy. | ■ Billy Bishop Toronto City Airport plays a significant role in Toronto's economy by supporting economic growth, tourism, and local businesses. It enhances travel convenience for businesses, sustains employment, and attracts visitors, contributing to the city's economic vibrancy. Interviews with local businesses confirm the airport's positive impact, particularly in tourism, where it serves as a key gateway for visitors to the area. The airport's operations are crucial in sustaining both economic and business activities along the waterfront. According to a study conducted by InterVISTAS Consulting Inc. and commissioned by PortsToronto (source: PortsToronto Economic Impact Study), the airport generates over $2.1 billion in total economic output annually and supports approximately 4,740 jobs, with 2,080 of those directly tied to airport operations. The same study estimates that Billy Bishop Toronto City Airport contributes about $470 million to the province's Gross Domestic Product (GDP). In addition, visitors arriving through Billy Bishop Toronto City Airport contribute around $150 million annually to Toronto's economy through spending on accommodation, transportation, retail, and food services, as cited by PortsToronto. The airport also generates about $74 million in annual tax revenue and Payments-in-Lieu of Taxes (PILTs) (source: InterVISTAS Economic Impact Analysis). These figures underscore Billy Bishop Toronto City Airport's critical role in enhancing tourism, creating jobs, and supporting Toronto's broader economic prosperity. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Safety** | ■ Concerned about safety of the airport, including potential for crashes due to the proximity of the airport to residential areas. | ■ Billy Bishop Toronto City Airport operates under strict federal safety standards, including carefully managed flight paths and runway procedures, to protect both passengers and the surrounding community. PortsToronto remains dedicated to balancing the airport's operational needs with the safety and well-being of nearby residents, maintaining practices that reduce potential hazards and uphold the highest safety standards. Airport safety is a top priority for the RESA project, with enhancements designed to minimize risks and ensure safe operations, even during unexpected incidents like runway overruns or undershoots by aircraft. |
| **Safety** | ■ Concerned about the safety in the harbour. | ■ Safety is a top priority for PortsToronto, and we are committed to ensuring the safety of both the airport and the harbour. While the proposed changes to the airport aim to enhance safety and operational efficiency, PortsToronto remains equally focused on maintaining and improving harbour safety. We continuously monitor and address safety concerns across all areas of our operations, including both marine and aviation activities. Additionally, the Marine Exclusion Zone, located at both ends of the runway, remains unchanged. This area prohibits regular marine traffic, contributing to the overall safety of the harbour. |
| **Safety** | ■ Concerned about the ability of emergency vehicles to respond effectively to incidents involving larger aircraft, such as the Q400. | ■ The airport has a Fire Department which is equipped with a full complement of specially trained fire fighters and emergency responders. The airport's safety infrastructure is designed to accommodate emergency vehicles, ensuring quick access in the event of an incident, even with larger aircraft like the Q400. The proposed RESA improvements, including better airfield access and reduced runway crossings, will further enhance emergency response capabilities, allowing emergency services to reach any part of the airport quickly. In addition, the Emergency Operations Center at the airport conducts two exercise each year, one that is a desktop exercise, and the other is a mock exercise, which involves support from Toronto Fire and Toronto Police Services which ensures that all emergencies on the airfield, including Q400 aircraft, can be effectively managed in the event of a real emergency. |
| **Project Timeline** | ■ There should be clarity on the intersecting timelines (e.g., RESA 2021, vs. Billy Bishop 2024).<br>■ | ■ In 2021, the Government of Canada mandated that airports serving at least 325,000 passengers annually for two consecutive years implement RESA within three years. Billy Bishop Toronto City Airport met this threshold in June 2024, triggering the requirement to establish RESAs by July 12, 2027. |
| **Consultation** | ■ Requested clarification on breakdown of roles, responsibilities, governance structure, and details on voting, ownership, and costs among stakeholders. | ■ The governance structure for Billy Bishop Toronto City Airport involves three primary stakeholders under the Tripartite Agreement: the City of Toronto, Transport Canada, and PortsToronto. The roles of each party are clearly defined, with the City of Toronto and Transport Canada overseeing planning and regulatory compliance, and PortsToronto managing airport operations. The airport's governance is managed by a nine-member board, with appointments from the City, federal government, and the Province of Ontario. |
| **Consultation** | ■ Most renters in the neighbourhood, aged 20-30, are unlikely to participate in the public meetings. | ■ PortsToronto is committed to transparency and meaningful public consultation throughout the RESA project. The organization actively shares information and invites public feedback as key decisions are made. Recognizing the importance of engaging younger community groups (ages 20-30), we have offered virtual consultation options, including the ability to join online and submit comments via an online form, ensuring all community members can participate. For more details, please visit the project website at: https://www.safecleanquiet.ca/. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Consultation** | ■ Concerned about the lack of access to the Environmental Assessment Study Document for review, relying only on presentations and verbal updates. | ■ The Draft Environmental Assessment Study Report will be published on the project website in the Spring of 2025 at: https://www.safecleanquiet.ca/ for a 30-day public review period. Following this period, the project team will make any necessary revisions to the report based on the feedback received and publish the Final Environmental Assessment Study Report. A summary of the comments received, and the project team's response will be included in the final report. The Environmental Assessment Study Report is not yet complete and public notification will be issued once the report is available on the website. |
| **Consultation** | ■ Inquired about the role of Infrastructure Ontario in the RESA project. | ■ Infrastructure Ontario is not involved in the RESA project. |
| **Community Impacts** | ■ Concerned about the impact on the community. | ■ The Environmental Assessment for the RESA project includes a thorough evaluation of potential impacts on the local community, assessing socio-economic effects such as changes to the use and enjoyment of residential properties, recreational spaces, public services, and economic and tourism impacts. It also considers factors like air quality, noise, and traffic, which could potentially affect community health and quality of life. To address any potential effects, strategies such as noise management plans, air quality controls, and traffic management measures will be implemented. Based on findings of the RESA Environmental Assessment, the project is expected to have a positive long-term impact on the surrounding community. Enhancements in operational safety, along with reductions in noise levels and air emissions, could contribute to an improved quality of life for residents. For more details, please refer to the Environmental Assessment Study Report, available at https://www.safecleanquiet.ca/. |
| **Community Impacts** | ■ Concerned about the impact on residents' and tourists' enjoyment of the environment and quality of life. | ■ We recognize that the construction of the RESA may cause temporary disruptions to residents and visitors. However, these effects are expected to be short-term and will be mitigated through measures such as noise management, air quality plans, and careful scheduling of construction activities. Once RESA 3 is operational, it is anticipated that some residents will benefit from reduced noise and air emissions, especially due to the new noise wall and overall operational improvements. In addition, planning is underway to utilize barging operations from the Port of Toronto to ensure materials are transported via the lake to reduce RESA-related trucks and traffic on roadways. |
| **Property Value** | ■ No benefit to property value. | ■ Comment noted. |
| **Marine Navigation** | ■ Concerned about new landmass creating a hazard for boaters, particularly during foggy conditions. | ■ The RESA project will be completed entirely within the existing Marine Exclusion Zone. As the project will not alter the boundaries of the Marine Exclusion Zone or airport operations, no impact on boat safety or navigability within the Marine Exclusion Zone is anticipated. However, to mitigate potential concerns during construction, measures such as advanced notifications to boating communities, temporary signage, and adjustments to ferry routes will be applied. Additionally, construction lighting will adhere to guidelines for waterways, and temporary navigation lights will be placed at the end of the construction area to ensure visibility and safety for boaters. |
| **LGTBTQ+ involvement** | ■ Participation of the LGBTQ+ community in the consultation process. | ■ The project team is committed to consulting with LGBTQ+ groups to identify potential impacts and develop mitigation measures. So far, the project team has met with a representative from the LGBTQ+ group, Friends of Hanlan, to identify the concerns, and discuss ways to mitigate impacts on Hanlan's Point Beach, a location with significant Queer historical importance. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Air Quality** | ■ Concerned about air quality impacts of the airport and how this was addressed in the RESA. | ■ An Air Quality Assessment for the RESA project at Billy Bishop Toronto City Airport has been conducted to address concerns about air pollution by evaluating emissions from construction and operation of the RESA project.<br>While some exceedances of nitrogen dioxide (NO2) levels are predicted during construction, these are due to existing ambient air quality rather than the RESA project itself.<br>The RESA project does not alter the number of flights or aircraft types, thus no additional operational air emissions are expected. Instead, the improvements to taxiways and the creation of an airside perimeter road in RESA 3 are expected to reduce vehicle emissions and greenhouse gases (GHGs) by increasing efficiency and minimizing idling times. The Air Quality Assessment indicates that the implementation of the unrestricted airside road for authorized vehicles in RESA 3 will reduce vehicle idling times, leading to a decrease in GHG emissions, particularly CO2, methane, and nitrous oxide. The reduction in idling will lower annual GHG emissions from 2.28 kt in 2023 (current condition) to 1.91 kt in 2027 (Future Build Condition).<br>Mitigation measures, such as dust suppression and a Construction Air Quality Management Plan (AQMP), will address short-term impacts during construction. In the long term, the project will contribute to reduced GHG emissions and overall improvements in air quality at the airport.<br>The project team has also considered the University of Toronto and McGill University study on Ultra Fine Particles. It was confirmed that the implementation of the RESA will not introduce any new changes to the aircraft emissions from the current conditions. Air traffic volumes, frequency of flights and types of aircraft will remain unchanged. Ultra Fine Particles are expected from fuel combustion, including aircraft and from other road vehicle non-tailpipe emissions sources from transportation. This Environmental Assessment Study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. The RESA is solely being implemented for safety and emergency scenarios and is not expected to alter the airport's capacity or the types of aircraft it handles. |
| **Air Quality** | ■ UFP (Ultrafine particles) from the airport are a carcinogen that will be particularly destructive to vulnerable older people and youth. | ■ RESA project will not alter current airport operations aside from taxiway operation. In fact, the planned modifications to the taxiways and the implementation of RESA 3 are expected to reduce air emissions by shortening taxi times and improving operational efficiency. PortsToronto is actively working to minimize environmental impacts of the airport, including air pollution.<br>■ One of the recommendations from the University of Toronto study was to measure localized emissions (particularly diesel engines) in the immediate area of Airport operations. As part of the Airport's continuous improvement program, air quality sampling was conducted in September 2024 to support this ongoing work. UFP is a non-regulated contaminant in Canada and Ontario, while analysis and research in the scientific community is on-going. As a recommendation of the 2024 research work undertaken by the University of Toronto, PortsToronto has also undertaken localized air quality analysis to further identify sources of UFP's or other sources of air contaminants. PortsToronto is committed to continuous improvement with regards to air quality emissions from airport operations, which may impact the local community. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Noise** | ■ Inquired about the noise walls and their efficiency in reducing noise levels. | ■ RESA 3 accommodates an extension of the existing noise wall (6-8 m) installed at the western end of Runway 08/26, in addition to the introduction of a new noise wall at the east end of the runway. The landmass extension associated with RESA 3 allows these noise walls to be installed clear of runway and taxiway protection areas, while attenuating ground-based noise from aircraft on Taxiways B and D. We acknowledge the concerns regarding the limitations of the noise walls in mitigating noise impacts within the vicinity of the airport. However, the detailed noise impact assessment study completed as part of the RESA project indicates that the noise wall will significantly reduce the noise impacts from taxiway operations at several receptors. Specifically, the implementation of RESA 3 is expected to reduce noise levels from taxiway operations of the aircraft by more than 5 decibels at several receptors. The findings from this study have helped guide the design and placement of the noise wall to address taxiway operations. |
| **Noise** | ■ Widespread concerns about noise impacts and the support for sound barriers. | ■ A detailed noise impact assessment study completed as part of the RESA project indicates that implementation of RESA 3 is expected to reduce noise levels from taxiway operations of the aircraft by more than 5 decibels at several receptors. The findings from this study have helped guide the design and placement of the noise wall to address taxiway operations. These mitigation measures are expected to reduce the overall noise exposure in the surrounding community.<br>■ In addition, the Noise Management Subcommittee, which includes three community representatives and the City of Toronto, has been meeting over the past 4 years to review ground noise sources from airport operations. Community representatives on the subcommittee have asked when the airport will be installing additional noise walls on the west and east side of the airport along the Western Channel. As such, this is a recommendation that has been included in the draft noise study which the Noise Management Subcommittee is reviewing. |
| **Noise** | ■ Comments on the aesthetic aspects of the noise wall: The planned 25-ft noise wall in RESA 3 will be a prominent feature of Toronto's landscape, potentially creating a visual and psychological barrier from the cityscape. To enhance its integration, consider designing the wall as a culturally significant art piece, possibly involving Canadian or Indigenous artists, to transform it into a meaningful and artistic landmark, similar to iconic structures like the Sydney Opera House. | ■ As part of the work of the Noise Management Subcommittee, similar concerns were raised, and various aesthetically pleasing noise wall options have been proposed and discussed with the community representatives on the subcommittee. In addition, if there is an opportunity to include installation of a noise wall into the future, this will be considered during the detailed design. |
| **Noise** | ■ Concerned about the noise level of overhead airflight exceeds the Noise Exposure Forecasts criteria.<br>■ | ■ The detailed noise impact assessment and modeling conducted for the RESA project indicate that the noise levels from overhead air traffic do not exceed the established Noise Exposure Forecasts contours or regulatory thresholds. While noise from aircraft is recognized as a concern in residential and recreational areas, the results of the noise modeling show that the project's impact on overall noise levels will not result in new noise exposure. For additional details on the noise modeling results, please refer to the Environmental Assessment Study Report available at https://www.safecleanquiet.ca/. The Environmental Assessment Study Report is not yet complete and public notification will be issued once the report is available on the website. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Noise** | ■ RESA needs to examine whether the wall is the only way to mitigate the noise. The noisiest planes are the smallest.<br>■ | ■ While we understand the concern regarding noise mitigation, the scope of this study focuses on assessing the overall impacts of the implementation of the RESA and the associated mitigation measures, including the proposed noise wall in RESA 3 associated with taxiway operations. The specific evaluation of alternative noise mitigation strategies beyond the wall, such as addressing noise from smaller aircraft, is not within the scope of this study. However, PortsToronto appreciate your input and will consider it as we continue to explore ways to minimize the impact of noise on the surrounding community. |
| **Construction Noise** | ■ Concerned about the overnight construction noise levels, and the effectiveness of mitigation efforts to address these issues. | ■ The detailed noise impact assessment study completed as part of the project indicates that construction sound levels are only predicted to exceed the existing nighttime average background at the location of two receptors, and only during onshore work. To mitigate construction noise, measures will be implemented including compliance with the Ministry of the Environment, Conservation and Parks noise level specifications. A summary of these mitigation measures is included in the Environmental Assessment Study Report, which is available for review at https://www.safecleanquiet.ca/. The Environmental Assessment Study Report is not yet complete and public notification will be issued once the report is available on the website. |
| **Construction Hours** | ■ Inquired about the construction hours.<br>■ | ■ The planned construction hours will be from 11:00 pm to 6:45 am. |
| **Traffic Impact** | ■ Concerned about the project worsening traffic congestion in the surrounding area. | ■ A detailed assessment of anticipated traffic impacts during construction will be carried out during the detailed design stage to address potential issues. To minimize traffic disruptions, materials will be transported by barge, and measures such as restricted construction hours and ongoing communication with local communities will be implemented. Construction traffic will be carefully managed to reduce disruptions to existing traffic and pedestrian flows. Furthermore, the City of Toronto's traffic by-laws will be followed to ensure construction activities do not unduly impact the traffic network, road users, and local residents.<br>PortsToronto has undertaken a similar project, the Airfield Rehabilitation Program, and has experience and implemented best management practices for overnight work that mitigates traffic congestion and impacts to the community. From 2016-2018, the program which conducted overnight night work on the closed main runway, was successful as there was no impact on the traffic in the neighbourhood. The RESA project's goal is to ensure a safe and efficient construction process while minimizing disturbances to the community. |
| **Aquatic Habitat** | ■ Concerned that habitat destruction in the lake is being regarded as minimal. | ■ We recognize that aquatic habitat destruction is a serious concern, and we are committed to minimizing impacts on aquatic habitat. Mitigation measures will be implemented to address these concerns, and compensation plans will be developed in consultation with regulatory agencies, including Fisheries and Oceans Canada (DFO), Ministry of Natural Resources (MNR), and the Ministry of the Environment, Conservation and Parks (MECP). Additionally, PortsToronto will leverage the Toronto and Region Conservation Authority's extensive experience in habitat compensation within the area to ensure that affected habitats are appropriately managed and restored. |

| Subject | Question/Comment | Project Team Response |
|---|---|---|
| **Climate Change** | ■ Inquired about the potential impacts of climate change?<br>■ | ■ A Climate Change and Vulnerability Assessment was conducted as part of the Environmental Assessment to address potential climate change impacts on the proposed RESA project. In addition, a Greenhouse Gases (GHG) emissions analysis was performed, focusing on projected changes in emissions from airport operations, particularly from on-road vehicle movements and aircraft taxiway operations. The Environmental Assessment Study also highlighted the climate resiliency of the three RESA alternatives. RESA 3 is the most preferred due to its GHG emission reductions, shorter taxi times, floodproofing for Taxiway D, and the provision of an emergency access route via the utility conduit. |
| **Hanlan's Point Beach** | ■ Concerned about the characterization of sediment transport pattern for RESA 3, particularly it's impact on Hanlan's Point Beach. | ■ The sediment transport modelling and air photo analysis have determined the sediment transport regime, with sand that flows northwesterly being trapped by the extension of the west end RESA (for all three options). Extending and protecting the landmass at the end of Runway 08/26 will act as a sediment barrier and reduces sedimentation in the Western Channel and provides a possible source for nourishment of Hanlan's Point Beach under the Gibraltar Point Sediment Management Plan. Over time, sediment transport processes will generate a lakeshore morphology that has adapted to the barrier and sediment will continue to be transported into the Western Channel. |
| **General** | ■ What is the future of aerospace travel in the City, considering advancements like silent electronic planes in the next 10-15 years? | ■ While this is beyond the scope of the RESA project, we acknowledge the evolving nature of aerospace travel. In the next 10 to 15 years, advancements in technologies could significantly reduce the environmental and noise impacts of aviation. The quieter, more efficient aircraft may change airport operations |
| **General** | ■ The Airport needs to consider risk management for long-term effects. | ■ Comment noted. |

**This Message Is From an Untrusted Sender**
You have not previously corresponded with this sender.

From: [redacted]
To: **Heather Dennis** <HDennis@portstoronto.com>
Subject: Re: Form Submission - New Form
Date: 02.10.2024 12:55:05 (+02:00)

PortsToronto has even called their campaign for a longer lease with dumping into the Toronto Bay for a longer runway: SafeCleanQuiet.ca
Part of the plan would be to do the dumping between 11:30pm and 6am for 3.5 years. How would they even get the material there in a "safecleanquiet" way?
John Tory offered to spend $2 billion for a 2.5acre Rail-Deck park. How much would it cost to make the 250 acre airport lands into a park with an already publicly funded land link to join to the island park? Just a small fee for going through the tunnel would pay more to the city than the airport and take the pressure off the overburdened ferries.
Public Good or Political Won't? I'll offer $80. for a 40 year lease on those lands so the city could double its income from the operation. . .

> On Oct 1, 2024, at 4:46 PM, Heather Dennis <HDennis_at_portstoronto.com[redacted]> wrote:
>
> Good afternoon,
>
> Thank you for your email message.
>
> Heather Dennis
>
> Project Assistant
>
> **From:** Squarespace <form-submission@squarespace.info>
> **Sent:** October 1, 2024 3:53 PM
> **To:** Heather Dennis <HDennis@portstoronto.com>
> **Subject:** Form Submission - New Form
>
> Sent via form submission from *Safe Clean Quiet*

**Name:** [redacted]

**Email:** [redacted]

**Message:** You have a lot of nerve calling your push for a longer lease on the airport "safecleanquiet"

Manage Submissions

Does this submission look like spam? Report it here.

## Rasouli, Saeideh

**From:** Rasouli, Saeideh
**Sent:** October 22, 2024 4:04 PM
**To:** 'Friends of Hanlan's' <friendsofhanlans@gmail.com>; De Decker, Sarah <Sarah.DeDecker@aecom.com>
**Cc:** Jenkins, Tara <tara.jenkins@aecom.com>; Brierley, Tatianna <Tatianna.Brierley@aecom.com>; Heather Dennis <HDennis@portstoronto.com>; Angela Homewood <AHomewood@portstoronto.com>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Stemeroff, Marvin <Marvin.Stemeroff@aecom.com>
**Subject:** RE: Friends of Hanlans: presentation to AECOM and PortsToronto

Hi [redacted],

Thank you so much for your presentation today, it was incredibly insightful, and we appreciate the effort you put into sharing this information with us.

Following your presentation, our cultural heritage team would like to request the following information from the Friends of Hanlan's for the Cultural Heritage Study Report for the RESA EA Project:

- A summary of the chronological history you presented today, if available.
- A map highlighting the culturally significant landscapes (the beach and point) within or adjacent the airport land.
- Bath pavilion architectural document.
- Any other documents that discuss the history of the area or speaks to its significance as a long standing 2SLGBTQ+ clothing optional (nude) beach.
- A copy of the PowerPoint and/or presentation notes if sharable (with permission to cite in our Cultural Heritage Report).

Please let us know if you would be able to share the requested information, and the timeframe in which it might be available.

Thank you once again and looking forward to our continued connection.

Saeideh

**Regards,**

**Saeideh Rasouli,** Ph.D.
*(she/her)*

Senior Environmental Planner, IAP Practices, Canada
M 416-420-7481
D 905-747-1690

saeideh.rasouli@aecom.com

**Click here to connect with me on LinkedIn**

**AECOM**

## Rasouli, Saeideh

**From:** Angela Homewood <AHomewood@portstoronto.com>
**Sent:** October 17, 2024 7:58 AM
**To:** Friends of Hanlan's; De Decker, Sarah
**Cc:** Jenkins, Tara; Rasouli, Saeideh; Brierley, Tatianna; Heather Dennis; Grueneis, Karl; Stemeroff, Marvin; marc.rose@slrconsulting.com
**Subject:** RE: Friends of Hanlans: presentation to AECOM and PortsToronto

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Good Morning [redacted] and All,
That's great to hear that this time works for us all and yes we have a buffer in our calendars should we need extra time to chat.
Thank you all and looking forward to connecting,
-Angela-

Angela Homewood
*Environmental Project Manager*

207 Queens Quay Way, Suite 500, Toronto, Ontario M5J 1A4
T: 416.863.2000 | C: 519.521.8438 | E: ahomewood@portstoronto.com
PortsToronto.com

PORTS TORONTO | AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PortsToronto owns and operates | PortsToronto possède et exploite :

BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

**From:** Friends of Hanlan's <friendsofhanlans@gmail.com>
**Sent:** October 16, 2024 7:59 PM
**To:** De Decker, Sarah <Sarah.DeDecker@aecom.com>
**Cc:** Jenkins, Tara <tara.jenkins@aecom.com>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Brierley, Tatianna <Tatianna.Brierley@aecom.com>; Heather Dennis <HDennis@portstoronto.com>; Angela Homewood <AHomewood@portstoronto.com>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Stemeroff, Marvin <Marvin.Stemeroff@aecom.com>; marc.rose@slrconsulting.com
**Subject:** Re: Friends of Hanlans: presentation to AECOM and PortsToronto

***CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe***

Thanks Sarah, this time works great. Is there a buffer for folks if we run over by 15mins? Looking forward to meeting everyone!

On Wed, Oct 16, 2024 at 4:05 PM De Decker, Sarah <Sarah.DeDecker@aecom.com> wrote:

[redacted] Nice to meet you last night. Please let us know if this date and time next week will work for you.

**Proposed Agenda: Oct 22 1030am-12pm**

1. Introductions (All – moderated by AECOM)
2. Presentation (Friends of Hanlan's)
3. Discussion (All – moderated by AECOM)

As discussed at the Oct 15 Public meeting and Open House for RESA, AECOM has set up this meeting with the Friends of Hanlan's to receive a presentation on the historic value and current uses of Hanlan's Point, followed by a discussion which will continue to inform AECOM's environmental assessment.

## Rasouli, Saeideh

**From:** Heather Dennis <HDennis@portstoronto.com>
**Sent:** October 31, 2024 3:45 PM
**To:** Rasouli, Saeideh <saeideh.rasouli@aecom.com>
**Subject:** FW: Form Submission - New Form

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

**From:** [redacted]
**Sent:** October 30, 2024 2:59 PM
**To:** Heather Dennis <HDennis@portstoronto.com>; karl.grueneis@aecom.com
**Cc:** Councillor Ausma Malik <councillor_malik@toronto.ca>; Jay Paleja <jay.paleja@toronto.ca>; brenda.miller@tc.gc.ca; Greg Evans <greg.evans@utoronto.ca>; Tom Davidson <tom.davidson6@toronto.ca>
**Subject:** Re: Form Submission - New Form

Hi Heather, Karl and the rest of the EA team:

Attached please find my feedback to the preliminary EA findings presented on the evening of October 15th.

I hope you find them constructive and that my feedback and that of others is reflected in the next report.

Thank you for your consideration.

Sincerely

[redacted]

**Comments from [redacted], Chair Bathurst Quay Neighbourhood Association (BQNA) and co-chair of the recent U of T Air Quality study of the Bathurst Quay Neighbourhood.**

This is my written feedback to the preliminary presentation of the EA findings on October 15. I attended the July and October presentation and supplied verbal comments to Aecom representatives at both. I also participated in two interview sessions with AECOM consultants, one on Air Quality and the other on the community effects of the RESA options for the EA.

At the October 15 public meeting I was disappointed to hear AECOM's recommendation for Resa 3 which conflicts with the community input I gave and the Air Quality input of Dr. Greg Evans, co-lead of U of T's Air Quality Study of our neighbourhood and that it went against City Council's decision to support Resa 1. I was surprised because Ports Toronto included this sentence in their meeting notice poster I received on October 11.

*PortsToronto is committed to working with city staff and our federal partners to confirm the final design and plan for RESA implementation* ***based on the terms approved by Toronto City Council on October 9, 2024****.*

As a member of the Ports Toronto's CLC and an active participant in all the public presentations and interviews, I have always advocated for the least expensive and least invasive option for the community. This is not Resa 3 and to say its enhancements are in response to community requests is incorrect. They support what benefits Ports Toronto.

Your decision is also not representative of the community input I've heard and seen. For example, where is the input from the City of Toronto's survey completed by 3,000 respondents? The answer to the question "What do you see as the top 1-2 factors for the City to consider when reviewing the RESA?" was Health and the Environment but I don't see these factors prioritized in your decision.

For example, with regard to Noise, it is unlikely that unsightly noise barriers will reduce aircraft noise for people living in buildings above ground level. In terms of Air Quality, Dr. Evans points out, in his interview and follow up email, that limiting Air Quality testing to construction only and not including airport operations will not help determine whether air quality is improved with taxiways (Resa 2) or by adding airside roads, underground utility corridors, and noise barriers (Resa 3).

There are many ways to improve air quality that do not require costly and disruptive RESA 3 enhancements. Service vehicles, for example, could turn off their engines while waiting to cross the runway. Air Quality experts, and the community itself, can offer many more of these types of recommendations. Why is public feedback not reflected in your decision-making?

As Marc Rose admitted to me at the public meeting, Air Quality assumptions in this EA are based on qualitative rather than quantitative data. Without testing, how can your preliminary findings claim that Resa 1 will have "no additional community benefits in noise and air quality reductions" without quantitative measurements of current conditions?

My preference would have been EMAS, but this option, presented by Transport Canada in July and by Ports Toronto at their September CLC meeting, was not included in your summary of findings. Overnight construction is extremely disruptive (not merely a nuisance) to our neighbourhood's health and well-being. Had EMAS been considered, this disturbance would have been minimal.

After my EA interviews, I provided follow up material regarding Marine physical environment and Marine navigation. For example the accident report of a ferry entering the marine exclusion zone during heavy fog and hitting the airport's land mass and a photo of a large fish caught in the western gap, directly north of the airport. I have also recommended speaking to First Nations residents of the local community and provided names of two people.

I feel the preliminary presentation, as the whole process, has been rushed through to meet a construction deadline, which we know could be reduced had you also included the EMAS option in the EA.

For me this whole time-consuming and expensive process, has ignored public input, especially from those people who speak for the high density nearby communities and for the wildlife and natural environment that will be most affected. At the very least, honour City Council's decision for Resa 1, which was made with third party public input and due process.

Sincerely,





From: [redacted]
To: info@safecleanquiet.ca
Date: 10/29/2024 1:13:04 PM
Subject: FoNTRA comments on the AECOM EA report on RESA options

**This Message Is From an Untrusted Sender**
You have not previously corresponded with this sender.
\~

\~
\~
Thanks to the Port Authority for hosting the October 15 community consultation sessions regarding the AECOM Environmental Assessment of the RESA options.
FoNTRA represents over 30 residents associations in North Toronto and North York. Many of us make use of our ever changing Waterfront and Billy Bishop Airport and are therefore concerned about the future of the Airport. We attended the afternoon AECOM EA session on October 15. \~
The AECOM EA handout report clearly shows that RESA 1 is the best option to meet the urgent need for meeting the runway end safety needs as required by federal regulations. We note that the drawbacks listed include lack of provision for Port Authority projects that are NOT RELATED to the requirements for a RESA!\~
\~The RESA 1 option has been approved by City Council and should be the only option considered by Council for any extension of the Tripartite Agreement.
RESA options 2 and 3 add other Port Authority proposed projects to the basic RESA 1, ie.taxiway improvements, a noise wall, a new road, and utility corridor. While these projects could benefit from the concurrent construction of the RESA, they must be funded separately, and not included in any City Council consideration of an extension to the Tripartite Agreement.\~
While the Port Authority has proposed a number of airport improvement projects (listed as benefits for RESAs 2 and 3), in our opinion priority must also be given to undertaking projects to better protect residents of the Bathurst Quay neighbourhood from excessive noise and pollution.
Finally, we are disappointed that the EMAS option was not included in the AECOM Environmental Assessment report and the October community consultation sessions. The EMAS material is used by a number of airports, including those in cold climates, so we want to understand more about this option, and why it was excluded.
[redacted]
\~
\~
\~
\~

\~

\~

**This Message Is From an External Sender**
This message came from outside your organization.

| | |
|---|---|
| From: | **Squarespace** <form-submission@squarespace.info> |
| To: | **Heather Dennis** <HDennis@portstoronto.com> |
| Subject: | Form Submission - New Form |
| Date: | 28.10.2024 20:06:20 (+01:00) |

Sent via form submission from *Safe Clean Quiet*

[redacted]

**Message:** I believe that Safe Clean Quiet should remove itself from any environmental assessments of the RESA. It cannot be unbiased when it is being funded by Ports Toronto, the very people who want to continue operating the airport anyway they can. It shows very clearly in some of their assessment reports to date.

They believe that habitat destruction in the lake is minimal. It is never minimal to remove the home of fish, birds and plants.

A reason given for the superiority of Option 3 is that vehicles having to cross the runway will not have to idle but instead can drive on a new access road. This is absurd. Vehicles can shut off their engines while waiting. It is just an excuse that Ports Toronto uses, saying since it doesn't own them, they cannot demand they shut off their engines. I'm sure there is a solution without spending 10's of millions of dollars filling in the lake. The best way to end pollution is to close the airport.

If they want to finish out their time under the Tripartite agreement, they could install an Emergency Material Arresting System (EMAS). The downtime with an incursion into the EMAS is minimal. A temporary patch can be done within a day. Airplanes could use Pearson or Hamilton. While the EMAS is being fully restored, airplanes could always land in the opposite direction for that period.

There are countless more biased recommendations, it is not a fair and useful environmental report. They should be fired and a neutral environmental assessment company hired.

Manage Submissions

Does this submission look like spam? Report it here.

From: **Heather Dennis** <HDennis@portstoronto.com>
To: [redacted]
Subject: RE: Form Submission - New Form
Date: 18.10.2024 17:47:24 (+02:00)

Hi [redacted]

Thank you for your email. I have addressed your questions in the email below. Please let me know if you have any further questions.

- **Q1. Would will be responsible for the maintenance of these extensions? ie: If repair/maintenance is required, who will provide and who will pay for this maintenance?**
  - **A1.** All financing for the Runway End Safety Areas at Billy Bishop Toronto City Airport, including any repair and/or maintenance required in the future, will be undertaken solely by PortsToronto.
- **Q2. At the end of the contract, or if the Port Authority no longer exists, will the Port Authority pay for the removal of these extensions? If not, what would be the estimated cost of such removal and who should pay?**
  - **A2.** The Runway End Safety Areas are required to comply with Transport Canada safety regulations, and must be construction and operational by July 12, 2027. The landmass extensions to allow for these safety regulations will not be removed, as lakefill is required to comply. There are no plans for the closure of the airport, as Transport Canada, the City of Toronto and PortsToronto have responsibilities as partners under the Tripartite Agreement.
- **Q3.** As I recall, there once was another option which did not necessitate extending into the Lake. Why was this not mentioned as an alternative with the pros and cons so we can better understand the issues.
  - **A3.** There were two options (Option A: Reduction in useable runway length and Option B: Reconfigured Thresholds/ Pre-Threshold Area) that did not require a land mass extension. These options were not considered viable alternatives based on the engineering studies, and communicated at the July 17th public meeting. As such, these two options were not considered viable options because they did not meet one of the key criteria of the Runway End Safety Area Study which was to preserve Runway 08/26 (the main commercial runway) utility and efficiency. Options A and B prevent commercial air service from being viable. This alternative was not considered a viable solution This alternative does not meet the key guiding principle of The Study to preserve Runway 08/26 utility and efficiency, to allow for commercial air service. Options A and B shorten the runway lengths to distances that prevent commercial air service for the design aircraft of this study, the Q400, as determined by Transport Canada regulations. The four remaining RESA alternatives: EMAS, RESA 1, RESA 2, and RESA 3 all required some land mass extension and were considered as part of the Environmental Assessment process.
- **Q4.** Am I correct in assuming that the Marine Exclusion Zone boundaries will not change?
  - **A4.** You are correct. Each of the three RESA options (RESA 1, RESA 2 and RESA 3) will be within the existing boundaries of the Marine Exclusion Zone (MEZ). As a result, there will be no change or increase in the MEZ.
- **Q5.** I note that the Airport Master Plan is no longer on your web-site. When will it be up?
  - **A5.** The 2018 Airport Master Plan can be found at the PortsToronto website under Media Room, Community Notices, which I have linked here https://www.portstoronto.com/portstoronto/media-room/community-notices/billy-bishop-toronto-city-airport-releases-updated.aspx.
- **Q6.** You mention on your web-site (see Media Room: Statement on City Council Decision Regarding RESA required for BB Toronto Airport) a "new noise wall". Where exactly will this be, dimensions etc.?
  - **A6.** A noise wall may be considered under RESA 2 and is identified in RESA 3, which is included in the slide deck and presentation boards that were at the October 15, 2024 public meeting. In order for a noise wall on the west end, the

localizer on the west end needs to be relocated to be in line with the centreline of the runway on the west end, which can be done with RESA 2, at a minimum. A new straight-through taxiway would allow the current taxiways on the west side to be abandoned, which would then allow for an extended noise wall. There are no additional noise walls for RESA 1 on either end, as there is insufficient land upon which to build any noise wall and maintain the required separation distances between a taxiway and an obstacles (i.e., noise wall, in this case).

- **Q7.** I called the phone # on your web-site 416-863-2004 to inquire about to whom I should send my questions about the public meeting but it appears the # is not in order.
    - **A7.** Contact information for PortsToronto can be found at https://www.portstoronto.com/portstoronto/contact-us.aspx which lists the following information for PortsToronto – Telephone: 416-863-2000. Please call this number and someone from PortsToronto will be available to address your concerns.

Thank you and we look forward to your continued engagement in the Runway End Safety Area (RESA) Project.

Thanks,

**Heather Dennis**
***Project Assistant***
207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com




**From:** Squarespace <form-submission@squarespace.info>
**Sent:** October 16, 2024 12:00 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - New Form

Sent via form submission from *Safe Clean Quiet*

[redacted]

[redacted]

**Message:** Thank you for the meeting.

Unfortunately, I followed the meeting on the web and I was unable to ask questions as neither question (direct or written) buttons were working.

These are my questions:

1. Would will be responsible for the maintenance of these extensions? ie: If repair/maintenance is required, who will provide and who will pay for this maintenance?

2 At the end of the contract, or if the Port Authority no longer exists, will the Port Authority pay for the removal of these extensions? If not, what would be the estimated cost of such removal and who should pay?

3. As I recall, there once was another option which did not necessitate extending into the Lake. Why was this not mentioned as an alternative with the pros and cons so we can better understand the issues.

4. Am I correct in assuming that the Marine Exclusion Zone boundaries will not change?

5. I note that the Airport Master Plan is no longer on your web-site. When will it be up?

6. You mention on your web-site (seeMedia Room: Statement on City Council Decision Regarding RESA required for BB Toronto Airport) a "new noise wall". Where exactly will this be, dimensions etc.?

7. I called the phone # on your web-site 416-863-2004 to inquire about to whom I should send my questions about the public meeting but it appears the # is not in order.

Manage Submissions

Does this submission look like spam? Report it here.

| | |
|---|---|
| From: | **Heather Dennis** <HDennis@portstoronto.com> |
| To: | [redacted] |
| Subject: | RE: Form Submission - New Form |
| Date: | 15.10.2024 16:19:22 (+02:00) |

Thank you for your email.

**Heather Dennis**
***Project Assistant***
207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO | AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT 85

PortsToronto owns and operates | PortsToronto possède et exploite :
BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** October 13, 2024 2:56 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - New Form

**This Message Is From an External Sender**
This message came from outside your organization.

Sent via form submission from *Safe Clean Quiet*

[redacted]

**Message:** We are against the expansion of the airport but are fine with the RESA 1 approach with no automatic extension of the Tripartite agreement.

Manage Submissions

Does this submission look like spam? Report it here.

From: **Heather Dennis** <HDennis@portstoronto.com>

[redacted]

Subject: RE: Form Submission - New Form
Date: 15.10.2024 16:12:52 (+02:00)

Thank you for your email.

**Heather Dennis**
***Project Assistant***
E: hdennis@portstoronto.com
207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO | AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT 85

PortsToronto owns and operates | PortsToronto possède et exploite :

BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** October 12, 2024 2:14 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - New Form

**This Message Is From an External Sender**
This message came from outside your organization.

Sent via form submission from *Safe Clean Quiet*

[redacted]

**Message:** I don't want to see ANY extension of the runway at all!!!! It will significantly decrease peace and tranquility in the area-the islands, the recently renovated Corleck building by the Canada Ireland foundation. Not to mention the echoes and vibrations and the impact that has on the condos etc. This is a very significant Historical area-Ireland Park, Norway Park, Queens Quay-the Music park to name a few. The noise will be horrific!! Please do not extend the runway at all. Thank you, Merci. Migwetch.

Manage Submissions

Does this submission look like spam? Report it here.

**This Message Is From an External Sender**
This message came from outside your organization.

| | |
|---|---|
| From: | [redacted] |
| To: | **Heather Dennis** <HDennis@portstoronto.com> |
| CC: | **Councillor Ausma Malik** <councillor_malik@toronto.ca>; **Jay Paleja** <jay.paleja@toronto.ca>; **Tom Davidson** <tom.davidson6@toronto.ca> |
| Subject: | Re: Form Submission - New Form |
| Date: | 11.10.2024 19:01:01 (+02:00) |
| Attachments: | October 15 RESA Public Meeting Poster.pdf (1 page) |

Thanks Heather, although I do question the use of the word "voluntary" EA, since the City of Toronto's Official Plan mandates an EA for any lakefill project.

Can that word pleased be removed? It's confusing for members of our community to include it.

Thank you!

[redacted]

On Friday, October 11, 2024 at 02:54:30 p.m. EDT, Heather Dennis <hdennis@portstoronto.com> wrote:

[redacted]

Thank you for the clarification. I have forwarded this request to our communications team who has confirmed they are able to accommodate this request. Please check back on the PortsToronto website shortly for the updated community notice.

In addition, I have received the posted that can be used to advertise the October 15th public meeting. I have attached above for your review and distribution.

Thank you,

**Heather Dennis**
***Project Assistant***
207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO | AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT 85

PortsToronto owns and operates | PortsToronto possède et exploite :

BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Re: Form Submission - New Form

Thank you Heather. Glad to hear a poster is being created.

In the meantime, on the link you shared, could you also put as link to the registration page for the meeting directly into that notice. Best place would be at the end of the second paragraph.

[redacted]

On Friday, October 11, 2024 at 11:10:04 a.m. EDT, Heather Dennis <hdennis@portstoronto.com> wrote:

[redacted]

Thank you for your suggestion, I have passed on your request to our communications team requesting a poster be made up to advertise the public meeting which I will pass along to you upon completion. In the meantime, I can provide you with this link: https://www.safecleanquiet.ca/contact , that takes you to the contact & registration page for the October 15th Public Meeting on the Safe, Clean, Quiet Project website where you are able to select your preferred meeting time and request access to the Zoom link.

I will be in touch soon with an updated public meeting notice to be shared and printed out.

I hope this helps and please feel free to reach out to me with any further questions.

Thank you,

**Heather Dennis**
***Project Assistant***
207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO | AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT
PortsToronto owns and operates | PortsToronto possède et exploite :
BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

[redacted]

**Sent:** October 11, 2024 10:49 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Re: Form Submission - New Form

Hi Heather - thanks for the link, but the notice should also include a direct link to the registration page and a simple poster that we can put on social media and bulletin boards. Could you please supply that to me and I will share to enhance turnout?

[redacted]

On Friday, October 11, 2024 at 10:36:03 a.m. EDT, Heather Dennis <hdennis@portstoronto.com> wrote:

[redacted]

Thank you for your engagement in the Runway End Safety Area (RESA) Project. You can find a sharable community notice of the Public Meeting being held on October 15th on the PortsToronto website which I have linked here for your convivence: https://www.portstoronto.com/portstoronto/media-room/community-notices/second-public-meeting-on-runway-end-safety-area-(r.aspx#:~:text=Toronto%20(September%2012%2C%202024),Billy%20Bishop%20Toronto%20City%20Airport. As well as on the Safe, Clean, Quiet Project Website which is also linked here: https://www.safecleanquiet.ca/

Please let me know if you have any questions or have problems accessing these links.

Thank you,

**Heather Dennis**
***Project Assistant***
207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com




**From:** Squarespace <form-submission@squarespace.info>
**Sent:** October 11, 2024 10:21 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - New Form

SAFE
CLEAN
QUIET

# Join us for the second public meeting to discuss the implementation of the Runway End Safety Areas (RESA) at Billy Bishop Toronto City Airport.

During this second public meeting you will have the opportunity to learn about the preliminary findings of the recent environmental assessment of three options to comply with Transport Canada's RESA directive. This meeting is an important step towards concluding our voluntary environmental assessment process.

**PortsToronto is committed to working with city staff and our federal partners to confirm the final design and plan for RESA implementation based on the terms approved by Toronto City Council on October 9, 2024**

## Two meetings will be held at the Westin Harbour Castle Hotel on October 15, 2024

Afternoon, 2-4pm; Frontenac Ballroom, Conference Centre
Evening, 6-8pm; Frontenac Ballroom, Conference Centre

A thirty minute presentation will be followed by a brief Q&A session and the opportunity to review display boards and speak directly to members of the environmental assessment team, design engineers as well as PortsToronto staff.

The meetings will be livestreamed over Zoom with a link available at safecleanquiet.ca

If you wish to attend the in-person or online meetings, please register at safecleanquiet.ca/contact

PORTS TORONTO

AÉROPORT DE TORONTO
BILLY BISHOP
TORONTO CITY AIRPORT

## Rasouli, Saeideh

**From:** Angela Homewood <AHomewood@portstoronto.com>
**Sent:** November 27, 2024 6:42 PM
**To:** [redacted]
**Cc:** Grueneis, Karl; Rasouli, Saeideh; Heather Dennis
**Subject:** RE: EA interviews with First Nations in Neighbourhood

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

[redacted]

My apologies for not getting back to you sooner on this request [redacted], as Saeideh and Karl had emailed me and we did discuss your request to consult and engage with two members of the community that have interests from an indigenous community perspective.

PortsToronto has the responsibility to consult and engage with indigenous communities and individuals as the proponent for projects and as such, should build the relationship with community members. As will be mentioned on our Airport CLC meeting, we are undertaking a process to implement an Indigenous Reconciliation Action Plan over the coming months.

PortsToronto has had several meetings with the Mississaugas of the Credit First Nation, Six Nations of the Grand River and the Huron-Wendat Nation as per federal government requirements to engage territorial treaty rights holders and communities that have interests from an archeological, fishing and hunting perspective.

Heather and I can make ourselves available to have a meeting with [redacted] next week, at a time that is convenient to her.
Thank you for your follow up.
-Angela-

Angela Homewood
*Environmental Project Manager*

207 Queens Quay Way, Suite 500, Toronto, Ontario M5J 1A4
T: 416.863.2000 | C: 519.521.8438 | E: ahomewood@portstoronto.com
PortsToronto.com

PORTS TORONTO | AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PortsToronto owns and operates | PortsToronto possède et exploite :

BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

[redacted]
**Sent:** November 13, 2024 5:06 PM

**To:** Grueneis, Karl <Karl.Grueneis@aecom.com>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>
[redacted]
**Subject:** EA interviews with First Nations in Neighbourhood

Hi Karl and Saeideh:

I hope the EA interviews are going well. I'm following up specifically with you about [redacted] as she said she has not received an email requesting a time to speak with her. Please let me know about other First Nations you have or will contact in the immediate neighbourhood for their input.

Sincerely,

[redacted]

## Rasouli, Saeideh

[redacted]

**Sent:** September 26, 2024 10:46 AM
**To:** Arsenault, Danielle <Danielle.Arsenault@aecom.com>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Grueneis, Karl <Karl.Grueneis@aecom.com>; De Decker, Sarah <Sarah.DeDecker@aecom.com>
**Cc:** Brierley, Tatianna <Tatianna.Brierley@aecom.com>; Stemeroff, Marvin <Marvin.Stemeroff@aecom.com>; Jay Paleja <jay.paleja@toronto.ca>; [redacted]
**Subject:** Re: BQNA and AECOM

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear All:

Further to my email below, here is the email address for [redacted] I've copied him as well on this email. [redacted]

Looking forward to your response.

[redacted]

On Wednesday, September 25, 2024 at 07:48:49 p.m. EDT, [redacted] wrote:

Dear EA team:

I reached out to two indigenous Toronto residents who are interested in being interviewed by you for the EA around RESA. Both are artists who live in close proximity to the airport. One in the Bathurst Quay Neighbourhood and the other in the Fort York Community.

I've copied one person here. Her name is name is [redacted] is a Métis citizen who has lived at [redacted] in the Bathurst Quay for 37 years. She is very active in the community and is interested in sharing her knowledge with you.

The other person is [redacted] He is an award winning record producer and engineer who has worked with music giants like Drake and Sade. He's spent the last 25 years actively creating a bridge between established artists and indigenous creators. [redacted]. I'm awaiting his email, so will forward it as soon as I can.

I've copied Jay Paleja on this email as well. He is with Toronto's Waterfront Secretariat and is interested in the EA, particularly because he was part of the Committee for the Air Quality Study with the University of Toronto.

Please reply to this email as I did not hear back from you on the one I sent on September 17. Also curious to know if you were able to interview Dr. Greg Evans, the co-lead at the University of Toronto on the Air Quality study.

Sincerely,

[redacted]

On Tuesday, September 17, 2024 at 05:35:26 p.m. EDT, [redacted] wrote:

HI Aecom team:

I'm following up on my EA interview with an article published in the Toronto Star on September 13, 2024, about a ferry hitting ground in the fog. The event took place in April with 15 passengers on board, but was not reported to Ports Toronto by the City. This is what I meant when I spoke to you all about the danger of creating new land mass where water currently exists. https://www.thestar.com/news/gta/a-toronto-ferry-hit-the-area-of-billy-bishop-airports-runway-the-city-didnt-tell/article_5a975200-7131-11ef-885b-a7fb321df4c0.html?utm_medium=social&utm_source=copy-link&utm_campaign=user-share

I was sailing last night and asked my fellow sailors from the National Yacht Club about the impact of having adding additional land mass into the harbour and lake. The captain recounted two stories about foggy conditions around the island, when boats went aground. Also, the mouth to our entrance basin is already close to the Keep out zones, and with land added to where water currently exists, could create a navigational "pinch-point" in the future. Accidents do happen, and more often then not we're told about many of them.

I hope you will please add this concern, if you have not already, to your EA report. Attached is the Marine Occurrence Report for the accident written about in the news article.

Danielle, I do hope you were able to speak with Dr. Greg Evans, the co-lead in the University of Toronto Air Quality Study of our the Bathurst Quay Neighbourhood. Please let me know.

Sincerely,

[redacted]

On Wednesday, August 14, 2024 at 01:47:31 p.m. EDT, De Decker, Sarah <sarah.dedecker@aecom.com> wrote:

Proposed Agenda

1. Introductions
2. Air Quality

- Social and community values
- Confirm Action Items or Follow Ups

[redacted] As below, I'm connecting with you to set up a time for AECOM's environmental team to hear more from you on the perspectives of the Bathurst Quay Neighbourhood Association for the both the air quality study and your community's priorities as relates to the RESA project.

Our team has availability on Monday, Aug 19th between 2:00pm and 3:00pm. If you are available to meet then, we will send along an invitation for an MS Teams call.

If that time doesn't work, we could instead meet Wed, Aug 21 between 3:00 – 4:00pm.

Let me know which date and time works best for you, and we look forward to talking to you soon,

Cheers

**Sarah De Decker** | Social and Human Environment Specialist

*Pronouns: she, her*

sarah.dedecker@aecom.com M +1-905-302-4152

**Delivering a better world** aecom.com

---

**From:** [redacted]
**Sent:** Monday, August 12, 2024 6:23:32 PM
**To:** Rasouli, Saeideh <saeideh.rasouli@aecom.com>
**Cc:** Marianne Hatzopoulou <marianne.hatzopoulou@utoronto.ca>; Greg Evans <greg.evans@utoronto.ca>; Jay Paleja <Jay.Paleja@toronto.ca>; bryan.bowen@toronto.ca <bryan.bowen@toronto.ca>; Stephen Denes <SDenes@portstoronto.com>; Angela Homewood <ahomewood@portstoronto.com>; Peter MacLeod <peter@masslbp.com>; Bernhard Schropp <Bernhard.Schropp@aviang.ca>; Brierley, Tatianna <Tatianna.Brierley@aecom.com>; Lee Thomas <Lee.Thomas@aviang.ca>
**Subject:** Re: Bathurst Quay Neighbourhood Air Quality Study documents

Thank you. I look forward to hearing from Tatiana to schedule an interview.

[redacted]

Sent from my iPhone

[redacted]

On Aug 9, 2024, at 10:49 AM, Rasouli, Saeideh <saeideh.rasouli@aecom.com> wrote:

[redacted]

Thank you for your email and thank you for sharing the information about the 3-year Air Quality Study. We appreciate the resources you provided, including the link to the study website, the project summary and presentation slides. As discussed at the public meeting, PortsToronto has shared the Bathurst Quay Neighbourhood Association Air Quality Study website with AECOM, and we are aware of the findings from this study. Reports 1 and 2 of this study have been reviewed and captured as part of our gap analysis study. We look forward to reviewing the findings and incorporating them into our Environmental Assessment for implementation of the RESA.

We recognize the Bathurst Quay Neighbourhood Association as an important community stakeholder, and appreciate your insights to ensure we address the needs and perspectives of the community members. Our socio-economic specialist Tatianna Bierley (copied on this email) will reach out to you to arrange an interview. We look forward to discussing the community and social aspects of the RESA project with you in greater detail.

Kind regards,

Sent on behalf of the RESA Project Team

**Saeideh Rasouli,** Ph.D.
*(she/her)*

Environmental Planner, IAP Practices, Canada
M 416-420-7481
D 905-747-1690

saeideh.rasouli@aecom.com

**From:** [redacted]
**Sent:** July 18, 2024 11:12 AM
**To:** Grueneis, Karl <Karl.Grueneis@aecom.com>
**Cc:** BQNA Group Email <bqna-board@googlegroups.com>; Marianne Hatzopoulou <marianne.hatzopoulou@utoronto.ca>; Greg Evans <greg.evans@utoronto.ca>; Jay Paleja <jay.paleja@toronto.ca>; bryan.bowen@toronto.ca <bryan.bowen@toronto.ca>
**Subject:** Re: Bathurst Quay Neighbourhood Air Quality Study documents

Dear Karl:

Thank you for your presentation last night about the Environmental Assessment for the RESA Enhancement Project Ports Toronto is currently working on with AECOM. I understand this is a six month project, which began in June 2024 and that you are currently doing the GAP analysis until the end of July.

As part of the EA, you will be examining Air Quality. I'm happy you want to see the results of our 3 year Air Quality study, done by the University of Toronto's scientific research team.

The presentation slides, summary and final reports, released publicly this spring can be found on the study's website at https://positivezero.civmin.utoronto.ca/bqna/. I've attached the Project Summary and Presentation Slides to this email.

The Bathurst Quay Neighbourhood Association (BQNA) initiated this campus-community partnership with the U of T and invited Toronto Public Health, City of Toronto Planning, and Ports Toronto as additional partners. The study was funded by NESERC.

The principle investigators for the U of T are Dr. Marianne Hatzopoulou and Dr. Greg Evans, both are copied here, along with Jay Paleja and Bryan Bowen, as representatives of the City of Toronto Planning Dept on the Study's Core Committee.

For more information about the Bathurst Quay Neighbourhood Association, (BQNA) a link to our website is in my signature below, along with my telephone number. As discussed, I'd be happy to be interviewed about the community/social impact aspect of the EA for the RESA project, specific to our neighbourhood.

I look forward to hearing from you and your team and participating in the EA.

Sincerely,



# Daily Notification Report

This information is preliminary and subject to change. Further, the information given for some occurrence may not have been verified by the TSB. Therefore, caution should be used when using this information.

## Occurrence 1

**Occurrence No.:** M24C0091

**Occurrence Type:** Accident STRIKING - Allision with a fixed object (striking - includes berthed/docked vessels)

**Class:** CLASS 5

**Latitude:** 43°37.834 N

**Occurrence Date:** 4/30/2024

**Longitude:** 079°23.248 W

**Occurrence Time:** 22:35:00 EST(+5)

**Province/Territory:** ONTARIO (ON)

**Pollution:** NONE

**Nearest Location:** Toronto Island

**IMO Classification:** MARINE CASUALTY

**Occurrence Summary:**

On 30 April 2024, the ferry "THOMAS RENNIE", with 16 people on board, reported having struck a shore structure upon arrival at the terminal on Toronto Island, ON. The vessel proceeded back to the terminal in Toronto, ON where damages were assessed.

**Vessel Information:**

**Vessel:** THOMAS RENNIE

**Flag:** CANADA

**Vessel Type:** FERRY - PASSENGER

**Occurrence Type:** Accident STRIKING - Allision with a fixed object (striking - includes berthed/docked vessels)

**Gross Tonnage:** 424.00

**Degree of Damage:** MINOR

**Length:** 35.00 Meters Registered

**Cargo:**

**Injuries:** Fatalities: 0 | Serious: 0 | Minor: 0 | Missing: 0

This information is preliminary and subject to change. Further, the information given for some occurrence may not have been verified by the TSB. Therefore, caution should be used when using this information.

## Major Changes Since Last Report

**No major changes detected since last report.**

## Rasouli, Saeideh

**From:** [redacted]
**Sent:** October 2, 2024 8:30 AM
**To:** Rasouli, Saeideh
**Subject:** Fw: Fish (pike) caught in the Western Gap
**Attachments:** FB_IMG_1708726810322.jpg

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Saeideh:

This photo was taken at the west end of the dockwall, next to the National Yacht Club.
Wondering if you've spoken with anyone from the yacht club yet?

See you at 9!

[redacted]

----- Forwarded Message -----
[redacted]
**Sent:** Tuesday, October 1, 2024 at 06:17:23 p.m. EDT
**Subject:** Fish (pike) caught in the Western Gap

Sent from my awesome phone

## Rasouli, Saeideh

**From:** Greg Evans <greg.evans@utoronto.ca>
**Sent:** October 5, 2024 12:00 PM
**To:** Rasouli, Saeideh; [redacted] Cheol-Heon Jeong
**Cc:** Marianne Hatzopoulou; Grueneis, Karl; Arsenault, Danielle
**Subject:** RE: Bathurst Quay Air Quality Study

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hi Rasouli

Thanks for this summary. I would like to reiterate two of the points I made during our discussion:

1) There is a contradiction between claiming that there will be no change to airport operations through the runway extension vs suggesting that the extension may improve air quality as a result of changes during the operational phase (e.g. changes in aircraft taxing or less queuing of vehicles waiting to cross the runway to access Toronto Island). Moreover, if the EA regarding air quality will not cover any changes in operation, then how will the EA provide evidence to substantiate claims that there will be an improvement in air quality?
2) The incremental approach being use in the EA, although very common, may or may not capture cumulative effects. The challenge here is that the background data used may or may not reflect the current state, depending on what pollutants are selected for inclusion where the stations selected for "background" data are located. Since the scope of the EA only includes regulated pollutants (and hence not UFP) then the EA may end up distorting the acceptability of the current state. I can foresee people pointing to this EA in future to support claims that the air quality is acceptable when in fact this is not what the EA evaluated.

I would also like to add that ongoing monitoring of air quality should included as part of this process so that everyone will know if, in fact, there has been any changes in air quality. These measurements should include both relevant regulated pollutants (e.g. PM, NOx) and unregulated pollutants (UFP and BC). These measurements should be publicly reported or a regular basis.

Greg

**From:** Rasouli, Saeideh saeideh.rasouli aecom.com
**Sent:** October 3, 202 5 11 PM
**To:** Greg Evans greg.evans utoronto.ca [redacted] Cheol- eon eong ch.jeong utoronto.ca
**Cc:** Marianne at opoulou marianne.hat opoulou utoronto.ca Grueneis, Karl Karl.Grueneis aecom.com

Arsenault, Danielle Danielle.Arsenault aecom.com
**Subject:** RE Bathurst Quay Air Quality Study

Hello,

Thank you all for taking the time to meet with us yesterday to discuss the results of Bathurst Quay Air Quality Study. We really appreciate the opportunity to connect and learn more about your robust research and its findings. As a quick follow up, please find below a summary of our discussion. We hope it captures the key points, but if anything needs clarification or if you have any further insights, we'd be happy to hear from you. Please feel free to share any comments or thoughts!

**Summary Notes :**

- The Bathurst Quay Neighbourhood Area Air Quality study was a collaboration effort involving the community, City of Toronto, Toronto Public Health, and PortsToronto. The study used a range of methods, including mobile monitoring lab equipment, sensor-based measurements, and specific instruments to detect ultrafine particles, black carbon, and other pollutants. One of the key findings was the significant presence of ultrafine particles (UFP) which was identified as a significant marker of aircraft exhaust, with elevated concentrations during airport activities. The study suggested that UFP exposure should be considered when evaluating the impacts of any future changes to airport operations.
- The Runway End Safety Area (RESA) project is not intended to have any effect on current runway operations, runway capacity, or aircraft types using the runway. The RESA Environmental Assessment (EA) study will thoroughly evaluate potential environmental effects associated with 'Operation and Construction' of various RESA alternatives for Runway 08/26 at Billy Bishop Toronto City Airport, ensuring compliance with Transport Canada standards for RESAs.
- AECOM Air Quality Study for the RESA EA project will include:
    - A review of most recent air monitoring data for criteria air contaminants to identify background concentrations of identified contaminants. The background air quality data will come from the most recent five years of available data from National Air Pollution Surveillance (NAPS) stations or other provincial monitoring stations. The team will take averages or the appropriate statistical measurement for each year from the closest stations to the project site. These values will be used for comparison to the available Ontario Ambient Air Quality Criteria, Canadian Ambient Air Quality Standard, or other applicable guidelines. This approach ensures a conservative estimate of potential air quality impacts. Additionally, the study will examine current land use near the proposed RESA to identify the sensitive and critical receptors that should be considered.
    - The operation of the Airport will remain unchanged after the implementation of RESA. There will be no additional flights, no changes in flight patterns or number of passengers; thus, there is no expected increase in the amount or type of air emissions from aircraft. However, RESA Alternatives 2 and 3 include several ancillary airfield improvements that have the potential to positively impact air quality within the EA Study Area. These improvements are anticipated to reduce the aircraft taxi distance, taxi times, and queuing of vehicles waiting to cross the runway to access Toronto Island. These improvements are expected to reduce air emissions during the operational phase. A qualitative review of all alternatives for the proposed RESA will be undertaken to assess

the potential benefits and implications of these proposed improvements during the operational phase.

  - Upon selection of the preferred RESA alternative, the potential for air quality impacts from the construction phase will be studied. This will include an emission inventory for the contaminants of concern and the greenhouse gases. The advanced air dispersion model (AERMOD) will be used to determine the maximum concentrations of these contaminants at key receptor locations. This involves determining the emission rates from the construction sources and running them through the AERMOD model using five years of meteorological data. This ensures that a wide range of meteorological conditions (e.g., wind speed, wind direction) is considered to predict the maximum impact at sensitive and critical receptor locations, such as residential areas or schools.
  - The model results from the construction emissions will be added to the background concentrations to consider the existing operation and to provide a cumulative effects assessment. These cumulative results for each contaminant will be compared to the applicable Ontario Ambient Air Quality Criteria, Canadian Ambient Air Quality Standard, or other applicable guidelines. These results will be reviewed to determine if additional mitigation measures may be required. The results of the study will be documented in an Air Quality Assessment Report which will be posted for public review.

- There is a concern about the proximity of sensitive areas like the nearby school and a newly established park close to the construction site. The project team will review these specific locations in the air quality assessment, especially in the context of the construction phase impacts, since they are located close to the harbour where construction will take place.
- The project's second public meeting is scheduled for Tuesday, October 15, 2024. Two sessions will be taking place at the Westin Harbour Castle Hotel, located at 1 Harbour Square with the first session from 2:00 to 4:00 p.m., and the second session from 6:00 to 8:00 p.m.

Thanks again for the opportunity,

Thanks,
Saeideh

**Regards,**

**Saeideh Rasouli,** Ph.D.
*(she/her)*

Environmental Planner, IAP Practices, Canada
M 416-420-7481
D 905-747-1690

saeideh.rasouli@aecom.com

**Click here to connect with me on LinkedIn**

## Rasouli, Saeideh

**From:** [redacted]
**Sent:** October 5, 2024 11:16 AM
**To:** Greg Evans <greg.evans@utoronto.ca>; Cheol-Heon Jeong <ch.jeong@utoronto.ca>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>
**Cc:** Marianne Hatzopoulou <marianne.hatzopoulou@utoronto.ca>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Arsenault, Danielle <Danielle.Arsenault@aecom.com>
**Subject:** Re: Bathurst Quay Air Quality Study

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear Saeideh, Greg and Cheol:

I've looked over the summary and made my comments in bold in the email below. I also included comments from Dr. Greg Evans and Dr. Marianne Hatzopoulou that I received after the interview.

[redacted]

On Friday, October 4, 2024 at 03:38:45 p.m. EDT, [redacted] wrote:

Hi Saeideh:

Thank you for the summary. I'll look at it over the weekend and let you know if I can anything or have any questions.

I hope you have good weekend.

[redacted]

On Thursday, October 3, 2024 at 05:11:41 p.m. EDT, Rasouli, Saeideh <saeideh.rasouli@aecom.com> wrote:

Hello,

Thank you all for taking the time to meet with us yesterday to discuss the results of Bathurst Quay Air Quality Study. We really appreciate the opportunity to connect and learn more about your robust

research and its findings. As a quick follow up, please find below a summary of our discussion. We hope it captures the key points, but if anything needs clarification or if you have any further insights, we'd be happy to hear from you. Please feel free to share any comments or thoughts!

**Summary Notes :**

- The Bathurst Quay Neighbourhood Area Air Quality study was a collaboration effort involving the community, City of Toronto, Toronto Public Health, and PortsToronto. The study used a range of methods, including mobile monitoring lab equipment, sensor-based measurements, and specific instruments to detect ultrafine particles, black carbon, and other pollutants. One of the key findings was the significant presence of ultrafine particles (UFP) which was identified as a significant marker of aircraft exhaust, with elevated concentrations during airport activities. **The study suggested that UFP exposure should be considered when evaluating the impacts of any future changes to airport operations.**
- The Runway End Safety Area (RESA) project is not intended to have any effect on current runway operations, runway capacity, or aircraft types using the runway. The RESA Environmental Assessment (EA) study will thoroughly evaluate potential environmental effects associated with 'Operation and Construction' of various RESA alternatives for Runway 08/26 at Billy Bishop Toronto City Airport, ensuring compliance with Transport Canada standards for RESAs.
- **As I noted in our call - That is provided Option 2 or 3 are not chosen, which Ports Toronto has publicly stated require the extension of the Tripartite Agreement before the 2033 deadline. The current TPA protects the community by sets limits on aircraft type, hours of operation, and number of flights**
- AECOM Air Quality Study for the RESA EA project will include:
    - A review of most recent air monitoring data for criteria air contaminants to identify background concentrations of identified contaminants. The background air quality data will come from the most recent **five years of available data** from National Air Pollution Surveillance (NAPS) stations or other provincial monitoring stations. The team will take averages or the appropriate statistical measurement **for each year** from the closest stations to the project site. These values will be used for comparison to the available Ontario Ambient Air Quality Criteria, Canadian Ambient Air Quality Standard, or other applicable guidelines. This approach ensures a conservative estimate of potential air quality impacts. Additionally, the study will examine current land use near the proposed RESA to identify the sensitive and critical receptors that should be considered. **The identified air contaminants do not include Ultra-fine particles, which the University of Toronto Air Quality study's recommendations state that "UFP exposure should be considered when evauating the impacts of any future changes to airport operations."**
    - **Further, airport operation and other background sources of air pollution came to a halt or reduction from 2020-2022, and current airport flight numbers have yet to return to their 2019 pre-pandemic levels. These years should be identified and/or not be included in your averages, and instead reviewed from 2016-2019 and 2023-2024 inclusive.**

- The operation of the Airport will remain unchanged after the implementation of RESA. There will be no additional flights, no changes in flight patterns or number of passengers; thus, there is no expected increase in the amount or type of air emissions from aircraft. However, RESA Alternatives 2 and 3 include several ancillary airfield improvements that have the potential to positively impact air quality within the EA Study Area. These improvements are anticipated to reduce the aircraft taxi distance, taxi times, and queuing of vehicles waiting to cross the runway to access Toronto Island. These improvements are expected to reduce air emissions during the operational phase. A qualitative review of all alternatives for the proposed RESA will be undertaken to assess the potential benefits and implications of these proposed improvements during the operational phase.

- **Further to my first response point: Dr. Greg Evans notes the contradiction between claims posted in the media that these changes will provide air quality benefits vs. not evaluating current operations in the air quality assessment so as to provide supporting evidence. While reducing the taxiing distance (e.g. in option 2 or 3) should in theory slightly reduce fuel consumption and hence emissions, He doesn't know of any evidence to support that reduced taxing distance would make a measurable difference to air quality. There are no measurements that he has seen suggesting that taxiing currently makes a significant contribution to the airport emissions (maybe it does, maybe it doesn't). Apparently, there will also be no modelling done in the EA to support this claim.**

- Upon selection of the preferred RESA alternative, the potential for air quality impacts from the construction phase will be studied. This will include an emission inventory for the contaminants of concern and the greenhouse gases. The advanced air dispersion model (AERMOD) will be used to determine the maximum concentrations of these contaminants at key receptor locations. This involves determining the emission rates from the construction sources and running them through the AERMOD model using five years of meteorological data. This ensures that a wide range of meteorological conditions (e.g., wind speed, wind direction) is considered to predict the maximum impact at sensitive and critical receptor locations, such as residential areas or schools. **Again, see my point that this data should not include years when the city was under lock down and recovery which saw airport operations shut down only for medivac purposes and that UFPs are omitted, even though the scientific study by the U of T, airline associations, and the WHO are recognizing they are a health concern.**

- The model results from the construction emissions will be added to the background concentrations to consider the existing operation and to provide a cumulative effects assessment. These cumulative results for each contaminant will be compared to the applicable Ontario Ambient Air Quality Criteria, Canadian Ambient Air Quality Standard, or other applicable guidelines. These results will be reviewed to determine if additional mitigation measures may be required. The results of the study will be documented in an Air Quality Assessment Report which will be posted for public review.

- **From Dr. Evans: We also discussed how the incremental approach being use in the EA, although very common, does not capture cumulative effects as noted by Dr. Marianne Hatzopoulou, (the other co-lead of our study.) The challenge here is that the background data used may or may not reflect the current state, depending how far away the background stations selected are. Moreover, any implication regarding the acceptability of the current state will depend on the pollutants selected for inclusion in the EA. If the scope of the EA only includes regulated pollutants (and hence not UFP) then the EA may well distort the acceptability of the current state. I can foresee people**

**pointing to this EA in future to support claims that the air quality is acceptable when in fact this is not what the EA evaluated.**

- There is a concern about the proximity of sensitive areas like the nearby school and a newly established park close to the construction site. The project team will review these specific locations in the air quality assessment, especially in the context of the construction phase impacts, since they are located close to the harbour where construction will take place.
- The project's second public meeting is scheduled for Tuesday, October 15, 2024. Two sessions will be taking place at the Westin Harbour Castle Hotel, located at 1 Harbour Square with the first session from 2:00 to 4:00 p.m., and the second session from 6:00 to 8:00 p.m.

Thanks again for the opportunity,

Thanks,

Saeideh

**Regards,**

**Saeideh Rasouli,** Ph.D.
*(she/her)*

Environmental Planner, IAP Practices, Canada
M 416-420-7481
D 905-747-1690

saeideh.rasouli@aecom.com

**Click here to connect with me on LinkedIn**

**AECOM**

105 Commerce Valley Drive West, 6th Floor
Markham, Ontario, Canada
T +1-905-886-7022

aecom.com

**From:** Rasouli, Saeideh
**Sent:** Thursday, September 26, 2024 6:07 PM
**To:** greg.evans@utoronto.ca
**Cc:** Grueneis, Karl <Karl.Grueneis@aecom.com>; Arsenault, Danielle <Danielle.Arsenault@aecom.com>; [redacted]
**Subject:** RE: Bathurst Quay Air Quality Study

Hello Dr. Evans.

I hope this message finds you well. My name is Saeideh Rasouli, and I am an Environmental Planner with AECOM working on the RESA Environmental Assessment Study for Billy Bishop Toronto City Airport. Thank you for reaching out to our team and sharing the links to the BQNAs Air Quality Study and reports. We are already aware of the Air Quality Study completed by the University of Toronto, and we would be happy to meet with you to learn more about your study and its results.

Below are our team's availabilities

Oct 23 10-12 am  3-4 pm

Oct 24  2-4 pm

Please let us know what time and date works best  for you, and we will send you a Microsoft Teams meeting invite.

Thank you,

**From:** Greg Evans <
**To:** Arsenault, Danielle <Danielle.Arsenault@aecom.com>
[redacted]
**Subject:** Bathurst Quay Air Quality Study

Hi Danielle

I want to bring to your attention an air quality study we recently completed as information you may want to consider in connection with the EA that Aecom is conducting in conjunction with the airport runway extension. Our research showed that airport activities are a major source of ultrafine particles (UFP) in the neighbourhood.

https://positivezero.civmin.utoronto.ca/bqna/

10

The results and analysis are documented in this report: https://drive.google.com/file/d/1Bt-JJoS_4TK8DLg-96bElqZbLFMRnSjV/view

I would be happy to meet with you to discuss this if you have any questions.

Greg

Greg J. Evans, Ph.D., P.Eng., FCAE, FAAAS, FCEEA

<image002.png>

Director, Institute for Studies in Transdisciplinary Engineering Education and Practice (ISTEP)

https://istep.utoronto.ca/

Director, Southern Ontario Centre for Atmospheric Aerosol Research

www.socaar.utoronto.ca

Professor, Dept. of Chemical Engineering and Applied Chemistry, University of Toronto

www.labs.chem-eng.utoronto.ca/evans/

55 St George, Toronto, Canada, M5S 0C9

416-978-1821

## Rasouli, Saeideh

**Subject:** RE: RESA Question Follow-up

**From:** Brierley, Tatianna <Tatianna.Brierley@aecom.com>
**Sent:** August 27, 2024 4:50 PM
**To:** [redacted]
**Cc:** Stemeroff, Marvin <Marvin.Stemeroff@aecom.com>
**Subject:** RESA Question Follow-up

[redacted]

Thank you again for taking the time to meet with me and for sharing your thoughts about the PortsToronto RESA Project.
Apologies for the delay in getting back to you, but I have a few follow up answers to provide from our call:

1. We had discussed whether there would be a regulatory EA requirement:
   A mandatory Environmental Assessment (EA) would be required for projects that fall under the Canadian Impact Assessment Act (for example undertakings included in the federal designated project list), or for projects that fall under the Province of Ontario Environmental Assessment Act (for example Infrastructure projects led by Municipalities, Provincial Ministries, etc.).
   Since the Runway End Safety Area (RESA) Project does not fall into any of these categories and thus it is not mandated under Federal or Provincial EA legislation, this EA will be conducted as a voluntary, non-statutory process established through consultation with Federal, Provincial, and Municipal agencies. The voluntary EA process provides a good framework for evaluating alternative solutions and decision making in consultation with agencies including indigenous communities, stakeholders, and the public.
   While the Project does not trigger a Municipal Class EA process, the RESA Project environmental assessment will be taking the City of Toronto policies pertaining to lake filling into consideration.

2. Upcoming Public Meeting:
   The next public meeting is anticipated for Fall 2024. A date has not been set as of yet, so keep an eye out for the next PortsToronto Meeting notice.

3. I have included a link to the Open House presentation from July, which has details about the different RESA options, linked here.

I hope to see you at the next meeting!
Thanks again,
Tatianna

**Tatianna Brierley** MES
*She/Her/Hers*

Environmental Scientist III, Central Canada
M 1-519-580-0695
tatianna.brierley@aecom.com

**Click here to connect with me on LinkedIn**

**AECOM**
aecom.com

HarbourSide
York Condominium Corporation Number 510
55 Harbour Square, Toronto, Ontario M5J 2L1
Tel: (416) 362-1174 | Fax: (416) 362-5948 | Website: www.harboursideresidents.com

August 2, 2024

Ports Toronto
207 Queens Quay West, Suite 500
Toronto, Ontario
Canada, M5J 1A7

RE: **Proposed Extension to RESA at Billy Bishop Airport**

I am writing on behalf of the residents who live in the 602 suites comprising HarbourSide condominiums, located directly on the central waterfront and very close to Billy Bishop Airport. Our Board would like to oppose lengthening the Runway End Safety Area (RESA) at Billy Bishop Airport. Extending the RESA by means of landfill into our beautiful Toronto harbour would not only disrupt the marine environment, but create noise, harbour traffic concerns and the potential for use of larger and noisier jets in the future. The traffic congestion on Queens Quay is already a nightmare. We oppose any such expansion of the airport.

[redacted]

c.c. Deputy Mayor Ausma Malik,
York Quay Neighbourhood Association,
[redacted]

AECOM

# O4.3.3 Draft Environmental Assessment Report

**Subject:** RE: [redacted]: RESA Draft EA feedback
**Sent:** 10/6/2025, 3:56:08 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your letter dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Public Consultation

PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. The organization is committed to sharing information openly and inviting public feedback as key decisions are made. Public consultation for the EA has been conducted over multiple stages to support transparency and meaningful participation. A dedicated project website (https://www.safecleanquiet.ca) was also launched to provide ongoing information, updates, and Frequently Asked Questions, ensuring stakeholders have access to the latest developments. PortsToronto also actively sought and incorporated community feedback into the RESA design process. The organization has engaged with government agencies, including the City of Toronto, Transport Canada including Navigable Waters, Waterfront Toronto, CreateTO, Toronto and Region Conservation Authority, Impact Assessment Agency of Canada, Fisheries and Oceans Canada, Environment and Climate Change Canada, the Ontario Ministry of Natural Resources, Ontario Ministry of Environment, Conservation and Parks, and the Ministry of Citizenship and Multiculturalism to discuss the RESA project. Additionally, PortsToronto has engaged Indigenous communities to ensure their rights, interests and perspectives are included in the planning and decision-making processes.

Community feedback has directly informed the EA, and the issues and suggestions raised during the sessions were carefully reviewed and have been incorporated into the analysis and discussion presented throughout the EA Study Report. A table of contents has been added to Appendix O so that the records of consultation are easier to navigate. All comments received during the four public information sessions, along with the Project Team's responses, are provided in Section O4.3, 'Records of Public Comments and Project Team Responses', in Appendix O of the EA Study Report. The facilitator reports provide a summary of each public meeting and open house, in line with standard EA practice.

The original January 2025 timeline for delivery of the Draft EA Study Report was extended to allow the Project Team to carefully review and address comments received from Tripartite Partners (Transport Canada and the City of Toronto) on the draft EA Study Report. In addition, additional time was required to complete the French translation of the full document to meet accessibility and regulatory requirements. These steps were important to ensure that the report is comprehensive, accurate, and available in both official languages.

The 30-day public review period from June 9 to July 7, 2025, adhered to established EA requirements and reflects standard practice for projects of this nature. This timeframe was designed to allow for public input while maintaining alignment with the project's regulatory obligations and schedule. While the review period was not extended, PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

Notification was issued through multiple channels, including project website update and newspaper. All materials were made publicly accessible online. The June 26, 2025, meeting was not part of the formal consultation process.

All feedback received during the consultation period has been reviewed and considered as part of the finalization of the EA Study Report. Discipline-specific details including records of consultation are documented in the appropriate technical Appendix. The main EA Study Report provides a synthesized summary of findings and references these appendices rather than reproducing all inputs. Please be assured that all inputs received have been reviewed and the insights gathered have informed the broader analysis and conclusions presented within the main EA Study Report.

Construction Noise

Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts from construction of RESA 1 at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required.

Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts and will keep communication open with the community throughout the project.

Air Quality Assessment

An Air Quality Assessment for the RESA project at Billy Bishop Toronto City Airport has been conducted to address concerns about air pollution by evaluating emissions from construction and operation of the RESA project.

AECOM reviewed the data collected from rooftop locations, interior building spaces, and the terminal area. However, it was not incorporated into the Air Quality Assessment for the following reasons:

- Indoor air quality data are not used as background ambient air quality because the sources of indoor emissions are unknown, and the measurements do not represent outdoor ambient conditions.
- Other measurements, such as those taken on balconies, were of too short a duration—typically around a week—to be considered suitable to incorporate as background air quality in a formal assessment.
- The outdoor data were available in units of fine-particulate counts per unit volume. Air quality assessments for regulatory purposes use mass concentrations over specific averaging periods.

The Air Quality Assessment completed for this project was based on federally and provincially regulated criteria air contaminants. The background level concentrations were based on the most recently available five years of ambient air monitoring data collected at three air monitoring stations located in Toronto and operated by the Provincial and Federal governments. These air monitoring stations are located as close as 1 kilometre from the Billy Bishop Toronto City Airport. This allows a sufficient distance to avoid double-counting emissions from nearby sources in the air quality modelling. These stations are located nearest to the Air Quality Study Area and monitored in combination with all relevant criteria air contaminants for the assessment. The data used in this study were Ministry of Environment -approved air quality data, that has been measured using standard approaches and fully quality controlled.

Air Quality Impacts during Construction

Air quality impacts during construction were evaluated for three RESA alternatives using a quantitative dispersion modelling approach. Emissions were estimated using engineering emission factors and incorporated into the model to assess potential effects. While it is acknowledged that modelled $NO_2$ concentrations exceeded the 1-hour federal standard at the 98th percentile by approximately 30%, it is important to note that the predictions were generated using a conservative dispersion model and were modelled over a five-year period to capture all weather conditions. This model captures the worst-case emission scenario, incorporating simultaneous construction equipment operating on-site and the use of conservative estimates for NO2 emissions. For project-only $NO_2$ predictions, approximately 2% of values exceeded the new federal 1-hour standard of 83 µg/m$^3$.[323] Importantly, construction activities and exposure to construction effects will occur for a limited period of time.

While these exceedances are limited in scope and duration, PortsToronto recognizes the importance of minimizing potential health and environmental impacts. Mitigation measures, such as dust suppression and a Construction Air Quality Management Plan will address short-term impacts during construction. The Construction Air Quality Management Plan will be shared with the community in advance of construction and will be updated, when required.

Air Quality Impacts during Operation

The operation of the RESA project does not alter the number of flights or the types of aircraft operating at the airport. Therefore, no additional operational air emissions from aircraft are anticipated. Instead, proposed improvements to taxiways under RESA 2 and RESA 3 are expected to enhance taxiing efficiency and reduce greenhouse gas emissions. Specifically, aircraft taxiing greenhouse gas emissions are projected to decrease from 693 tonnes in 2023 (Current Conditions) to 508 tonnes in 2027 (Future Conditions); an approximate 30% reduction. While the rerouting of vehicles to a longer airside perimeter road will result in a modest increase in travel distance compared to the existing runway crossing, associated greenhouse gas emissions remain minimal. Across all alternatives, the total contribution to provincial transportation-related emissions is negligible, estimated at just 0.002% of Ontario's total transportation sector $CO_2e$ emissions in 2021. Among the alternatives, RESA 3 offers the lowest overall emissions. This is due to the design of the new perimeter road, which will allow for unrestricted vehicle movement and eliminate the current idling that occurs at the runway crossing.

Air Quality - Ultra Fine Particles

The project team has also considered the University of Toronto study on Ultra Fine Particles (UFPs). As the RESA project does not introduce any changes to air traffic volume, aircraft type, or frequency of flights, it will not affect aircraft emissions compared to existing conditions. UFPs are typically generated by fuel combustion, including from aircraft as well as non-tailpipe emissions from road vehicles. This EA Study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. The RESA is solely being implemented for safety and emergency scenarios and is not expected to alter the airport's capacity or the types of aircraft it handles.

Inclusion of RESA Options 2 and 3 in EA Study Report despite the Toronto City Council Decision on RESA 1

The EA process is designed to evaluate all reasonable alternatives before a final decision is made. This is a core requirement intended to ensure that the preferred option is supported by a thorough and transparent assessment of safety, environmental, operational, and regulatory considerations. As part of this process, RESA 1, RESA 2, and RESA 3 were each evaluated in detail through a structured, criteria-based analysis. This approach allows for a full understanding of potential impacts and supports informed decision-making. The EA Study identified RESA 3 as a preferred alternative following a comprehensive evaluation of all alternatives. Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** [redacted]
**Sent:** July 8, 2025 8:33 AM
**To:** Heather Dennis <HDennis@portstoronto.com>; ahomewood@portstoronto.ciom
**Subject:** Fw: [redacted] RESA Draft EA feedback

> **CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Angela and Heather:

I spent the day yesterday on my submission and successfully sent the text to the feedback page. However, I noticed this morning that my attachments, sent by email, may not have made it as there was a typo in the email address. I resent just now, so please include the emailed attachments with my feedback submission. See below, the email I sent was at 4:59 p.m. Monday.

Thank you! Also could you let me know what happens next with the EA? A few people who submitted yesterday asked me.

Sincerely,

[redacted]
cell: [redacted]

----- Forwarded Message -----
**From:** [redacted]
**To:** info@safecleanquiet.ca <info@safecleanquiet.ca>
**Sent:** Tuesday, July 8, 2025 at 08:22:57 a.m. EDT
**Subject:** Fw: [redacted] RESA Draft EA feedback

Dear Ports Toronto reviewers:

I looked at my email this morning and saw a typo in the address for the documents I sent yesterday! I supplied the text to the feedback directly but also sent the feedback letter and attachments via the email. I do hope you received them yesterday regardless of the typo. But if you did not, please include this submission this morning.

Let me know too how and when Ports Toronto will respond to the reedback.

[redacted]
cell: [redacted]

----- Forwarded Message -----
**From:** [redacted]
**To:** iinfo@safecleanquiet.ca <iinfo@safecleanquiet.ca>
**Sent:** Monday, July 7, 2025 at 04:59:30 p.m. EDT
**Subject:** [redacted] RESA Draft EA feedback



Attached is a pdf of a letter with my feedback and three documents relating to it.

I will also the contents of my letter as text to your feedback page. For the attachments I've put my name as part of the document title.

1. RESA October presentation of preliminary Draft EA findings comments
2. Email comments as follow up to Aecom Air Quality Interview for EA held Oct 2, 2024
3. Deputation made by me on behalf of BQNA to Toronto City Council on October 1, 2024

Thank you for your consideration. My contact information is below.

Sincerely,

[redacted]

[redacted] **Feedback on RESA Draft EA - July 7, 2025**

As a recognized longtime community leader to the Bathurst Quay Neighbourhood Association (BQNA), a co-chair on the three year University of Toronto's Community-Campus Air Quality Study of the Bathurst Quay Neighbourhood, and the BQNA's representative on Ports Toronto's Community Liaison Committee, I am sharing my community insight and suggestions to this enormous 295 page Draft document and its 17 appendices.

Ports Toronto BBTCA is geographically part of the Bathurst Quay neighbourhood. While they promote themselves through community investment along the waterfront, they have shown very little tangible regard for the health and well-being of their immediate neighbours. This is evidenced in the exclusion of our input into the draft EA report. Two of these I will focus on in this feedback.

**1. Public Consultation**
I participated in-person at both Ports Toronto public meeting dates in July and October 2024. I was also interviewed by Aecom consultants (which I had to request) as the chairperson of the BQNA (on community impacts) and Air Quality as the co-chair of the Air Quality study conducted in our neighbourhood by the University of Toronto.

**Scheduling:** My request as BQNA's representative to Ports Toronto's Community Liaison's Committee to hold public information meetings about RESA within the Bathurst Quay Neighbourhood and not during the summer months, when people are away from the city, was ignored. As a result EA feedback you receive will not capture all that could have come from a wider distribution and scheduling outside the end of school and Canada Day vacation periods.

**Public Meetings:** I was disappointed that feedback from Ports Toronto's two public presentations was only referenced in Appendix O, midway through a 450+ page document, that lacked a table of contents, executive summary and conclusion. After some time searching, I found the Public presentation summaries submitted by the meeting's facilitators. Their two reports indicate the community's concern regarding the limited options to study in the RESA EA and the presentation of the study's preliminary findings. Not only was this community feedback hard to find in the appendix, I couldn't see how attendees comments were referenced in the draft EA document itself.

Further, the timeline we were given at both meetings for a **January 2025** delivery of the draft EA and the promise of a final presentation for its findings were not realized. Instead, I as a volunteer Community Liaison Committee representative, received the notice via email from Lura Consulting much later on **June 6**, with a deadline for public comment by July 7. When I inquired about distribution I was told it would be done by CLC reps like myself, and two one day notices in the business section of the Toronto Star and L'Express.

Nonetheless, I worked diligently to supply this notice to the BQNA's building representatives, have a blog post written and shared, and a poster created for a public meeting organized by the BQNA because Ports Toronto re-negged on its third public meeting promise upon release of the EA. Ports Toronto also declined to attend BQNA's public meeting on June 26 to answer people's questions about the EA and how to give feedback to it.

**2. Socio-Economic Impacts**
I am also disappointed that comments and feedback gathered from my two one hour on-line interviews appear only in the Appendices and not the overall EA document.

A main concern that is not given enough attention in the report is the lengthy overnight construction period. This will disrupt sleep and be detrimental to our Community's health and well-being. **Sleep deprivation resulting from noise, lighting and other construction related stressors while we are in our homes trying to rest has not been adequately addressed in the EA as an impact to our neighbourhood's health and well-being.**

**Specific to Air Quality:** On behalf of the BQNA, I initiated an Air Quality study of our neighbourhood in 2019, after an earlier Health Impact Assessment by the City of Toronto found our neighbourhood's air quality to be a health concern. I successfully contacted Dr. Marianne Hatzoploulou, Professor, Department Chair and Tier 1 Canada Research Chair in Air Quality at the University of Toronto to see if there University's Transportation and Air Quality Research Group would be interested in conducting an air quality study of our neighbourhood.

Seeing the Bathurst Quay Neighbourhood as a Transportation "hot spot" she and her study co-lead, Dr. Greg Evans undertook an independent scientific research study with federal funding from the Natural Sciences and Engineering Research Council of Canada (NSERC). Along with the BQNA and the U of T, the study partners to the NSERC agreement included Billy Bishop Airport, City of Toronto Planning and the City of Toronto's Public Health department. Released in June 2024, the findings of this community campus partnership have been peer reviewed and presented at international transportation research conferences.

For Aecom's EA interview, I was joined by Dr. Evans and Cheol-Heon Jeong to share with Aecom's Air Quality consultant the findings of our three year study and discuss the scope of the current EA being done for RESA. Sadly the interview contents and key findings of our study which included actual air quality sampling of air pollutants collected continuously in individual homes, building rooftops and at the ferry terminal building were not included in this draft EA. Instead Aecom chose to use 2023 data modelled from MOE receptors up to 1 km away from their source and findings from an Environmental Assessment done in 2015.

Further their RESA EA was limited to air quality monitoring relating to RESA construction and relied solely on qualitative rather than quantitative expectations of air quality from the three RESA options, once completed.

Dr. Evans expressed his concern to Aecom about the EA's limited scope and put it in writing in a follow up email on October 3. Below is an excerpt from this email, a full copy of which is included as an attachment to info@cleansafequiet.ca

> *I want to note the contradiction between claims posted in the media that this change will provide air quality benefits vs. not evaluating current operations in the air quality assessment so as to provide supporting evidence. While reducing the taxiing distance (e.g. in option 2 or 3) should in theory slightly reduce fuel consumption and hence emissions, I don't know of any evidence to support that reduced taxing distance would make a measurable difference to air quality. There are no measurements that I have seen suggesting that taxiing currently makes a significant contribution to the airport emissions (maybe it does, maybe it doesn't). Apparently, there will also be no modelling done in the EA to support this claim.*
>
> *We also discussed how the incremental approach being use in the EA, although very common, does not capture cumulative effects as noted by Marianne. The challenge here is that the background data used may or may not reflect the current state, depending how far away the background stations selected are. Moreover, any implication regarding the acceptability of the current state will depend on the pollutants selected for inclusion in the EA. If the scope of the EA only includes regulated pollutants (and hence not UFP) then the*

*EA may well distort the acceptability of the current state. I can foresee people pointing to this EA in future to support claims that the air quality is acceptable when in fact this is not what the EA evaluated.*

**Concluding Remarks:** Bathurst Quay is a mixed income neighbourhood and many of our residents cannot afford to leave, nor can they afford time to attend or understand the EA process. It is my hope, that my feedback and that of others directly affected by the health and safety issues caused by airport priorities are given careful consideration when finalizing the EA's content and recommendations.

Most distressing for me is the amount of volunteer time that has gone into this issue by our community. While I understand that RESA 1 Option is the choice of Ports Toronto based on the City of Toronto's Council vote, the inclusion of RESA 2 and 3 in this EA draft report is confusing for many, and concerning to me.

Along with this feedback letter, other documents I will send by email info@safecleanquiet.ca include:

1. RESA October presentation of preliminary Draft EA findings comments
2. Email comments as follow up to Aecom Air Quality Interview for EA held Oct 2, 2024
3. Deputation made by me on behalf of BQNA to Toronto City Council on October 1, 2024

Sincerely,



Chair, BQNA Air Quality Committee
BQNA Representative, Ports Toronto CLC

**Subject:** RE: RESA FEEDBACK
**Sent:** 10/6/2025, 3:59:23 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]; info@safecleanquiet.ca

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Adequacy of Public Consultation

PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. The organization is committed to sharing information openly and inviting public feedback as key decisions are made. Public consultation for the EA has been conducted over multiple stages to support transparency and meaningful participation. A dedicated project website (https://www.safecleanquiet.ca/) was also launched to provide ongoing information, updates, and Frequently Asked Questions, ensuring stakeholders have access to the latest developments. PortsToronto also actively sought and incorporated community feedback into the RESA design process. The organization has engaged with government agencies, including the City of Toronto, Transport Canada including Navigable Waters, Waterfront Toronto, CreateTO, Toronto and Region Conservation Authority, Impact Assessment Agency of Canada, Fisheries and Oceans Canada, Environment and Climate Change Canada, the Ontario Ministry of Natural Resources, Ontario Ministry of Environment, Conservation and Parks, and the Ministry of Citizenship and Multiculturalism to discuss the RESA project. Additionally, PortsToronto has engaged Indigenous communities to ensure their rights, interests and perspectives are included in the planning and decision-making processes.

The 30-day public review period from June 9 to July 7, 2025, adhered to established EA requirements and reflects standard practice for projects of this nature. This timeframe was designed to allow for public input while maintaining alignment with the project's regulatory obligations and schedule. Notification was issued through multiple channels, including project website update and newspaper. All materials were made publicly accessible online. All feedback received during the consultation period has been reviewed and considered as part of the finalization of the EA Study Report. While the review period was not extended, PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

Concerns About Outdated Data in EA

The EA for the RESA project was undertaken as a new and comprehensive study, building on previous work where relevant but also incorporating updated data and technical analysis. The EA Study was completed consistent with best practices for EAs. The study reflects current site conditions, updated airport operations data, and the latest policy and planning framework.

Long-Term Airport Sustainability

Billy Bishop Toronto City Airport had over 2 million passengers in 2023 and 2024, indicating that this airport is a well-used and valued facility, and one that is in need of continued investment. The airport plays a vital role in connecting Toronto to key destinations across North America, and continued investment such as the upcoming U.S. Preclearance facility in 2025, supports its long-term viability and competitiveness. Implementing RESAs is a regulatory requirement to ensure safety, not a discretionary business choice.



Independent Peer Review in the EA Process

The EA was carried out following industry standard practices, with a focus on transparency, technical rigour, and meaningful consultation. The process was designed to ensure balanced, evidence-based decision-making, regardless of project funding source. All studies were completed by qualified professionals using established methodologies. In addition, the Natural Heritage Assessment Study was reviewed by an independent expert retained by the City of Toronto.

Community Impacts during Construction

The EA includes a comprehensive and science-based evaluation of potential impacts on air quality, noise, light, and traffic. The EA also outlines specific mitigation strategies for each area of concern and clearly documents the rationale for concluding no significant adverse effects, based on standard federal and provincial assessment criteria. A Construction Management Plan including Air Quality, Noise and Traffic Management Plans will be developed during detailed design to address noise, lighting, traffic and air quality during construction. The plans will be shared with the community in advance of construction, and updated when required. These plans will incorporate the mitigation measures outlined in the EA Study Report and will be implemented to minimize impacts on the surrounding community. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Construction Noise

Overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Air Quality during Construction

Air quality impacts during construction were also evaluated using a quantitative dispersion modelling approach. Emissions were estimated using engineering emission factors and incorporated into the model to assess potential effects. While it is acknowledged that modelled $NO_2$ concentrations exceeded the 1-hour federal standard at the 98th percentile by approximately 30%, it is important to note that the predictions were generated using a conservative dispersion model and were modelled over a five-year period to capture all weather conditions. This model captures the worst-case emission scenario, incorporating simultaneous construction equipment operating on-site and the use of conservative estimates for NO2 emissions. For project-only $NO_2$ predictions, approximately 2% of values exceeded the new federal 1-hour standard of 83 $\mu g/m^3$. Importantly, construction activities and exposure to construction effects will occur for a limited period of time. While these exceedances are limited in scope and duration, PortsToronto recognizes the importance of minimizing potential health and environmental impacts. Mitigation measures, such as dust suppression and a Construction Air Quality Management Plan will address short-term impacts during construction. Further, The Construction Air Quality Management Plan will be shared with the community in advance of construction and will be updated, when required.

Construction Lighting

For nearby residential areas, construction lighting is addressed under a broader category of construction-related nuisances. To reduce potential temporary impacts, lights will be directed southward, away from residential areas located to the north of the site. This approach has been successfully used in other major construction projects at Billy Bishop Toronto City Airport. Additionally, where possible, the construction contractor will be required to:

- Use shielded or directed lighting to focus light only where needed.
- Avoid unnecessary nighttime lighting where feasible.
- Maintain lights at the minimum brightness necessary for safe construction activities.
- Regularly monitor and adjust lighting as needed to minimize light spill onto nearby residential and recreational areas.

These measures have been documented in the final EA Study Report, further detailed in the Construction Management Plan to be prepared prior to construction, and implemented throughout the construction period to help reduce impacts on residents, boaters, and the surrounding. The Construction Management Plan will be shared with the community in advance of construction and will be updated, when required.

Traffic

Specific to the traffic concerns, materials will be transported by barge, and measures such as restricted construction hours and ongoing communication with local communities will be implemented. Construction traffic will be carefully managed to reduce disruptions to existing traffic and pedestrian flows. Furthermore, the City of Toronto's traffic by-laws will be followed to ensure construction activities do not unduly impact the traffic network, road users, and local residents. PortsToronto has experience undertaking night-time construction for other projects in a manner that minimizes impacts to the community. The Airfield Rehabilitation Program was implemented from 2016 to 2018 and used best management practices for overnight work to successfully mitigate traffic congestion and impacts to the community. A comprehensive Traffic Management Plan will be developed by the Design Build Team, in collaboration with PortsToronto, to be shared with the community.

Air Quality - Ultra Fine Particles

The project team has considered the University of Toronto 's recent studies on Ultra Fine Particles (UFPs). As the RESA project does not introduce any changes to air traffic volume, aircraft type, or frequency of flights, it will not affect aircraft emissions compared to existing conditions. UFPs are typically generated by fuel combustion, including from aircraft as well as non-tailpipe emissions from road vehicles. This EA Study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. The RESA is solely being implemented for safety and emergency scenarios and is not expected to alter the airport's capacity or the types of aircraft it handles. PortsToronto is actively working to minimize environmental impacts of the airport, including air pollution. UFP is a non-regulated contaminant in Canada and Ontario, while analysis and research in the scientific community is on-going. As a recommendation of the 2024 research work undertaken by the University of Toronto, PortsToronto has undertaken localized air quality analysis to further identify sources of UFP's or other sources of air contaminants. PortsToronto is committed to continuous improvement with regards to air quality emissions from airport operations, which may impact the local community.

Consideration of the Engineered Material Arresting System

The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first Engineered Material Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** [redacted]
**Sent:** July 7, 2025 3:06 PM
**To:** info@safecleanquiet.ca
**Subject:** RESA FEEDBACK

You don't often get email from [redacted] Learn why this is important

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My comments as a resident of the BQ neighbourhood and member of it Air Quality sub-committee were sent as a pdf to info@safecleanquiet.ca.

[redacted]

RESA FEEDBACK

This EA is woefully deficient and should be rejected outright by the City of Toronto for these reasons:

1)
At the 4 Public meetings of JULY 17, 2024 and OCT. 15, 2024, we were promised a public presentation of PortsTO's Environmental Assessment (EA)'s findings for January 2025. PortsTO

**a)** not only failed to honour that promise.

**b)** not only rushed the whole process to avoid its responsibilities to the community they operate in, showing no care, nor respect.

**c)** notified the Community **at the last minute!** (Although time and time again we asked PortsTo NOT to schedule important release/meetings during the summer, here is what they did: **Specifically a June release of the draft EA document of over 295 pages**, with only a **30 days response period** that fell during the **busy end of school week and Canada Day:** June 24 - Canada Day Tuesday July 1, when most people enjoy a long weekend, thereby offering an **unreasonable feedback deadline** for a document of this magnitude.

**d)** Avoided respectful **Public Engagement which is standard practice for such a major project.** PortsTO actually **REFUSED** an invitation from the Bathurst Quay Neighourhood Association to appear, at the Community's request, at a public meeting of JUNE 26, 2025 to provide the 'promised' information, and to answer questions the community is rightfully entitled to ask,
and…

**e) It also refused** to extend the Feedback deadline after specific request from the BQNA's representative to Ports Toronto's CLC committee.

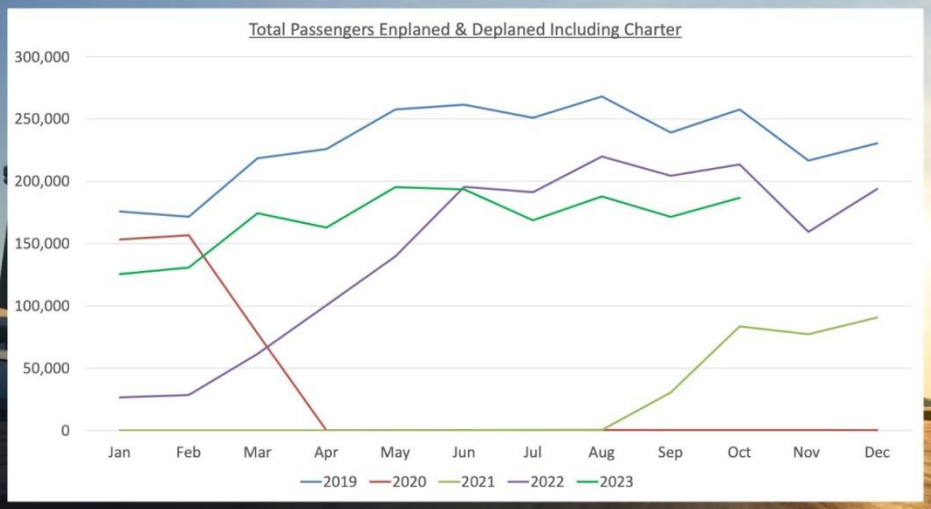
2)

**a**) This EA uses data from the OLD stale **2015** EA, **skirting the crucial facts that this community has grown by leap & bonds in the last 10 years, both in traffic & population, "**the very growing population" that would be greatly impacted by this unnecessary, unduly expensive, unjustifiably environmentally damaging and polluting RESA 1, chosen amongst 6 other options.

**b)** This *substandard* EA also included data from the **Pandemic, when the Airport was closed from March 2020-Sept. 2021** during which period**,** there was hardly any activity at the airport. **Further more,** the long recovery period has been **very slow.** Therefore, including data for these periods is bending the truth even further about this EA results, as demonstrated by the slides below: presented by Ports Toronto at CLC meeting #52 in November, 2023. **To date the passenger traffic and movements have not returned to pre-pandemic periods as of Dec. 2024. Including these data is purposely misleading, and needless to say, with its outdated 10 year old 'sources', irrelevant in today's 2025 environment.**

**c)** The airport has been struggling financially for years, and indulging in such a useless, careless expenses, and pointless waste of resources, defies any business sense, let alone common sense… All this**, at the expense of our community's wellbeing, wishes, and our recognized Canadian Right to a Healthy Environment under the Canadian Environmental Protection Act, 1999:**
https://www.canada.ca/en/environment-climate-change/services/canadian-environmental-protection-act-registry/right-to-healthy-environment.html

# Billy Bishop Toronto City Airport Passenger Traffic




BILLY BISHOP TORONTO CITY AIRPORT

# Billy Bishop Toronto City Airport Aircraft Movements




BILLY BISHOP TORONTO CITY AIRPORT

3)
This EA lacks a **neutral firm peer-review** and as such should be rejected immediately. An INDEPENDENT firm that specializes in theses types of Environmental Assessments **should step-in so to provide unbiased, reliable results** rather than one-sided misleading and distorted information. **Such an important EA should also be allowed sufficient time to execute fully, and to the highest of standards.**

4)
This EA doesn't address any **safety concerns nor the health and wellbeing of a whole community,** and falsely claims **"no significant adverse effects"! Really???** Our community would endure 1 1/2 years of nightmarish construction at night, deafening noise, blinding light in the middle of the night, dangerous dust and chemicals, pollution galore from excessive emissions from heavy equipments & major construction, and long-term health/safety risks from this upheaval disrupting people's very lives in many unhealthy ways

5)
Not only PortsTo ignores the important **University of Toronto "Air and Quality"** study's findings, revealing that the most dangerous particulate matters, UFPs, are produced by the very aircrafts they service; they also misrepresented facts with NO scientific measurements to back it up, and which they falsely published in their recent ESG's report, released August 2024, *again…, misleading the public, and disregarding the* ***University of Toronto "Air and Quality findings, namely:***

> The University of Toronto team concluded in their **direct and scientific** measurement campaign, conducted between 2020 and 2022, that "Airport activities are the primary source of UFP in the neighbourhood."

6) For all these reasons which would greatly impact a whole community, in the *Toronto's most densely populated area in Canada's most densely populated city*, **PortsTO must interrupt its flight activities and all operations, and allow proper time for a reliable Independent Environmental Assessment.** Doing so, would offer the flexibility and timeline needed, without any pressure to meet a Federal deadline, as there would be no airport activity. It would satisfy the Federal government, and MOST IMPORTANTLY, the community in which they operate, **which needs to be respected and heard.**

7) EMAS should have been the only option considered as it meets the Federal government's requirements. Most importantly it **would not require such lengthy and disrupting night operations, nor financial frivolous waste.** After rejecting this PortsToronto's EA, the signatories to the Tripartite Agreement (Transport Canada, Ports Toronto and the City of Toronto) should concentrate on the only reasonable option: EMAS!

**Subject:** RE: Feedback on Draft RESA EA
**Sent:** 10/6/2025, 4:02:15 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

No project" Option
A "Do Nothing Alternative" was considered in the initial stages of the evaluation. However, this option assumes that Runway 08/26 would continue operating without the mandated 150 m RESAs at both ends of the runway, which does not address the critical safety measure mandated by Transport Canada. As such, this alternative was not carried forward for further evaluation.

Timing of EA
The EA was initiated following Transport Canada's direction confirming Billy Bishop Toronto City Airport's eligibility for the federally mandated RESA requirement and structured to meet the compliance deadline of July 12, 2027. This requirement was established by Transport Canada in 2021 and applies once an airport serves at least 325,000 passengers annually for two consecutive years. Billy Bishop Toronto City Airport reached this threshold in June 2024, triggering the requirement to implement RESA by July 12, 2027. The process began promptly after this confirmation to allow adequate time for studies, consultation, and decision-making. Engagement with City of Toronto staff began early in the process and continued throughout, with regular updates and technical advisory committee meetings to ensure transparency and coordination.

Exploration of Alternatives to the Airport
Billy Bishop Toronto City Airport plays a significant role in Toronto's economy, generating over $2.1 billion in total economic output and supporting approximately 4,450 jobs, including 2,080 directly associated with airport operations. It serves as a key transportation hub, offering convenient downtown access and connections to more than 20 cities in Canada and the U.S., with further links to over 80 international destinations. The airport also facilitates essential services such as Ornge air ambulance operations, contributing to public health and safety. Public opinion surveys also confirm that Billy Bishop Toronto City Airport is widely supported by Torontonians with more than 75% of residents considering the airport as a valuable asset, and more than 70% confirming it is a good use of land. The airport operates under a Tripartite Agreement between Transport Canada, the City of Toronto and PortsToronto. This agreement, originally set to expire in 2033, has been extended by City Council up to 2045. All three parties to the Tripartite Agreement will continue to work together regarding the future of the airport, which includes ensuring that the RESA project is compliant with the federal safety requirements. Established under the Canada Marine Act, PortsToronto is a government business enterprise that is mandated to be financially self-sufficient and receives no federal, provincial or municipal funding. As such, PortsToronto is responsible to ensure that the airport continues to be a key regional transportation gateway for the City of Toronto, Canadians and visitors.

Present Operation of the Airport and its Future Growth
Billy Bishop Toronto City Airport had over 2 million passengers in 2023 and 2024, indicating that this airport is a well-used and valued facility, and one that is in need of continued investment. The growth in flight frequency reflects increased demand and the airport's role in connecting Toronto to regional destinations with connections to serve North America, Eastern Canada and northern Ontario. Further, 2025 will see a new United States

Preclearance facility open, which will unlock new markets and bring additional convenience. Billy Bishop Toronto City Airport is committed to managing this growth responsibly.

Consideration of the Engineered Material Arresting System

The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first Engineered Material Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan; all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.

Public Consultation

PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. The organization is committed to sharing information openly and inviting public feedback as key decisions are made. To date, the organization has undertaken several initiatives to communicate with and involve the public and stakeholders. Public meetings and open houses were held on July 17 and October 15, 2024. These meetings, scheduled in the afternoon and evening to accommodate various schedules, featured open house components with topic-specific displays and subject-matter experts. A dedicated project website (https://www.safecleanquiet.ca/) has been launched to provide ongoing information, updates, and Frequently Asked Questions, ensuring stakeholders have access to the latest developments. PortsToronto also actively sought and incorporated community feedback into the RESA design process. The organization has engaged with government agencies, including the City of Toronto, Transport Canada including Navigable Waters, Waterfront Toronto, CreateTO, Toronto and Region Conservation Authority, Impact Assessment Agency of Canada, Fisheries and Oceans Canada, Environment and Climate Change Canada, the Ontario Ministry of Natural Resources, Ontario Ministry of Environment, Conservation and Parks, and the Ministry of Citizenship and Multiculturalism to discuss the RESA project. Additionally, PortsToronto has engaged Indigenous communities to ensure their rights, interests and perspectives are included in the planning and decision-making processes.

The 30-day public review period from June 9 to July 7, 2025, adhered to established EA requirements and reflects standard practice for projects of this nature. This timeframe was designed to allow for public input while maintaining alignment with the project's regulatory obligations and schedule. While the review period was not extended, PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

Notification was issued through multiple channels, including project website update and newspaper. All materials were made publicly accessible online.

Noise Exposure Forecast

The Noise Exposure Forecast contours are calculated based upon a Peak Planning Day, which considers an average of the air traffic movements from the seven busiest days of each of the three busiest months. The Billy Bishop Toronto City Airport currently operates within the Noise Exposure Forecast contour limits defined by the Tripartite Agreement, using Transport Canada's methodology. The detailed noise impact assessment and modeling conducted for the RESA project indicate that the noise levels from overhead air traffic do not exceed the established Noise Exposure Forecast contours or regulatory thresholds. While noise from aircraft is recognized as a concern in residential and recreational areas, the results of the noise modeling show that the project's impact on overall noise levels will not result in new noise exposure. For additional details on the noise modeling results, please refer to the Noise Impact Assessment Report (Appendix G) in The EA Study Report available at https://www.safecleanquiet.ca/.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E:** HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** [redacted]
**Sent:** July 7, 2025 11:26 PM
**To:** info@safecleanquiet.ca; mayor_chow@toronto.ca; Ausma Malik <Councillor_Malik@toronto.ca>
**Subject:** Feedback on Draft RESA EA
**Importance:** High

You don't often get email from [redacted] Learn why this is important

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached my response to the Draft EA for the Billy Bishop Airport RESA Environmental Assessment.

[redacted]

*Edmund Burke (1729 – 1797)*
"Nobody made a greater mistake than he who did nothing when he could do a little"

In my opinion, this Environmental Assessment is totally inadequate.

The basis of an EA is to determine if the project is actually needed and if needed what the impacts will be. This EA did not even consider the "no project" option. The Port Authority simply stated that the runway extension had to be implemented. In addition, they delayed the start of the EA and then rushed the City to make decisions about supporting the runway extension before the EA was complete.

The Port Authority never provided any information that would support this project. Without considering whether the airport should operate on this extremely valuable real estate and what alternatives could be implemented, an opportunity for the City was lost. Without proof that the airport is necessary and the alternatives are not viable, the project should never be approved.

I believe the Port Authority did not want the public to be able to look at the present operation of the airport. I believe that the airport is on its last legs as the passenger traffic and number of flights have dropped substantially. The Port Authority is trying to make up for lost revenue from regular commercial flights (Porter and Air Canada) with more private planes and tourist helicopters. They are also seeking approval for a hovercraft landing spot at the north side of the airport in the Western Channel.

The Port Authority also dismissed without adequate research and discussion the Engineered Material Arresting System (EMAS). This system would have been much cheaper, more effective and would have avoided landfilling the harbour.

The Public Consultation was a farce. The first was held in the summer (July 17, 2024, not a good time for most residents) and the presentation was made in such a manner that most people felt that the project had been completely decided before any staff spoke. The second meeting in the fall (October 2024) was not much better.

The Public only had 30 days, June 9 to July 7 to comment on the draft EA. Notification of the review of the draft EA was poorly handled as most neighbourhood associations did not receive direct emails. Port Authority staff were invited to a Public meeting on June 26, 2025, but declined to attend.

After considering all the flights thru the harbour, private planes, commercial planes, orange helicopters and tourist helicopters, I believe that the NEF (Noise Exposure Factor) is exceeded most days which puts the airport in contravention of the Tripartite Agreement. The level of noise in the harbour is above the dangerous zone for hearing. I regularly record sound levels at an average of 76.6 dBA with a max of 83 dBA.

Running the RESA EA under the website safecleanquiet.ca is particularly annoying as the airport is not particularly safe, or clean (air borne particles) and definitely not quiet.

Due to the number of errors and omissions, I feel that the City should reject this EA.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 11:29:33 AM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 27, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Scope of EA Study and No Build Option

While Billy Bishop Toronto City Airport has operated safely for many years, the RESA requirement applies to all certified airports in Canada that meet the regulatory threshold for passenger volumes. This requirement was established by Transport Canada in 2021 and applies once an airport serves at least 325,000 passengers annually for two consecutive years. Billy Bishop Toronto City Airport reached this threshold in June 2024, triggering the requirement to implement RESA by July 12, 2027.

A "Do Nothing Alternative" was considered in the initial stages of the evaluation. However, this option assumes that Runway 08/26 would continue operating without the mandated 150 m RESAs at both ends of the runway, which does not address the critical safety measure mandated by Transport Canada. As such, this alternative was not carried forward for further evaluation.

Consideration of the Engineered Material Arresting System

The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first Engineered Material Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan; all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.

Land Use Options

Billy Bishop Toronto City Airport plays a significant role in Toronto's economy, generating over $2.1 billion in total economic output and supporting approximately 4,450 jobs, including 2,080 directly associated with airport operations. It serves as a key transportation hub, offering convenient downtown access and connections to more than 20 cities in Canada and the U.S., with further links to over 80 international destinations. The airport also facilitates essential services such as Ornge air ambulance operations, contributing to public health and safety. Public opinion surveys also confirm that Billy Bishop Toronto City Airport is widely supported by Torontonians with more than 75% of residents considering the airport as a valuable asset, and more than 70% confirming it is a good use of land. The airport operates under a Tripartite Agreement between Transport Canada, the City of Toronto and PortsToronto. This agreement, originally set to expire in 2033, has been extended by City Council up to 2045. All three parties to the Tripartite Agreement will continue to work together regarding the future of the airport, which includes ensuring that the RESA project is compliant with the federal safety requirements. Established under the Canada Marine Act, PortsToronto is a government business enterprise that is mandated to be financially self-sufficient and receives no federal, provincial or municipal funding. As such, PortsToronto is responsible to ensure that the airport continues to be a key regional transportation gateway for the City of Toronto, Canadians and visitors.

Public Consultation

PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. The organization is committed to sharing information openly and inviting public feedback as key decisions are made. Public consultation for the EA was conducted over multiple stages to support transparency and meaningful participation. Two public meetings and open houses were held in July and October 2024, with both afternoon and evening sessions and access to subject-matter experts. Additionally, a dedicated project website (https://www.safecleanquiet.ca/) was launched to provide ongoing information, updates, and Frequently Asked Questions, ensuring stakeholders have access to the latest developments. PortsToronto also actively sought and incorporated community feedback into the RESA design process. The 30-day comment period from June 9 to July 7, 2025, followed a standard EA practice, and was one part of a broader engagement effort that also included ongoing discussions with Indigenous communities, regulatory agencies, and local stakeholders. All feedback received has been reviewed and is being considered in finalizing the EA. This timeframe was designed to allow for public input while maintaining alignment with the project's regulatory obligations and schedule. While the review period was not extended, PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

Business Prospects of the Airport

Billy Bishop Toronto City Airport had over 2 million passengers in 2023 and 2024, indicating that this airport is a well-used and valued facility, and one that is in need of continued investment. While we acknowledge that the regional transportation landscape is evolving—with new rail services, operational changes by airlines, and other airport facilities expanding—Billy Bishop Toronto City Airport continues to play a distinct and important role. It offers fast, convenient access to and from downtown Toronto, supports short-haul travel, and enables essential services such as Ornge air ambulance operations. These core functions remain in demand and are not replaced by changes at Pearson airport or elsewhere. The growth in flight frequency reflects increased demand and the airport's role in connecting Toronto to regional destinations with connections to serve North America, Eastern Canada and northern Ontario. Billy Bishop Toronto City Airport is committed to managing this growth responsibly. Moreover, while the high-speed rail development can offer an environmentally friendly option for certain routes, it complements rather than replaces the airport's role, as rail connections cannot serve all destinations or replicate the flexibility and time savings of air travel. PortsToronto is a financially self-sufficient federal government business enterprise that operates independently without relying on federal, provincial, or municipal funding. It is solely responsible for funding the RESA project at Billy Bishop Toronto City Airport, with no financial support from government agencies.

Expansion of the Airport

The Tripartite Agreement, which governs operations at Billy Bishop Toronto City Airport, prohibits any lengthening of the operational portion of the runway. The RESA project does not involve any runway expansion or increase in flight activity. Its purpose is to meet federally mandated safety requirements by providing a compliant RESA at the existing airport. The project does not propose or require changes to airport operations, nor is it intended to expand capacity.

Community Impacts

Potential health and community impacts during construction, including noise, air quality, light and traffic have been assessed in the EA. A Construction Management Plan including Air Quality, Noise and Traffic Management Plans will be developed during detailed design to address noise, lighting, air quality, and traffic during construction. These plans will be shared with the community in advance of construction, and updated when required. These plans will incorporate the mitigation measures outlined in the EA Study Report and will be implemented to minimize impacts on the surrounding community. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project. These measures are designed to limit disturbance during construction and avoid adding undue stress to the surrounding community.

While the timing of major city events such as the FIFA World Cup has been noted, the RESA project is driven by federal safety compliance requirements and cannot be deferred without risk to operational safety. PortsToronto remains committed to ongoing communication with the community to keep residents informed and to address concerns during construction.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** June 30, 2025 11:43 AM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 27, 2025 11:08 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** This RESA should be rejected as unsatisfactory..

The scope of the "assessment" was far too narrow, failing to
consider the option of not proceeding with RESA, planes are flying safely for years with no problems.

address safety concerns that suggest a longer RESA is necessary, and
adequately consider a commonly used Engineered Material Arresting System (EMAS), which would be cheaper, more effective, and avoid having to landfill our harbour. DO THIS OPTION IF ANY AT ALL!

By skipping a true "no-build" baseline and a comprehensive review of land-use options, the "assessment" abdicates its core duty to explore whether the airport should operate at all in its current location
The minimum standards for environmental assessments were not met!!!

Public engagement, required by those minimum standards, was woefully inadequate. Public consultation is limited to a 30-day comment period with no commitment to substantive follow-up, undermining community trust this was done during the long weekend of Canada Day our national holiday and is circumventing public process.
This is a waste of taxpayers money (conservative values?!)
The business prospects for the Island Airport were unexamined, and appear bleak, with commercial air traffic now at less than half of its peak, owing to the greater flight selection at Pearson and the popularity of the Union Pearson Express and high speed rail travel to Montreal and Ottawa, which, once built, would displace much of the air travel to those cities - the airport's core business.

This willa lso add to severe health outcomes that already caused by this airport, trying to expand it with no traffic mitigation,whiel during FIFA world cup coming Toronto tonrot is poor timing should be deferred to a alter year .

This is bad for peoples health, wealth, traffic managemnt and just is the wrong place, it wsa never designed to expand. Leave it or if oyu must do the EMAS which you refuse to listen to the community. and not come to public meetings.

Thank you.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 11:31:15 AM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello,

Thank you for your email dated July 6, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Adequacy of the EA
The EA was carried out following industry standard practices, with a focus on transparency, technical rigour, and meaningful consultation. The process was designed to ensure balanced, evidence-based decision-making, regardless of project funding source. All studies were completed by qualified professionals using established methodologies. In addition, the Natural Heritage Assessment Study was reviewed by an independent expert retained by the City of Toronto. The study also included multiple opportunities for residents, stakeholders, Indigenous communities, and government agencies to provide input. A dedicated project website (www.safecleanquiet.ca) was established to share updates, post study materials, and receive feedback. PortsToronto also engaged directly with Indigenous communities, municipal and federal agencies, airport users, community organizations, and interest groups to understand and address their perspectives. The EA Study Report includes records of consultation that summarize all feedback received and explain how it was considered in evaluating alternatives and developing mitigation measures, ensuring residents' and stakeholders' viewpoints are reflected in the decision-making process.

-
Cost Justification
Billy Bishop Toronto City Airport had over 2 million passengers in 2023 and 2024, indicating that this airport is a well-used and valued facility, and one that is in need of continued investment. The airport plays a vital role in connecting Toronto to key destinations across North America, and continued investment such as the upcoming U.S. Preclearance facility in 2025, supports its long-term viability and competitiveness. Implementing RESAs is a regulatory requirement to ensure safety, not a discretionary business choice. Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1. While the EA had recommended RESA 3, RESA 1 has been confirmed as the option that will proceed to construction.

-
Noise Assessment
Residential tower buildings and the Canada Malting Co. North Silos structures have been included in the noise models of construction and taxiway operations. The model incorporates sound propagation algorithms from international standard ISO9613-2, which is designed to predict sound levels under downwind conditions (where wind is blowing towards the receptor irrespective of direction). The change in percentage of population 'highly annoyed' is a calculated metric recommended by Health Canada based on an average community and is based on decades of research on impacts to community annoyance from noise. The construction noise impact assessment considered a baseline with road traffic and light rail transit. This is a conservative approach for assessing a change in overall noise level, because if other ambient sources were included, the change in noise level would be similar or lower as those sources would be present in the baseline and the 'during construction' scenarios.

The study indicates that 8 m high noise walls will have a range of effects on taxiway operations noise levels, depending on the source taxiway, receptor location and receptor elevation. The noise walls in RESA 3 are

predicted to reduce taxiway operations noise significantly (greater than 5 dB reduction in taxiway operations noise) at several receptors. For additional details on the noise modeling results, please refer to the Noise Impact Assessment Report (Appendix G) in the EA Study Report available at https://www.safecleanquiet.ca/.

Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Closing the airport one day per week would require runway closures, significantly disrupting scheduled flights, essential services such as Ornge air ambulance operations, and other airport activities, as well as potentially delaying the Project's completion. Construction noise modelling completed for the EA Study indicates that noise impacts from construction of RESA 1 at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated when required.

Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO / DE TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 9, 2025 3:59 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 6, 2025 11:36 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Lack of independence in the study displays a genuine disregard for the health and safety of the community in which the airport is located. There should be opportunity for peer review or counterbalancing information. The study is presented in the biased form of a firm serving Ports Toronto who pays for the study and aims to satisfy Ports Toronto's needs as the primary stakeholder - the study lacks presentation of the viewpoints of the residents and other stakeholders. It cannot be trusted as a well-rounded study. The report states that the runway will not be extended and the type of aircraft coming into the airport will not change. Therefore, it is not understandable why the airport, which is not profitable, would wish to assume the costs of any projects other than RESA 1 - which was approved by City Council. It is poor business judgement on the part of the organization to assume additional costs for an airport that is already not designed for aircraft other than the ones that already land here. There is a clear and consistent lack of understanding in the report of the sound impacts of the residential towers and the historic grain elevator, which serve as noise reflectors and are impacted by wind changes and atmospheric conditions. It is doubtful that the noise studies took this into consideration as airport operations clearly demonstrate a lack of understanding of this variable on an ongoing basis. Ground level indicators, such as ones at the ferry terminal, already do not capture this. Therefore, for RESA 2 and 3 - the nighttime noise will also be impacted by the towers and the elevator. It is difficult to understand how AECOM can predict a marginal impact to residents. Currently, the airport is closed at night and there is no way to judge who will be "highly annoyed" until residents experience the noise. The noise assessments impacting the nighttime also failed to take in auxiliary noise sources, such as truck traffic on Bathurst and Queens Quay W, back-up

sirens, ferry operations and other movements at the airport at night. The noise assessments are therefore just "a guess" that AECOM asserts in the report as being factual. Currently there is minimal noise for 8 hours at night and that is all the public currently knows. Therefore, to mitigate risks to the public health and loss of sleep, the project should stick to RESA 1 as approved by City Council. The study indicates that eight metre walls will reduce noise by 1 decibel. These assessments also demonstrate lack of understanding of the impact of the towers and the grain elevator. First, Ports Toronto decibel readings are incorrect to begin with as we routinely record 85-95 decibel readings when they report 70. Therefore, it is a matter of perspective as to where the readings occur, who is taking them and how well-calibrated their instruments are. [Self-monitoring by Ports Toronto, which serves primarily their perspective and self-interest, is therefore not a reliable way to mediate contradictory information from airport and public sources.] Eight metre walls will therefore not stop the noise. Currently we see aircraft come to idle full throttle at the east tarmac and hide behind Hanger 2 - which is likely about 20- 25 feet high -thinking they mask the noise. The sound bounces off the grain elevator. Noise walls will therefore not stop the reverberations and it will be a sunk cost that will not achieve anything other than hiding any undesirable activities going on at the airport - such as idling aircraft on the tarmac for an hour for no reason, which is contradictory to Ports Toronto's claim of being an environmental leader. There should be opportunity for an independent study, such as the Air Quality Study that was conducted by U of T. In the meantime, the City has agreed to RESA 1. To mitigate nighttime noise to accomplish RESA 1, it is recommended you close the airport for one day per week to work on it during the day and this will mitigate any pushback from residents. Once residents start losing sleep over this construction, there will be pushback and complaints and Ports Toronto already has a very bad reputation with the local residents. From a cost perspective, it is incomprehensible why the airport would wish to incur costs over and above what it takes them to operate now, as they state very clearly in the report that the runway will not be lengthened and the type of incoming aircraft will not change. Therefore RESA 2 and/or 3 appear wasteful and cost-prohibitive.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.



**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 11:33:48 AM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello [redacted],

Thank you for your email dated July 6, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

RESA Alternatives

The selection of RESA 3 as the preferred alternative was based on a comprehensive evaluation of safety, environmental, and operational factors. While RESA 1 has the least impact on natural environment and lowest cost, the EA identified RESA 3 as offering the best overall solution in terms of meeting federal safety requirements, enhancing airport operations, increasing resiliency against climate change, reducing the ground-based noise and air emissions. The preference for RESA 3 takes into account not just the immediate environmental considerations, but also long-term benefits for safety, airport functionality, and regulatory compliance. Although RESA 2 would improve upon existing conditions, it does not provide the same level of operational flexibility, climate adaptation, or noise reduction as RESA 3 and was therefore not selected as the preferred alternative. Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

Independent EA Study

The EA was carried out following industry standard practices, with a focus on transparency, technical rigour, and meaningful consultation. The process was designed to ensure balanced, evidence-based decision-making, regardless of project funding source. All studies were completed by qualified professionals using established methodologies. In addition, the Natural Heritage Assessment Study was reviewed by an independent expert retained by the City of Toronto. The study also included multiple opportunities for residents, stakeholders, Indigenous communities, and government agencies to provide input. A dedicated project website (www.safecleanquiet.ca) was established to share updates, post study materials, and receive feedback. PortsToronto also engaged directly with Indigenous communities, municipal and federal agencies, airport users, community organizations, and interest groups to understand and address their perspectives. The EA Study Report includes records of consultation that summarize all feedback received and explain how it was considered in evaluating alternatives and developing mitigation measures, ensuring residents' and stakeholders' viewpoints are reflected in the decision-making process.

Proposed Noise Walls in RESA 3

The noise walls are intended to reduce noise from taxiway operations. For noise walls to be effective they need to break the direct sound path (i.e., line of sight) between the source and receptors. The noise walls will be more effective at screening noise to receptors at lower elevations and, in some cases, will provide limited to no attenuation to upper storey receptors. The noise walls are predicted to reduce taxiway operations noise significantly at several receptors, depending on the source taxiway (east or west side of the airport), the receptor height, and the noise wall height.

Construction Noise

Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study

indicates that noise impacts during construction at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required.
Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 9, 2025 3:57 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO / PORT DE TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 6, 2025 6:05 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Here are my thoughts in point form:

- I am disappointed that you are choosing to push for RESA 2 and 3 when RESA 1 was the recommended option. (Many people would prefer zero RESA and to shrink the number of flights per year, but RESA 1 is a compromise.)

- We are asking that there be an independent study for this project, rather than one paid for by yourself (which is perceived as being open to unfair bias).

The walls you propose to build are only high enough to buffer noise at lower levels. Considering this is a high-rise residential area, residents at higher levels will still hear the full brunt of the noise.

By continuing construction right through the night you will be exposing people to 24-hour noise. As it stands now, we hear the airport until 11:30pm and again at 6:30am. That brief break in noise does not even allow for 8 hours of sleep. And now you want to take that away with night construction.
It is well documented that exposure to continuous noise has detrimental effects on human health – including cardiovascular disease. Why do you want to harm people?

- Please factor in the negative impact of increased health care costs when speaking about the economic impact of your airport.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 11:35:31 AM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello [redacted],

Thank you for your email dated June 11, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Construction Noise

Overnight construction is necessary to maintain day-to-day airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Conducting this work during operational hours would require runway closures, significantly disrupting scheduled flights, essential services such as Ornge air ambulance operations, and other airport activities. Construction noise modelling completed for the EA Study indicates that noise impacts at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required.

Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** June 16, 2025 11:28 AM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Hi there,

Thank you for your interest in the Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport.

We appreciate you reaching out. Your response has been recorded as feedback as part of the Environmental Assessment (EA) Process.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 11, 2025 5:00 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** As a local resident in the area of the Billy Bishop Airport, I'm concerned about overnight construction noise for the 2-year period you've indicated in the report. The community understands the need to continue activity at the airport, hence the overnight construction, but is there not a balance to be struck between local residents' health and sanity vs. maintaining business at the airport? For example, could there not be alternating day and night construction schedules? Or perhaps if/when noise complaints arise, adjust the schedule so that construction is partly during the daytime (i.e., give residents a couple hours of sleep back)? I also strongly suggest connecting with the local impacted community (particularly the South Beach Condominiums on Stadium Road directly across from the West Runway to be extended) regarding noise mitigation measures sooner rather than later - don't wait until construction is starting. The community has been beaten down recently by the destruction of Ontario Place and major roadway closure and congestion increases due to Ontario Line construction (mainly) - morale is low, and advanced engagement could help mitigate the risk of severe reactions from impacted residents. Also, during engagement be prepared to address concerns about no mitigation efforts other than your impending noise management plan - come up with suggestions of what residents can do to help themselves stay sane and get sleep, and even consider providing a supply of high-quality earplugs for the 2-year period. A little could go a long way here. I attended a public consultation meeting with Hoverlink last night and the major point of contention from local residents was lack of transparency and consultation regarding negative impacts of noise on local residents. It became quite heated, and I think our residents deserve better. We know this expansion has to go through one way or the other, so my advice as a professional program planner is to help us help you. Our condo walls are VERY thin, so we're absolutely going to need some support to get through this.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:15:31 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 29, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

Overnight construction is necessary to maintain day-to-day airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Conducting this work during operational hours would require runway closures, significantly disrupting scheduled flights, essential services such as Ornge air ambulance operations, and other airport activities. Construction noise modelling completed for the EA Study indicates that noise impacts at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required.
Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO / DE TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** June 30, 2025 11:44 AM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon [redacted] and thank you for your email,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 29, 2025 8:50 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** For Island Airport RESA Construction, people in the Harbourfront Community want the airport to stop Airport Operations in mid-day, so that Airport Construction can be done from noon or 6pm to midnight. The construction should end at midnight.

From the perspective of people who live in this area, adding airport construction noise after hours to a neighborhood which is extra noisy all day, we must say.. We do not want this much overnight construction in our

neighborhood.

Put simply, we don't want industrial construction noise after midnight. The Harbourfront Community is tired of making overnight construction concessions for the airport, especially when there's no appreciation . Where's the obligation for the airport to contribute to the community, once in a while?

The airport could easily cut back on evening flights. There's not many island airport flights in the evening, and the airport is losing money anyway, so it wouldn't be much of a loss.

It would be appreciated by the community if we could have our sleep not taken away from us again. Thank you for listening, if anyone's listening.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.



**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:17:26 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted]

Thank you for your email dated June 30, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts during construction at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required.
Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 30, 2025 3:55 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** The level of construction noise and the degree it would disrupt the enjoyment of the community, which the residents are entitled to, make the process not worth it. This is especially true considering that a complete, comprehensive environmental study has not been completed. NO TO ANY EXPANSION OF THE RUNWAYS.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:18:38 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 1, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Conducting this work during operational hours would require runway closures, significantly disrupting scheduled flights, essential services such as Ornge air ambulance operations, and other airport activities. Construction noise modelling completed for the EA Study indicates that noise impacts at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO / DE TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** July 2, 2025 4:55 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 1, 2025 12:23 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

> **CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** I am concerned to hear that you are considering nighttime construction to keep the Toronto island airport open. This will surely impact people living nearby and affect their sleep. Writing as a sleep coach, I wish to point out that sleep deprivation has serious consequences to people's health.

**Name:** [redacted]

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:20:27 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 18, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

The 30-day public review period, from June 9 to July 7, 2025, followed standard EA practice. This timeframe was designed to allow for public input while maintaining alignment with the project's regulatory obligations and schedule. While the review period was not extended, PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.
The EA was initiated following Transport Canada's direction confirming Billy Bishop Toronto City Airport's eligibility for the federally mandated RESA requirement and structured to meet the compliance deadline of July 12, 2027. The process began promptly after this confirmation to allow adequate time for studies, consultation, and decision-making. Engagement with City of Toronto staff began early in the process and continued throughout, with regular updates, technical advisory committee meetings, and coordination to ensure transparency. Consultation process included two public meetings and open houses (two sessions each), online engagement through the project website, and multiple opportunities for stakeholders, Indigenous communities, residents, and agencies to provide input, ensuring feedback and comments were received and addressed appropriately. This comprehensive approach ensures a thorough assessment of the environmental impacts of the Project. The process is designed to be transparent, involving key stakeholders and addressing regulatory requirements while prioritizing safety and environmental protection at Billy Bishop Toronto City Airport.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** June 30, 2025 11:41 AM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 18, 2025 1:24 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** It is ridiculous to expect the public and interested parties to read, process, and refute claims of a 295 page document in just over a month. And I say that as a proponent of RESA 3. It is unfortunate that Ports Toronto, Transport Canada, The City of Toronto, and other interested parties have created a "burning platform" where a decision and solution needs to be implemented by the 2027 deadline. There has been ample time to prepare for this requirement since RESA requirements came into effect. Steamrolling city council, and the public process with this urgent decision is a gross example of special interest groups getting what they want at the expense of locals, due process, and the environment. Again, I support a modernization of the Billy Bishop Airport but not when it's done with such mockery and blatant disrespect for due process.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:27:36 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 23, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Public Consultation
The EA process for the RESA project included multiple opportunities for public engagement, including two public meetings and open houses on July 17 and October 15, 2024, with afternoon and evening sessions, and a dedicated project website (www.safecleanquiet.ca) providing updates and resources. Project details, and potential impacts were presented and discussed at these sessions.

Community Impacts during Construction
A Construction Management Plan including Air Quality, Noise and Traffic Management Plans will be developed during detailed design to address noise, lighting, traffic and air quality during construction. The plans will be shared with the community in advance of the construction, and updated when required. These plans will incorporate the mitigation measures outlined in the EA Study Report and will be implemented to minimize impacts on the surrounding community. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Light Pollution
For nearby residential areas, construction lighting is addressed under a broader category of construction-related nuisances. To reduce potential temporary impacts, lights will be directed southward, away from residential areas located to the north of the site. This approach has been successfully used in other major construction projects at Billy Bishop Airport. Additionally, where possible, the construction contractor will be required to:

- Use shielded or directed lighting to focus light only where needed.
- Avoid unnecessary nighttime lighting where feasible.
- Maintain lights at the minimum brightness necessary for safe construction activities.
- Regularly monitor and adjust lighting as needed to minimize light spill onto nearby residential and recreational areas.

These measures have been documented in the final EA Study Report, further detailed in the Construction Management Plan to be prepared prior to construction, and implemented throughout the construction period to help reduce impacts on residents, boaters, and the surrounding environment. The Construction Management Plan will be shared with the community in advance of construction and will be updated, when required.

Construction Noise
The Noise Impact Assessment Report modelled the water surface as fully reflective in the noise models. In particular, construction noise modelling utilized the Cadna/A modelling software, which implements the International Standard ISO 9613 (ISO, 1996) prediction algorithms and accounts for building noise shielding, geometric spreading, reflection effects, ground absorption, and air attenuation. For further details, please refer to the Noise Impact Assessment Report (Appendix G) in the EA Study Report available at https://www.safecleanquiet.ca/.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 3, 2025 8:25 AM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Morning [redacted]

To further our discussion on construction impacts, please see the below information regarding construction site lighting.

The Environmental Assessment (EA) Report has looked at the potential impacts of construction lighting on both the surrounding community and the natural environment. The potential effects on boater safety have been specifically assessed and are discussed in the Marine Navigation section of the report. Measures will be in place to prevent glare or lighting conditions that could affect safe navigation near the construction areas. Potential impacts of lighting on wildlife and natural areas are also considered in the Natural Heritage Assessment Report. Construction lighting will be temporary, and any effects on wildlife and natural areas are also expected to be minor, short-term, and managed with appropriate mitigation measures.

For nearby residential areas, construction lighting is addressed under a broader category of construction-related nuisances. To reduce potential temporary impacts, lights will be directed southward, away from residential areas located to the north of the site. This approach has been successfully used in other major construction projects at Billy Bishop Airport.

Additionally, where possible, the construction contractor will be required to:

- Use shielded or directed lighting to focus light only where needed;
- Avoid unnecessary nighttime lighting where feasible;
- Maintain lights at the minimum brightness necessary for safe construction activities; and,
- Regularly monitor and adjust lighting as needed to minimize light spill onto nearby residential and recreational areas.

These measures will be documented in the final EA Report, further detailed in the Construction Management Plan to be prepared prior to construction, and implemented throughout the construction period to help reduce impacts on residents, boaters, and the surrounding environment.

We appreciate your feedback and are committed to managing construction in a way that respects the surrounding community. We trust this response addresses your comment, but please don't hesitate to contact us if you have any additional comments or concerns.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 23, 2025 11:17 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** I am really appalled that this huge report has not had a public meeting to explain the details and nuances, especially as this will have an impact on so many residents around the airport. There should have been a clear executive summary, with highlights identified.
Also I did not see in the report any reference to light pollution at night with lights shining on the construction....this should be shaded away from all the buildings along Queens Quay so as not to impact sleep. Where are the lights going to be located, and at what angle to the waterfront?
Also regarding noise, I did not see any reference to the impact of the surrounding water to amplifying the noise of construction and again impact on residents sleep.
This was rushed, does not show where community members were contacted to provide ideas and suggestions on how to control and monitor noise and light impacts, and how the air will be cleared of dust and debris during the construction.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:31:23 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted]

Thank you for your email dated July 4, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

-

EA and Public Consultation

PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. The organization is committed to sharing information openly and inviting public feedback as key decisions are made.

Public consultation for the EA was conducted over multiple stages to support transparency and meaningful participation. Two public meetings and open houses were held in July and October 2024, with both afternoon and evening sessions and access to subject-matter experts.
Additionally, a dedicated project website (https://www.safecleanquiet.ca/) was launched to provide ongoing information, updates, and Frequently Asked Questions, ensuring stakeholders have access to the latest developments. PortsToronto also actively sought and incorporated community feedback into the RESA design process.

The 30-day comment period from June 9 to July 7, 2025, followed a standard EA practice, and was one part of a broader engagement effort that also included ongoing discussions with Indigenous communities, regulatory agencies, and local stakeholders. All feedback received has been reviewed and is being considered in finalizing the EA.
PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

Engineered Material Arresting System

The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first Engineered Material Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan; all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.

Traffic Impact

The operation of the RESA will not result in any changes to existing airport operations, including the number of flights, types of aircraft, or hours of activity. As such, no impacts to traffic or transportation patterns related to airport operations are anticipated.

A detailed assessment of anticipated traffic impacts during construction will be carried out during the detailed design stage to address potential issues. To minimize traffic disruptions, materials will be transported by barge,

and measures such as restricted construction hours and ongoing communication with local communities will be implemented. Construction traffic will be carefully managed to reduce disruptions to existing traffic and pedestrian flows. A comprehensive Traffic Management Plan will be developed by the Design Build Team, in collaboration with PortsToronto, to be shared with the community.

Furthermore, the City of Toronto's traffic by-laws will be followed to ensure construction activities do not unduly impact the traffic network, road users, and local residents. PortsToronto has experience undertaking night-time construction for other projects in a manner that minimizes impacts to the community. The Airfield Rehabilitation Program was implemented from 2016 to 2018 and used best management practices for overnight work to successfully mitigate traffic congestion and impacts to the community.

Air Quality- Ultra Fine Particles

The project team has considered the University of Toronto 's recent study on Ultra Fine Particles (UFP). UFPs are typically generated by fuel combustion, including from aircraft as well as non-tailpipe emissions from road vehicles. This EA Study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. As the RESA project does not introduce any changes to air traffic volume, aircraft type, or frequency of flights, it will not affect aircraft emissions compared to existing conditions. The RESA is solely being implemented for safety and emergency scenarios and is not expected to alter the airport's capacity or the types of aircraft it handles. PortsToronto is actively working to minimize environmental impacts of the airport, including air pollution. UFP is a non-regulated contaminant in Canada and Ontario, while analysis and research in the scientific community is on-going. As a recommendation of the 2024 research work undertaken by the University of Toronto, PortsToronto has undertaken localized air quality analysis to further identify sources of UFP's or other sources of air contaminants. PortsToronto is committed to continuous improvement with regards to air quality emissions from airport operations, which may impact the local community.

Construction Noise

The Noise Impact Assessment Report modelled the water surface as fully reflective in the noise models. In particular, construction noise modelling utilized the Cadna/A modelling software, which implements the International Standard ISO 9613 (ISO, 1996) prediction algorithms and accounts for building noise shielding, geometric spreading, reflection effects, ground absorption, and air attenuation. The detailed noise impact assessment study, completed for the project, indicates that construction noise impacts for RESA 1 are predicted to be negligible at all points of reception. To mitigate any temporary effects, measures will be implemented including compliance with the Ministry of the Environment, Conservation and Parks noise level specifications. For additional details on the proposed mitigation measures, please refer to the Noise Impact Assessment Report (Appendix G) in the EA Study Report available at https://www.safecleanquiet.ca/.

-

Construction Lighting

For nearby residential areas, construction lighting is addressed under a broader category of construction-related nuisances. To reduce potential temporary impacts, lights will be directed southward, away from residential areas located to the north of the site. This approach has been successfully used in other major construction projects at Billy Bishop Toronto City Airport.

Additionally, where possible, the construction contractor will be required to:

- Use shielded or directed lighting to focus light only where needed.
- Avoid unnecessary nighttime lighting where feasible.
- Maintain lights at the minimum brightness necessary for safe construction activities.
- Regularly monitor and adjust lighting as needed to minimize light spill onto nearby residential and recreational areas.

These measures have been documented in the final EA Study Report, further detailed in the Construction Management Plan to be prepared prior to construction, and implemented throughout the construction period to help reduce impacts on residents, boaters, and the surrounding environment. The Construction Management Plan will be shared with the community in advance of construction and will be updated, when required.

The EA for the RESA project considers both current and future environmental, social, and economic conditions to ensure the project's benefits and impacts are understood over the long term. This includes evaluating potential effects on air quality, noise, aquatic and terrestrial habitats, climate change resilience, and community well-being.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 9, 2025 4:02 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 4, 2025 1:21 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** I lived opposite the BB CA for 24 years
I have attended most of their community meetings which are allegedly information opportunities and collect feedback from community members.In my experience they are carefully orchestrated events, carefully timed to allow only at most 3 short questions ,with no discussion
The current process fits the pattern with short notice to follow the previous overwhelming information sessions.
To be fair ports Toronto makes some contributions to the community The support of the vegetable garden at the WNC is one
RE ENVIRONMENTAL ASSESSMENT
Apparently the community was consulted .My understanding is BQNa was not ,and the invitation to the hastily arranged meeting at Windward Co-op on June 26th was not attended by any rep that could answer any specific queries from the participants
That was very disappointing but to be anticipated
Re Environmental Assessment
It was indeed long & comprehensive and the summaries were helpful
Again I do not understand why the time was so short. It always seems that community feedback is not a priority
Parks Not Planes noted that the Engineered Material Arresting System (EMAS) was not even included in the
The reasons given at the meeting I attended did not sound viable to me Surely this technology is used in Europe.
That was disappointing too
To repeat: community engagement was definitely lacking!
SAFETY ISSUES
Queen's Quay was not planned for the quantity and/or variety of traffic that currently happens. It is particularly concerning to parents ( there are several preschoolers who live and grow up in this community as well as elderly and disabled folks
To me these facts were summarily dismissed as not important
AIR QUALITY
Again the assessment was sadly lacking

The BBCA continues to pedal out of date information .The Environ mental assessment did not challenge these findings
A recent unbiased study re the dangers of Ultra fine Particles ( UFP'S} being emitted are extremely serious
This should be considered before work on the BBCA continues.This concern was not addressed at all
NOISE AND BRIGHT LIGHTS
My unit faces on to BBCA so these factors will prob ably be very disturbing ( not minimal} The fact that noise travels in a variety ways across water seemed to be minimized, with no clues as to how it can be mitigated, or how long it may take for the building process will take.
Wildlife Effects
I am grateful the issue was addressed We are losing our species at a terrifying speed all across the world
I can only hope that the wildlife will return

Climate Change
Our wildfires are burning, families displaced as I write, and yet insufficient environmental c changes are being made
It is still all about economics with passing concern for future generations
Perhaps environmental assessments should give more attention to the future of our new generations
Thank you for this opportunity to respond

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:33:48 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted]

Thank you for your email dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Air Quality Ultra Fine Particles
The project team has considered the results of the recent studies completed by University of Toronto on Ultra Fine Particles (UFPs). It was confirmed that the implementation of the RESA will not introduce any new changes to the aircraft emissions from the current conditions. Air traffic volumes, frequency of flights and types of aircraft will remain unchanged. UFPs are expected from fuel combustion, including aircraft and from other road vehicle non-tailpipe emissions sources from transportation. This EA Study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. The RESA is solely being implemented for safety and emergency scenarios and is not expected to alter the airport's capacity or the types of aircraft it handles.

Noise Levels
A detailed noise impact assessment and modeling conducted for the RESA project indicate that the noise levels from overhead air traffic do not exceed the established Noise Exposure Forecast contours or regulatory thresholds. While noise from aircraft is recognized as a concern in residential and recreational areas, the results of the noise modeling show that the project's impact on overall noise levels will not result in new noise exposure.

Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Impacts of Noise on Wildlife
The RESA project does not involve any changes to aircraft operations, so no new noise impacts from air traffic are anticipated. While construction activities may generate temporary noise, they are not expected to cause long-term disruption to wildlife. The airport area is actively managed under the airport's existing Wildlife Management Plan, which is designed to deter wildlife from the airfield for aviation safety. To further reduce potential noise impacts during construction, PortsToronto will implement a Construction Noise Management Plan. With these mitigation measures in place, the overall effect of the project on wildlife due to noise and general activity is expected to be low to negligible.



Environmental Impact to the Lake

We recognize that aquatic habitat destruction is a serious concern, and we are committed to minimizing impacts on aquatic habitat. Mitigation measures will be implemented to address these concerns, and compensation plans will be developed in consultation with regulatory agencies, including Fisheries and Oceans Canada, Ministry of Natural Resources, and the Ministry of the Environment, Conservation and Parks. Additionally, PortsToronto will leverage the Toronto and Region Conservation Authority's extensive experience with habitat compensation to ensure that affected habitats are appropriately managed and restored.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 9, 2025 3:48 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 7, 2025 8:59 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** As a Queens Quay resident directly across from Billy Bishop Airport I have grave concerns on many aspects of the runway extensions. Air Quality tests that have recently been done here have shown alarmingly high measures of pollution particles every time a plane takes off . I am also concerned about the noise levels and their impact on both humans and wildlife, both water and land based in this part of the city,not to mention the environmental impact to the lake itself . I am strongly against any further extensions of runways at Billy Bishop Airport.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:38:34 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 2, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

Extending the operational length of the runway is not being considered as part of the RESA project. The Tripartite Agreement, which governs operations at Billy Bishop Toronto City Airport, prohibits any lengthening of the operational portion of the runway. The RESA project is focused solely on meeting federally mandated safety requirements mandated by Transport Canada and will not change runway length, aircraft types, or the airport's operating capacity.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** July 2, 2025 4:55 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments



Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 2, 2025 11:54 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Extending the runway should be allowed as it will allow quieter jets to land. Prop planes are louder. This would help reduce noise.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

[redacted]

Sent from my iPhone

--

[redacted]

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:54:09 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Billy Bishop Toronto City Airport had over 2 million passengers in 2023 and 2024, indicating that this airport is a well-used and valued facility, and one that is in need of continued investment. The growth in flight frequency reflects increased demand and the airport's role in connecting Toronto to regional destinations with connections to serve North America, Eastern Canada and northern Ontario. Further, 2025 will see a new United States Preclearance facility open, which will unlock new markets and bring additional convenience. Billy Bishop Toronto City Airport is committed to managing this growth responsibly.

The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first Engineered Material Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan; all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.

The operation of Billy Bishop Toronto City Airport is governed by the Tripartite Agreement, signed in 1983 by the City of Toronto, the federal government, and PortsToronto. This agreement sets strict parameters for airport operations, including restrictions on hours of operation, the types of permitted activities, and limitations on airport growth. Noise management is an ongoing priority, and PortsToronto continues to monitor and manage airport operations within these established limits. Implementing the RESA will not change the length of the runway, the number of flights, the types of aircraft, or the hours of operation. As such, no impacts to traffic, transportation patterns, air quality, or noise related to airport operations are anticipated. Any temporary impacts during construction, such as traffic, noise, or air quality effects, will be carefully managed through measures outlined in the Construction Management Plan including Air Quality, Noise and Traffic Management Plans. These plans will be shared with the community in advance of construction, and updated when required. These plans will incorporate the mitigation measures outlined in the EA Study Report and will be implemented to minimize impacts on the surrounding community. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project. These measures are designed to limit disturbance during construction and avoid adding undue stress to the surrounding community.

The RESA project is a federally mandated safety requirement and does not include expansion of airport operations, flight volume, or aircraft type. Billy Bishop Toronto City Airport plays a critical role in the regional transportation network, supporting short-haul travel, business connectivity, tourism, and essential services such as Ornge air ambulance operations. Maintaining the airport's safety infrastructure is necessary to ensure continued operations under existing restrictions while meeting federal regulatory requirements.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,

The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 9, 2025 3:47 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 7, 2025 11:59 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** This massive Resa Environmental Assessment document fails to consider several options such as the less invasive EMAS option or simply not implementing RESA and moving its dwindling volume of flights to Pearson International Airport and returning to the small airport that was here when most of the Bathurst Quay Neighbourhood buildings and their residents started living here.
This airport has grown immensely since most people had already started living in the BQNA neighbourhood and have had to deal with all the increased traffic, noise and as per the recently completed University of Toronto Air Quality study, the airport is also the primary source of ultra fine particles in the community.
Toronto only has one waterfront, and this airport manages to negatively affect so much of it. There is nothing attractive or enjoyable about the waterfront when planes are loudly coming in for a landing or take-off over the inner harbour while you're kayaking or sailing over to the islands. The Music Garden concerts are also mostly ruined by this airport.
Toronto also needs to address Climate Change reduction targets – having an unnecessary airport that continuously wants to expand on the downtown waterfront will do nothing to help that.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:55:14 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 2, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

PortsToronto appreciates the positive feedback and remains committed to maintaining Billy Bishop Toronto City Airport's quiet and efficient operations. The RESA is a federally mandated safety requirement under the Canadian Aviation Regulations. It is designed to enhance runway safety by providing a buffer zone to reduce the risk of damage to aircraft and injury to passengers in the event of an undershoot or overrun. The RESA project is being implemented to meet these safety obligations while maintaining current airport operations and minimizing community and environmental impacts.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO / PORT DE TORONTO

OUTER HARBOUR Marina / DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 2, 2025 4:55 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments



Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 2, 2025 11:48 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

> **CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** I use Billy Bishop airport a lot and recently moved to 637 Lakeshore Blvd W (Tip Top lofts) so I could get to the airport easily.

Right now the airport is quiet, no disturbance whatsoever, easy to use and functions efficiently.

Whatever needs to be done to the runway- please do not disrupt operations and make the airport awful like Pearson. I find it hard to believe that changes are necessary and I think the runway policy is excessive red tape.

In short - please don't mess with a good thing!

**Name:** [redacted]

**Email:** [redacted]

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 6:58:22 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

---

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 4, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. The project remains subject to the Tripartite Agreement, which limits aircraft type, flight activity, and prohibits runway extension. Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** June 16, 2025 11:29 AM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Hi there,



Thank you for your interest in the Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport.

We appreciate you reaching out. Your response has been recorded as feedback as part of the Environmental Assessment (EA) Process.

Thank you,

**Heather Dennis**
**Project Assistant**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 4, 2025 10:02 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** There is absolutely no reason to incur the cost, construction disruption, watersports disruption, pollution, and air quality impacts of any construction beyond the bare minimum required to comply with federal regulation - i.e., RESA 1. Toronto City Council wisely approved negotiations with Ports Toronto solely on the basis of RESA 1. The attempt by Ports Toronto through its hired conduit AECOM to push through the much more disruptive and unnecessary RESA 3, despite the clear and wise decision of Toronto City Council, is shameful and should be rejected. The recommendation for RESA 3 in this report is plainly and transparently borne of a desire to support future airport expansion, yet none of the air quality, noise, environmental, or other impacts of such future expansion are considered in this EA. Nor should they be, as the EA is properly focused on only the RESA construction; but that does not mean it is just, wise or honest for the EA to be used to try to justify an option that serves absolutely no purpose besides laying groundwork for a future expansion that will cause harms that cannot be considered in the EA.

The sole purpose and justification of ANY construction at the island airport is to comply with federal regulation. RESA 1 does that in a minimally intrusive way. Ports Toronto should follow the lead of Toronto City Council and reject anything beyond RESA 1.

**Name:** [redacted]

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:33:01 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 26, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

We appreciate your support of RESA Alternative 3 and for sharing your perspective on the potential community, economic, and environmental benefits associated with this alternative. Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 26, 2025 2:12 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** As a local resident I support RESA Option 3, which I believe offers the greatest benefits to our community while enhancing safety and efficiency at the airport.

The extension of the existing noise wall and the creation of a new noise barrier at the east end of the runway will reduce noise which will improve quality of life for residents and increase property values.

RESA 3 will create the greatest economic growth because of the larger capital investment; creating jobs, stimulating local businesses, and attracting further investment. Local and regional community members and business would benefit directly from this investment and indirectly through improved efficiencies and stronger economic connections.

Improved infrastructure and utility connections will enhance reliability for island residents and provide more efficient transportation options between the island and mainland for both visitors and residents alike.

The stone breakwater structures will provide shoreline and coastal flood protection to the island, improving the airport's and surrounding natural area's adaptability to future climate conditions. RESA 3 also offers reduced greenhouse gas emissions through shorter taxi times and eliminates vehicle idling.

This decision should prioritize evidence-based facts over emotional or political considerations. I've witnessed a vocal minority creating the impression that their views are more widely held than they are amongst community members. This has led to silence amongst supporters and a disregard for scientific studies and well-reasoned arguments by opponents.

I look forward to seeing this important project progress.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:33:51 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 26, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

The EA Study identified RESA 3 as the preferred alternative based on its ability to meet safety requirements while providing enhanced community and operational benefits, including noise walls that reduce ground-level noise. Although RESA 2 improves on existing conditions, it does not deliver the same level of operational flexibility, climate adaptation, and noise reduction as RESA 3. However, the final decision to proceed with RESA 1 was made through the Tripartite Agreement following the City of Toronto's endorsement. PortsToronto is now advancing RESA 1 to ensure compliance with federal safety regulations by the mandated 2027 deadline.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** June 30, 2025 11:42 AM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments



Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 26, 2025 9:36 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Option 2 or 3 please. Let's make this an even better alternative to Pearson, with no meaningful impact on the waterfront and boating traffic.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:34:36 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 4, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. We would like to clarify that the runway is not changing. The RESAs must be constructed symmetrically/equally off both ends to meet design and operational requirements. To achieve full compliance, safety zones are required at both ends of the primary runway (Runway 08/26), not just the west end. As such, extension to the east is also necessary. The RESA alternatives have been carefully designed to remain within the existing Marine Exclusion Zone to avoid impacting regular marine traffic.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** July 9, 2025 4:02 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.



We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 4, 2025 11:51 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** I understand the need to extend the runways at Billy Bishop, but ask that they be extended to the west rather than into toronto harbour. This is because of the current amount of water traffic in the Harbour, and the impact extending the runway east will have on the space.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:35:16 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 5, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. RESA 3 was identified as the preferred alternative based on its ability to meet safety requirements while providing enhanced community and operational benefits, including noise walls that reduce ground-level noise. However, the final decision to proceed with RESA 1 was made through the Tripartite Agreement following the City of Toronto's endorsement. PortsToronto is now advancing RESA 1 to ensure compliance with federal safety regulations by the mandated 2027 deadline.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** July 9, 2025 3:59 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.



We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 5, 2025 1:11 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** As a resident at 28 Stadium Rd., I'm disappointed RESA 3 was not selected. I'd much rather have the noise walls, which are highly effective based on the performance of the one currently installed. Please proceed with RESA 3.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:36:00 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** July 9, 2025 3:57 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 7, 2025 2:56 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Although this is a complex matter and each option has significant pros and cons, I prefer the minimalist option, RESA #1. Our neighbourhood bears a huge burden of civic function far in excess of ordinary residential areas. We are already overwhelmed with traffic, events and services intended for people from elsewhere. The environment also bears a disproportionate burden as a consequence. Therefore the intervention that has the very least impact on our environment (air, noise, water quality, traffic, social etc)is the best for us residents. It would be great if we weren't the lowest priority for a change.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:44:13 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted]

Thank you for your email dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

The 30-day public review period from June 9 to July 7, 2025, adhered to established EA requirements and reflects standard practice for projects of this nature. This timeframe was designed to allow for public input while maintaining alignment with the project's regulatory obligations and schedule. While the review period was not extended, PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

The EA process is designed to evaluate all reasonable alternatives before a final decision is made. This is a core requirement intended to ensure that the preferred option is supported by a thorough and transparent assessment of safety, environmental, operational, and regulatory considerations. As part of this process, RESA 1, RESA 2, and RESA 3 were each evaluated in detail through a structured, criteria-based analysis. This approach allows for a full understanding of potential impacts and supports informed decision-making. The EA Study identified RESA 3 as a preferred alternative following a comprehensive evaluation of all alternatives. Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E:** HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO / DE TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 7, 2025 5:00 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** We weren't given enough time to review this assessment.
The City has approved option 1, but the assessment is on all three options, why is this?
The space here to comment seems disingenuous and not in the spirit of transparency and public interest.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:45:12 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 28, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Thank you for your support of the RESA project and for recognizing its importance to enhancing safety for passengers and the community. Your input is appreciated.
Sincerely yours,

The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** July 9, 2025 4:03 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.



Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** June 28, 2025 11:16 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

> **CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** RESA is a critical infrastructure update to maintain safety for passenegers and the community. With longer runoff areas there is increased margins if there was a mechanical or error in the aircraft landing that results in a runway overrun. The environmental impact of an aircraft overrunning into the water would be far greater that the proposed project

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:46:39 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

---

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated June 30, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

The EA is focused solely on implementing a Runway End Safety Area to meet federally mandated safety requirements from Transport Canada. It does not include or support any runway extension or the construction of new runways. The project has been developed within the constraints of the Tripartite Agreement, which prohibits runway expansion and limits airport operations. The study's purpose is to ensure compliance with safety regulations while maintaining the airport's existing role and operating framework.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E:** HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 2, 2025 4:54 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 1, 2025 11:47 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Might as well just extend the existing runway westward or make another longer parallel runway to the south extending westward. It will only be beneficial to the city as the Portland would soon be filled with high rises putting another constraint to the airport operation.
YTZ is one of only kind along with London City Airport and yet general public is always trying to kill the airport not knowing how valuable to keep the airport open.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:48:43 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello [redacted],

Thank you for your email dated July 4, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

The project is focused solely on implementing a RESA to meet federally mandated safety requirements. It has been developed within the constraints of the Tripartite Agreement, which prohibits runway expansion and limits airport operations. Implementing the RESA will not change the length of the runway, the number of flights, the types of aircraft, or the hours of operation. As such, no impacts to traffic, transportation patterns, air quality, or noise related to airport operations are anticipated. Any temporary impacts during construction, such as traffic, noise, or air quality effects, will be carefully managed through measures outlined in the Construction Management Plan including Air Quality, Noise and Traffic Management Plans .These plans will be shared with the community in advance of construction, and updated when required. These plans will incorporate the mitigation measures outlined in the EA Study Report and will be implemented to minimize impacts on the surrounding community. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project. These measures are designed to limit disturbance during construction and avoid adding undue stress to the surrounding community.

Specific to the traffic concerns, materials will be transported by barge, and measures such as restricted construction hours and ongoing communication with local communities will be implemented. Construction traffic will be carefully managed to reduce disruptions to existing traffic and pedestrian flows. Furthermore, the City of Toronto's traffic by-laws will be followed to ensure construction activities do not unduly impact the traffic network, road users, and local residents. PortsToronto has experience undertaking night-time construction for other projects in a manner that minimizes impacts to the community. The Airfield Rehabilitation Program was implemented from 2016 to 2018 and used best management practices for overnight work to successfully mitigate traffic congestion and impacts to the community. A comprehensive Traffic Management Plan will be developed by the Design Build Team in collaboration with PortsToronto to be shared with the community.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** July 9, 2025 4:00 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 4, 2025 4:26 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Traffic and parking in the area is already poorly planned and sometimes impossible to navigate. Employees park their cars on neighbouring streets making it difficult for residents to leave their condos/town homes. The noise from the airport is already almost deafening and pollution levels higher than healthy. My child's school and home being directly across from an airport is ridiculous already let along adding MORE planes on a longer runway. This area of the city is not able to handle the current situation and adding to it will only benefit the airport and not the residents or businesses in the area.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.



**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:55:28 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated on July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Overnight Construction

Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Given the temporary and limited nature of anticipated impacts, compensation for temporary relocation is not currently being considered. PortsToronto remains focused on implementing effective mitigation and maintaining open communication with the community throughout construction.

Noise Assessment

The noise walls are intended to reduce noise from taxiway operations. For noise walls to be effective they need to break the direct sound path (i.e., line of sight) between the source and receptors. The noise walls would be more effective at screening noise to receptors at lower elevations and, in some cases, will provide limited to no attenuation to upper storey receptors. The noise walls are predicted to reduce taxiway operations noise significantly at several receptors, depending on the source taxiway (east or west side of the airport), the receptor height, and the noise wall height.

Marine Navigation

The RESA project will be completed entirely within the existing Marine Exclusion Zone. As the project will not alter the boundaries of the Marine Exclusion Zone or airport operations, no impact on boat safety or navigability within the Marine Exclusion Zone is anticipated. However, to mitigate potential concerns during construction, measures such as advanced notifications to boating communities, temporary signage, and adjustments to ferry routes (if identified necessary) will be applied. Additionally, construction lighting will adhere to guidelines for waterways, and temporary navigation lights will be placed at the end of the construction area to ensure visibility and safety for boaters.

Project Need

Billy Bishop Toronto City Airport plays a significant role in Toronto's economy, generating over $2.1 billion in total economic output and supporting approximately 4,450 jobs, including 2,080 directly associated with airport operations. It serves as a key transportation hub, offering convenient downtown access and connections to more than 20 cities in Canada and the U.S., with further links to over 80 international destinations. The airport also

facilitates essential services such as Ornge air ambulance operations, contributing to public health and safety. Public opinion surveys also confirm that Billy Bishop Toronto City Airport is widely supported by Torontonians with more than 75% of residents considering the airport as a valuable asset and more than 70% confirming it is a good use of land. The airport operates under a Tripartite Agreement between Transport Canada, the City of Toronto and PortsToronto. This agreement, originally set to expire in 2033, has been extended by City Council up to 2045. All three parties to the Tripartite Agreement will continue to work together regarding the future of the airport, which includes ensuring that the RESA project is compliant with the federal safety requirements. Established under the Canada Marine Act, PortsToronto is a government business enterprise that is mandated to be financially self- sufficient and receives no federal, provincial or municipal funding. As such, PortsToronto is responsible to ensure that the Airport continues to be a key regional transportation gateway for the City of Toronto, Canadians and visitors.

Engineered Materials Arresting Systems

As part of the initial long list of alternatives EA considered several alternatives, including alternatives that did not require a landmass expansion including shorter runway modifications and Engineered Materials Arresting Systems. Shortening the runway was eliminated early due to significant operational implications. This option did not meet the study's key guiding principle of preserving the utility and efficiency of Runway 08/26, the main commercial runway. Shortening the runway would limit its capacity, severely impacting current and future operations and rendering commercial air service for the design aircraft. The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first Engineered Material Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan; all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks. As a result, these alternatives were excluded as they failed to meet safety requirements and operational efficiency goals.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Heather Dennis
**Sent:** July 9, 2025 3:55 PM

**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO / PORT DE TORONTO

OUTER HARBOUR Marina / DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 7, 2025 5:35 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** I'm disturbed by the amount of visits that was paid for by Ports Toronto and Nieuport Aviation to lobby City Councillors prior to the RESA vote. Also the lavish amount of PR and marketing money that is spent to promote Billy Bishop Airport and the inaccurate information (I would call it greenwashing) that is done by them to dupe the public into believing It's Our Airport. From looking at the EA draft, which is far too difficult to navigate or read in the limited time I was given, I will say this. Overnight construction for 18 months or more will make it impossible to sleep and I may have to move out of the neighbourhood while it is taking place. Would Ports Toronto consider paying to re-house those that live within hearing distance of this overnight construction so that we may continue to work during the day and not suffer sleepless night. At the October 15 public presentation I spoke with your noise consultants and they agreed that anything noise barrier higher than

ground level would not protect us from airport noise or pollution. And therefore is not a reason for prioritizing RESA 2 or 3 in your report. In addition, the loss of sightlines and marine navigation is more important to me as a waterfront resident. Because the sound reaches our building by bouncing off the silos, the sound barrier would have to be at least the height of the malting silos (countless metres) to protect us from the aircraft noise on the runway, not to mention once it takes off into the sky. I would prefer to stop having federal and City money spent on keeping the airport from continual expansion and instead give all of us who live downtown access to more greenspace, especially since I read in the EA that the airport sits on ground that is zoned as parks and open space. This use should be prioritized over its current use as a public service for a small number of people. Note our neighbourhood is not full of rich condo owners, rather it is made up of affordable housing in the form of co-ops and Community Housing. Please read and include my feedback in the final EA. I would like a much less intrusive option than having infill, such as EMAS, shorter runways or even alternative use for this space.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:57:20 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 6, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Concern about Airport Expansion
The project is focused solely on implementing a RESA to meet federally mandated safety requirements required by Transport Canada. It has been developed within the constraints of the Tripartite Agreement, which prohibits runway expansion and limits airport operations. Implementing the RESA will not change the length of the runway, the number of flights, the types of aircraft, or the hours of operation. As such, no impacts to traffic, transportation patterns, air quality, or noise related to airport operations are anticipated.

Construction Noise
Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts from construction at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Traffic Impact
Specific to the traffic concerns, materials will be transported by barge, and measures such as restricted construction hours and ongoing communication with local communities will be implemented. Construction traffic will be carefully managed to reduce disruptions to existing traffic and pedestrian flows. Furthermore, the City of Toronto's traffic by-laws will be followed to ensure construction activities do not unduly impact the traffic network, road users, and local residents. PortsToronto has experience undertaking night-time construction for other projects in a manner that minimizes impacts to the community. The Airfield Rehabilitation Program was implemented from 2016 to 2018 and used best management practices for overnight work to successfully mitigate traffic congestion and impacts to the community. A comprehensive Traffic Management Plan will be developed by the Design Build Team in collaboration with PortsToronto to be shared with the community.

Impact on Aquatic Habitat
We recognize that aquatic habitat destruction is a serious concern, and we are committed to minimizing impacts on aquatic habitat. Mitigation measures will be implemented to address these concerns, and compensation plans will be developed in consultation with regulatory agencies, including Fisheries and Oceans Canada (DFO), Ministry of Natural Resources (MNR), and the Ministry of the Environment, Conservation and Parks (MECP). Additionally, PortsToronto will leverage the Toronto and Region Conservation Authority's extensive experience with habitat compensation to ensure that affected habitats are appropriately managed and restored.

Impacts on Lake Users

The RESA project will be completed entirely within the existing Marine Exclusion Zone. As the project will not alter the boundaries of the Marine Exclusion Zone or airport operations, no impact on boat safety or navigability within the Marine Exclusion Zone is anticipated. However, to mitigate potential concerns during construction, measures such as advanced notifications to boating communities, temporary signage, and adjustments to ferry routes will be applied. Additionally, construction lighting will adhere to guidelines for waterways, and temporary navigation lights will be placed at the end of the construction area to ensure visibility and safety for boaters.
If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 9, 2025 3:58 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 6, 2025 5:58 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

> **CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** I'm concerned that this project will be very disruptive in my neighborhood. I worry about the increase in noise, increased traffic, effects on marine life and lake users. The airport should not be expanding, even for safety purposes... A better solution should be possible!

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 7:59:06 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

The EA study for the RESA project has been undertaken as a new and comprehensive study, reflecting current site conditions, regulatory requirements, and extensive input from agencies, Indigenous communities, and the public. It is informed by detailed technical studies and aligns with the most recent policy and planning context. The project is driven by a federally mandated safety requirement and does not propose or require any extension to the existing runway.
The proposed hovercraft service and its docking infrastructure are not part of the RESA project. The RESA EA focuses solely on the implementation of a federally mandated RESA at Billy Bishop Toronto City Airport. It does not include or support any proposals related to hovercraft operations, ferry services, or docking facilities in the Western Channel. Any such project would be subject to its own planning, consultation, and approval processes separate from the RESA EA.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT



**From:** Heather Dennis
**Sent:** July 9, 2025 3:48 PM

**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO / DE TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 7, 2025 8:16 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Inasmuch as I am concerned about an outdated EA, and extending a runway, I have no issues with the airport remaining. I use it. It's been here longer than any of us and was pretty busy back in June when I flew out of there to NFLD. People had a choice in moving to this part of town- they knew the airport was there. If you are concerned about noise and air quality, then I suggest you earnest group of people also demand that:

1. The Gardiner Expressway and Lakeshore Road be closed and removed.

2. All party boats and fire works displays be banned from Harbourfront and the channel where the airport is.

3. Ban noisy cars late at night, and noisy people in the parks late at night.

4. Close the homeless shelter at Lakeshore and Bathurst. It's the main source of the people who make most of the noise and leave the biggest messes.

We already have green space here- its called Toronto Island. Harbourfront, H2O Park, Sugar Beach, Music Garden, The Bentway, Fort York, Little Norway Park, Coronation Park, Trillium Park, Canoe Landing and the stretch along Lakeshore south of the CNE and much of the CNE grounds. Etc. And that is mostly just on the west side. Lots east of Yonge too. Or will be soon.

Do you know the worst air quality around here is where the 427 and the Gardiner meet?

What I don't want to see is the proposed dock for the hovercraft boat that will be running back and forth across the lake from Niagara. They want to build that here in the channel where the ferry is.
https://niagaranow.com/news.phtml/hoverlink-from-niagara-to-toronto-one-step-closer-to-anchors-away/

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.



**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 8:03:52 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 6, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. We appreciate the time you took to participate in the process and share your thoughtful feedback on the RESA project at Billy Bishop Toronto City Airport. We sincerely value the time you committed to meeting with us and the perspectives you brought forward. As the proponent of the RESA project, PortsToronto is responsible for fulfilling the Crown's Duty to Consult requirements, which are guided by federal direction and apply specifically to Indigenous communities with recognized treaty rights and interests within the Project Study Area. In addition to this process, PortsToronto understands its responsibility to establish relationships and respond to requests from all Indigenous Communities, interested individuals, and community members who wish to share their views. Your comments were received in this capacity and have been considered and addressed in the EA Study Report.

We have provided our responses below to the concerns and comments you shared during the December 5, 2024 meeting with the project team:

Public Consultation Process
PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. The organization is committed to sharing information openly and inviting public feedback as key decisions are made. Public consultation for the EA has been conducted over multiple stages to support transparency and meaningful participation. A dedicated project website (https://www.safecleanquiet.ca/) was also launched to provide ongoing information, updates, and Frequently Asked Questions, ensuring stakeholders have access to the latest developments. PortsToronto also actively sought and incorporated community feedback into the RESA design process. The organization has engaged with government agencies, including the City of Toronto, Transport Canada including Navigable Waters, Waterfront Toronto, CreateTO, Toronto and Region Conservation Authority, Impact Assessment Agency of Canada, Fisheries and Oceans Canada, Environment and Climate Change Canada, the Ontario Ministry of Natural Resources, Ontario Ministry of Environment, Conservation and Parks, and the Ministry of Citizenship and Multiculturalism to discuss the RESA project. Additionally, PortsToronto has engaged Indigenous communities to ensure their rights, interests and perspectives are included in the planning and decision-making processes. All feedback received during the consultation process has been reviewed and considered as part of the finalization of the EA Study Report. PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

Support of RESA 1
Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

Potential Impacts on Wildlife and their Habitat including Species at Risk
The EA Study Report includes a thorough assessment of potential impacts to terrestrial and aquatic habitats, including Species at Risk. Under RESA 1, impacts to terrestrial habitats are very limited. Vegetation removal is restricted to small areas of low-quality, secondary growth vegetation communities and does not extend into provincially or regionally significant habitats. No impacts to terrestrial Species at Risk or their habitats are

anticipated. However, mitigation measures will be implemented to minimize disturbance, and restoration will be undertaken using native species.
We recognize that aquatic habitat destruction is a serious concern, and we are committed to minimizing impacts on aquatic habitat. Mitigation measures will be implemented to address these concerns, and compensation plans will be developed in consultation with regulatory agencies, including Fisheries and Oceans Canada, Ministry of Natural Resources, and the Ministry of the Environment, Conservation and Parks. Additionally, PortsToronto will leverage the Toronto and Region Conservation Authority's extensive experience with habitat compensation to ensure that affected habitats are appropriately managed and restored.

Community Impacts (Air Quality, Noise and Traffic)
The operation of Billy Bishop Toronto City Airport is governed by the Tripartite Agreement, signed in 1983 by the City of Toronto, the federal government, and PortsToronto. This agreement sets strict parameters for airport operations, including restrictions on hours of operation, the types of permitted activities, and limitations on airport growth. Noise management is an ongoing priority, and PortsToronto continues to monitor and manage airport operations within these established limits. Implementing the RESA will not change the length of the runway, the number of flights, the types of aircraft, or the hours of operation. As such, no impacts to traffic, transportation patterns, air quality, or noise related to airport operations are anticipated. Any temporary impacts during construction, such as traffic, noise, or air quality effects, will be carefully managed through measures outlined in the Construction Management Plan including Air Quality, Noise and Traffic Management Plans. These plans will be shared with the community in advance of construction, and updated when required. These plans will incorporate the mitigation measures outlined in the EA Study Report and will be implemented to minimize impacts on the surrounding community. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Noise Impacts during Construction
Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Health Impacts
As noted above, the project has been developed within the constraints of the Tripartite Agreement, which prohibits runway expansion and limits airport operations. Because the runway length, number of flights, aircraft types, and hours of operation will remain unchanged, no increases in air emissions, or noise from aircraft operations are anticipated. This means existing health conditions related to air quality and noise will not be affected, while the community will benefit from enhanced safety at the airport. While rerouting vehicles to a new perimeter road will result in a modest increase in travel distance compared to the existing runway crossing, the associated emissions are expected to be minimal. Additionally, modifications to the taxiways in RESA 2 and RESA 3 could reduce air and noise emissions through shorter taxi times. Overall, no measurable change in local air quality or noise conditions is anticipated. As such, no health impacts are expected from the implementation or operation of the RESA.

Potential health impacts during construction, including noise and air quality impacts have been assessed in the EA. Air quality impacts during construction were evaluated for three RESA alternatives using a quantitative dispersion modelling approach. Emissions were estimated using engineering emission factors and incorporated into the model to assess potential effects. While it is acknowledged that modelled $NO_2$ concentrations exceeded the 1-hour federal standard at the 98th percentile by approximately 30%, it is important to note that the predictions were generated using a conservative dispersion model and were modelled over a five-year period to capture all weather conditions. This model captures the worst-case emission scenario, incorporating simultaneous construction equipment operating on-site and the use of conservative estimates for NO2 emissions. For project-only $NO_2$ predictions, approximately 2% of values exceeded the new federal 1-hour

standard of 83 µg/m³. Importantly, construction activities and exposure to construction effects will occur for a limited period of time. While these exceedances are limited in scope and duration, PortsToronto recognizes the importance of minimizing potential health and environmental impacts. Mitigation measures, such as dust suppression and a Construction Air Quality Management Plan will address short-term impacts during construction. The Construction Air Quality Management Plan will be shared with the community in advance of construction and will be updated when required.
Additionally, while noise modelling indicates that any impacts on nearby residents are predicted to be negligible and not expected to affect health, the Construction Noise Management Plan will be implemented, including monitoring and mitigation measures to minimize potential disturbance from night-time construction.

RESA Funding
PortsToronto is a financially self-sufficient federal government business enterprise that operates independently without relying on federal, provincial, or municipal funding. It is solely responsible for funding the RESA project at Billy Bishop Toronto City Airport, with no financial support from government agencies.

PortsToronto remains committed to approaching this work with respect and care, ensuring that all contributions are valued and that feedback received continues to inform the project as it advances.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 6, 2025 8:11 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** " I am a registered member and Citizen of the Metis Nation of Ontario. I was contacted to meet with Ports Toronto as a part of their Community outreach and engagement as an Indigenous

Urban Dweller. I spent approximately an hour answering questions and asking a few too. I was disappointed but not surprised by them only referencing that they met with an urban Indigenous community member (me?) but ultimately they did not use anything I had to say in the report as Metis are not a recognized Full Status/Treaty Indigenous group. Apparently I was the only responder of Indigenous background however - so had thought perhaps something I had said might be considered. My feedback is that as with pretty much ALL of my engagement with Ports Toronto or Billy Bishop Airport - Nothing came of it and ultimately I am left feeling they wasted my time."

**Name:** [redacted]

**Email:**

Does this submission look like spam? Report it here.

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 8:05:48 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 1, 2025 in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Concerns about Rushed EA, Safety Concerns, and Conflicting Waterfront Priorities

The EA was carried out following industry standard practices, with a focus on transparency, technical rigour, and meaningful consultation. The process was designed to ensure balanced and evidence-based decision-making. All studies were completed by qualified professionals using established methodologies. The RESA project at Billy Bishop Toronto City Airport does not involve runway expansion, new aircraft types, or increased flight activity. The EA reviewed potential effects on aquatic and terrestrial habitats including species at risks, air quality, noise, shoreline processes, climate change, etc. and identified mitigation and compensation measures to address potential effects. Consultation with the public, Indigenous communities, and regulatory agencies has been ongoing and will continue during detailed design to refine mitigation, guide restoration, and respond to local concerns. PortsToronto is committed to meeting federal safety requirements while minimizing environmental effects and ensuring community interests remain part of the process.

PortsToronto continues to invest in community-oriented waterfront improvements while responsibly managing airport operations within the existing regulatory framework. Through measures such as daily flight caps, slot controls, and sustainability programs, the airport's impact on waterfront access, noise, and air quality is carefully managed.

Public Opinion on Scarcity of Green Space, and Conversion of Airport Lands into Public Green Space

Billy Bishop Toronto City Airport plays a significant role in Toronto's economy, generating over $2.1 billion in total economic output and supporting approximately 4,450 jobs, including 2,080 directly associated with airport operations. It serves as a key transportation hub, offering convenient downtown access and connections to more than 20 cities in Canada and the U.S., with further links to over 80 international destinations. The airport also facilitates essential services such as Ornge air ambulance operations, contributing to public health and safety. Public opinion surveys also confirm that Billy Bishop Toronto City Airport is widely supported by Torontonians with more than 75% of residents considering the airport as a valuable asset, and more than 70% confirming it is a good use of land. The airport operates under a Tripartite Agreement between Transport Canada, the City of Toronto and PortsToronto. This agreement, originally set to expire in 2033, has been extended by City Council up to 2045. All three parties to the Tripartite Agreement will continue to work together regarding the future of the airport, which includes ensuring that the RESA project is compliant with the federal safety requirements. Established under the Canada Marine Act, PortsToronto is a government business enterprise that is mandated to be financially self-sufficient and receives no federal, provincial or municipal funding. As such, PortsToronto is responsible to ensure that the airport continues to be a key regional transportation gateway for the City of Toronto, Canadians and visitors. PortsToronto remains committed to responsible airport management and continues to invest in sustainability initiatives that align with broader waterfront goals, including shoreline protection, habitat restoration, and reduced airport-related emissions.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

---

**From:** Heather Dennis
**Sent:** July 9, 2025 4:03 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** July 1, 2025 9:26 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** To:
Board of Directors
PortsToronto
Billy Bishop Toronto City Airport
1 Port Street East, Suite 150
Toronto, ON M5A 0B6

Subject: Shut Down Billy Bishop Airport & Convert the Site to a Legacy Waterfront Park

Dear PortsToronto Board Members,

I write as a concerned Torontonian urging PortsToronto to cease operations at Billy Bishop Toronto City Airport and convert the land into a public park. I believe this is a once-in-a-generation opportunity to refocus the waterfront's future toward environmental sustainability, public health, and equitable recreation.

1. Key Issues to Address
a) Rushed Environmental Assessment & Safety Concerns
The current focus on expanding Runway End Safety Areas (RESA) has sidelined broader ecosystem and public health implications. While RESA compliance is federally mandated by July 12, 2027

, the process has been rushed, with pedestrian pathway proposals recently withdrawn due to community opposition
safecleanquiet.ca
. A full, transparent assessment—considering waterfront biodiversity, noise pollution, and Toronto's broader climate goals—is long overdue.

b) Conflicting Waterfront Priorities
PortsToronto has invested in waterfront programming—such as the stained-glass mural project, marina improvements, and dockwall enhancements—to foster community integration

. However, continued airport operations inherently constrict waterfront public access, noise, and air quality.

c) Public Opinion & Scarcity of Green Space

, Considerable local opposition exists in the form of Community Air and Parks Not Planes, who advocate shutting the airport entirely

. Beyond perception, Toronto suffers from parkland deficiency—particularly downtown—where a 215-acre legacy park would meaningfully close the gap

2. My Vision for Toronto's Waterfront
Convert the former runway area into continuous public green space, connected to existing Island Parklands, the Toronto Islands, and the mainland. The design would include:

Wetlands, natural dune systems, and biohabitat zones to restore biodiversity.

Recreational and cultural amenities, such as amphitheaters, ecological education zones, and public art, complementing but replacing the airport's mural-based community outreach

.

Stormwater management and natural flood mitigation infrastructure, reinforcing Toronto's climate resilience.

This vision mirrors successful Waterfront Toronto projects such as Sugar Beach, Corktown Common, and Tommy Thompson Park

.

3. Recommended Actions
Set a firm deadline to cease flight operations and formally notify Transport Canada of intent to decommission by 2030.

Suspend the current RESA expansion plan and replace it with a broad, integrated environmental assessment that includes public safety, emissions, wildlife, and parkland needs.

Launch a participatory design process—with local communities, Indigenous groups, conservation organizations, and urban planners—to shape a legacy park plan.

Reinvest operating capital currently used for environmental and dockwall maintenance into park infrastructure, leveraging existing resources and community goodwill

Align with federal, provincial, and municipal climate and health targets, repositioning PortsToronto as a leader in ecological restoration and public well-being.

PortsToronto's dual role—operating the airport and stewarding the waterfront—places it in a unique leadership position. The current airport footprint is increasingly at odds with broader urban and environmental priorities. A transition to a waterfront park would be visionary, embodying green infrastructure, enhancing recreation, and ensuring equitable, sustainable access to Lake Ontario.

Thank you for your leadership and for considering a new chapter in our waterfront story—one that sees PortsToronto catalyze environmental renewal and elevate Toronto's global city status.

I would welcome the opportunity to participate in any upcoming consultations or design charrettes and I look forward to receiving your comments.

Sincerely,
[redacted]
Toronto, ON

**Subject:** RE: BBTCA RESA EA
**Sent:** 10/7/2025, 8:13:05 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello [redacted]

Thank you for your email dated July 9, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

We recognize that the Bathurst Quay and Queens Quay Neighbourhood areas are dense neighbourhoods, surrounded by major transportation infrastructure including the Gardiner Expressway, Union Station rail corridor, and Billy Bishop Toronto City Airport. With respect to the RESA project, it is important to note that this work is a federally mandated safety requirement. It does not increase airport operations, traffic, or capacity. The project is focused solely on improving runway safety to meet Transport Canada regulations.

Pre-Assessment Scoping Public Review

This project followed a non-statutory EA process, which is different from a federal Impact Assessment or provincial Comprehensive EA and didn't require a formal "Terms of Reference" stage at the beginning of the process. However, the project team still followed well-established EA practices and made sure the scope and approach were informed by feedback from the public, agencies, Indigenous communities, and stakeholders throughout the study. This happened through two in person and virtual public meetings and open houses (two sessions each), agency engagement, and local outreach at key points in the process. All feedback was carefully reviewed, and local concerns and knowledge were taken into account. The final EA Study Report reflects the input we received and shows how it was considered.

Air Quality - Ultra Fine Particles

The project team has considered the University of Toronto 's recent studies on Ultra Fine Particles (UFPs). As the RESA project does not introduce any changes to air traffic volume, aircraft type, or frequency of flights, it will not affect aircraft emissions compared to existing conditions. UFPs are typically generated by fuel combustion, including from aircraft as well as non-tailpipe emissions from road vehicles. This EA Study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. The RESA is solely being implemented for safety and emergency scenarios and is not expected to alter the airport's capacity or the types of aircraft it handles. PortsToronto is actively working to minimize environmental impacts of the airport, including air pollution. UFP is a non-regulated contaminant in Canada and Ontario, while analysis and research in the scientific community is on-going. As a recommendation of the 2024 research work undertaken by the University of Toronto, PortsToronto has undertaken localized air quality analysis to further identify sources of UFP's or other sources of air contaminants. PortsToronto is committed to continuous improvement with regards to air quality emissions from airport operations, which may impact the local community.

NO2 Levels

While it is acknowledged that modelled $NO_2$ concentrations exceeded the 1-hour federal standard at the 98th percentile by approximately 30%, it is important to note that the predictions were generated using a conservative dispersion model and were modelled over a five-year period to capture all weather conditions. This model captures the worst-case emission scenario, incorporating simultaneous construction equipment operating on-site and the use of conservative estimates for NO2 emissions. For project-only $NO_2$ predictions, approximately 2% of values exceeded the new federal 1-hour standard of 83 µg/m³. Importantly, construction activities and exposure to construction effects will occur for a limited period of time. While these exceedances are limited in scope and

duration, PortsToronto recognizes the importance of minimizing potential health and environmental impacts. Mitigation measures, such as dust suppression and a Construction Air Quality Management Plan will address short-term impacts during construction. The Construction Air Quality Management Plan will be shared with the community in advance of construction and will be updated, when required.

CO2 Emissions

While $CO_2$ is a greenhouse gas, it does not have an Ambient Air Quality Criteria (AAQC) or an air quality standard under Ontario's regulations. AAQCs and air quality standards focus on pollutants with direct impacts on local air quality and human health. The CO2 emissions were compared to the Provincial Air Pollutant Emissions for the Transportation sector, as part of a burden analysis, as per the Ministry of Transportation Environmental Guide for Assessing and Mitigating Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020). The purpose of the burden analysis is to quantify the total annual emissions in the current, future build and future no-build scenarios and present the values for comparison.

Noise Assessment

It is acknowledged that background sound levels at residential receptors near the airport are consistent with Health Canada's classifications of urban residential, noisy urban residential, and very noisy urban residential communities.

The noise assessment for the RESA EA was carried out in accordance with accepted EA practices and statutory standards, which use the A-weighted scale (dBA) as the industry norm for evaluating environmental noise. The A-weighting network, which reflects the sensitivity of human hearing, is commonly used to assess noise from sources such as road traffic, aircraft, and construction. It de-emphasizes low-frequency noise, as these frequencies are less perceptible to the human ear. This approach reflects the methodology adopted consistently across Ontario and Canada for the assessment of environmental noise, ensuring comparability across projects and regulatory compliance.

The EA Study indicates that noise impacts at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Choice of RESAs

A "Do Nothing Alternative" was considered in the initial stages of the evaluation. However, this option assumes that Runway 08/26 would continue operating without the mandated 150 m RESAs at both ends of the runway, which does not address the critical safety measure mandated by Transport Canada. As such, this alternative was not carried forward for further evaluation.

The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first Engineered Material Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan; all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.

The EA Study identified RESA 3 as a preferred alternative following a comprehensive evaluation of all alternatives using clearly defined technical, environmental, social, and operational criteria. It meets Transport Canada's safety requirements while also offering benefits such as improved ground operations, reduced idling, and enhanced shoreline protection. The implementation of RESA 3 does not change the length of the operational portion of the runway or enable future airport expansion. The project remains subject to the Tripartite Agreement, which limits aircraft type, flight activity, and prohibits runway extension.

Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

Does the Airport Still Meet the Criteria for a RESA?

The EA was undertaken to evaluate the potential environmental effects of alternative approaches to implementing a federally required RESA at Billy Bishop Toronto City Airport. The RESA requirement is issued by Transport Canada and applies to airports that exceed 325,000 annual passengers—a threshold that Billy Bishop Toronto City Airport has consistently exceeded, including over 2 million passengers in both 2023 and 2024. While we acknowledge that the regional transportation landscape is evolving—with new rail services, operational changes by airlines, and other airport facilities expanding—Billy Bishop Toronto City Airport continues to play a distinct and important role. It offers fast, convenient access to and from downtown Toronto, supports short-haul travel, and enables essential services such as Ornge air ambulance operations. These core functions remain in demand and are not replaced by changes at Pearson, Hamilton, or elsewhere. The upcoming U.S. Preclearance facility, set to open in 2025, further demonstrates continued investment in the airport's future. This new facility will enable passengers to clear U.S. customs in Toronto, unlocking access to new destinations and improving convenience for travellers. Additionally, Billy Bishop Toronto City Airport remains governed by the Tripartite Agreement, which prohibits jets and runway expansion. This ensures the airport retains its unique role in the region, focused on connecting Toronto with nearby destinations and supporting public health and emergency access. The RESA project is being implemented not because of projected growth, but because Billy Bishop Toronto City Airport remains an active, well-used, and strategically located airport that must meet federal safety requirements to continue operating. The EA was scoped accordingly to address the environmental effects of implementing RESA, and the process included public consultation, agency input, and Indigenous engagement throughout. While travel patterns may continue to shift over time, Billy Bishop Toronto City Airport remains an important part of Toronto's multimodal transportation system.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** [redacted]
**Sent:** July 9, 2025 8:38 PM
**To:** info@safecleanquiet.ca
**Subject:** BBTCA RESA EA



[redacted]

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

# Comments on the Environmental Assessment Study Report on BBTCA's RESA Proposals

The immediate neighbourhood around BBTCA, the Bathurst and Queens Quay neighbourhood, suffers from a lot of stresses, being one of Canada's densest neighbourhoods, squeezed between much of Toronto's transport infrastructure, the rail lines going west out of Union Station, the Gardiner Expressway, and Billy Bishop Toronto Centre Airport.

## Pre-Assessment Scoping Public Review

Before an Environmental Assessment starts the public and experts need to be consulted about the terms of reference for the assessment. This initial review often finds issues that might get missed, discovers local expertise, discovers local concerns, and gives the public enough time to prepare for and understand the assessment.

In this Environmental Assessment this step was skipped, calling the whole process into question.

## Air Quality

One of the best and cheapest air quality studies was done at BBTCA by the Bathurst Quay Neighbourhood Association and the University of Toronto. It delved deep into the Ultrafine Particles (UFP)(<1 um) found around BBTCA. The impacts of UFPs are partly unknown but the initial research indicates that they are bad for us. Even though studying UFPs is not statutorily required it would have shown good faith to the neighbourhood to have studied them and included them in the report.

The draft report mentions that $NO_2$ concentrations exceed 1 hour standards at the $98^{th}$ percentile for the 1 hour measurements by 30%. This overage is not to be dismissed. The standards are for emissions are maximums for a reason; they are determined by a mix of the medical/environmental community wanting standards tightened and industry wanting them loosened. They should never be exceeded. Harm to health occurs at far lower levels then the limits.

Two vulnerable populations are very close to BBTCA. A school exists within 700m of the runway. I'm confident that the noise and air pollution from the airport does not aid academic performance. The residents of Windward Co-op on Little Norway Cres., live 600 m away from the runway, in a building that lacks central air conditioning, and was designed specifically for disabled people.

In the summary of Socio-Economic Evaluation $CO_2$ emissions are compared to the Province's. They are minor compared to the provincial emissions, but the really valuable comparison to the local environment isn't discussed. Nor has a comparison to the a average neighbourhood in Toronto done. This would greatly enhance the value of the report.

## Noise

The noise study, though meeting statutory requirements, does not accurately model the experience of the local residents. Immediately to the north of BBTCA, the Fort York – Liberty Village & Harbourfront City Place neighbourhoods have poor existing noise environments as they have a highway to the north that produces constant noise with daily rush hour peaks, a railway slightly north of that, and a airport to the south that produces

loud noise peaks that are intermittent, random, and short, from aircraft movements. This constant noise background contributes to physiological stress and cardiovascular events.

The noise levels were measured using the statutory standard of dBA. dBA measurement's were deigned to assess audio performance of telephone voice transmission. Suitable for testing the noise levels of quiet things like office equipment; it isn't useful for measuring loud noise emitters like road vehicles, aircraft, and construction. dBA filters out the low-end bass noise. Low end noise take a lot of energy to create, and that energy travels well, penetrating walls and buildings, thus it gets into everything everywhere. That noise you can hear a block away – similar to the thump thump from the disco down the road through your walls. dBA captures none of it.

The noise commentary, due to the statutory minimum measurement of noise, and only meeting statutory requirements paints a poor picture of the situation. Limiting the noise to a maximum of 60 dBA then subtracting 15 dB for residents being inside does them a disservice. The measure of 60 dBA would not capture a pile driver working away. The base notes for a pile driver and other construction equipment are well below the 1000 Hz (1 kHz) dBA drop-off. These bass notes would be pushed down by up to 50 dB in the dBA measurement (and about 5 dB down in a dBC measurement). Below 1kHz the dBA measure can throw away most of the noise. A ear splitting rumble, becomes, by dBA measurement, something you can have a conversation over. Reality isn't like that.

Doing the study again in dBC (or better dBZ – a full hearing range measurement) and looking at randomly generated noise peaks would paint a very different picture of the noise levels during construction and operation of the airport.

Again, we lack a compare and contrast of the neighbourhood's noise characteristics compared to the average noise experienced by the typical Torontonian, in their neighbourhood.

Before the project proceeds noise needs to be examined in much more detail.

# Choice of RESAs

The report presents three RESA approaches to meet Transport Canada's requirements. Two solutions, both equally valid, are dismissed out of hand: use a arrester system or do nothing.

Both of these underappreciated approaches should have been studied more extensively in the assessment.

Of the three accepted approaches the report backs the RESA 3 proposal extensively, despite it not being the City Council's supported solution. The City supported RESA 1 for a number of good reasons. It should be the supported solution as:

- Least expensive: Very important as the airport has declining use and its primary user, Porter, is slowly moving away from the airport with increasing operations at Pearson and Hamilton.
- Least Construction: Building in the Bathurst Queen's Key Neighbourhood is a onerous proposition considering that the neighbourhood is highly stressed from an airport, highway, condo construction, tourism etc. It remains a desirable place to live and, considering the number of people living there, the City should work hard at maintaining that desirability.
- Least Environmental impact: Minimalising construction will do the least harm to the environment. Yes, the improvements in the RESA 2 and 3 proposals will have minor enhancements to airport operations, and a small pollution reduction, however these offset do not compensate the neighbourhood in any significant way. A noise wall will not significantly alter the perception of aircraft noise. The base notes would still carry well on the city side of the wall and would hardly be noticed taking dBA sound measurements.

# Does the Airport Still Meet the Criteria for a RESA?

Due to a confluence of events BBTCA may or in the near future may not meet the criteria for getting a RESA. Presenting a detailed transport demand model for the airport considering the following would be very useful in assessing the value of the project, especially from a financial point of view. We have:



- The influence of the UP express

- The movement of flights from BBTCA to Pearson and J.C. Munro Hamilton Airports
- Cheaper operating costs at Pearson and Hamilton Airports
- Ability to use jets and Pearson and Hamilton Airports
- High speed rail might be coming (the Alto project) soon

All these changes will push demand down at BBTCA. The environmental assessment to be complete should have fully examined the impacts of any and all combinations of these changes.

# Conclusions

The deficiencies in the report indicate that a redo of the report should be done. The local impacts are quite worrying and are underplayed in the document.

It would appear that this project will proceed, regardless of the risks of project failure, or the resulting noise and air pollution.

Thus the best choice, if a RESA has to be built, would be to stick with the simple, least expensive, approved by City Council, choice of building RESA 1.

Regards,

[redacted]

**Subject:** RE: Form Submission - RESA-EA Public comments
**Sent:** 10/7/2025, 8:18:06 PM
**From:** Heather Dennis<HDennis@portstoronto.com>
**To:** [redacted]

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello [redacted]

Thank you for your email dated June 26, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Inclusion of a 'Do Nothing' Alternative

A "Do Nothing Alternative" was considered in the initial stages of the evaluation. However, this alternative assumes that Runway 08/26 would continue operating without the mandated 150 m RESAs at both ends of the runway, which does not address the critical safety measure mandated by Transport Canada. As such, this alternative was not carried forward for further evaluation.

Project Need

Billy Bishop Toronto City Airport plays a significant role in Toronto's economy, generating over $2.1 billion in total economic output and supporting approximately 4,450 jobs, including 2,080 directly associated with airport operations. It serves as a key transportation hub, offering convenient downtown access and connections to more than 20 cities in Canada and the U.S., with further links to over 80 international destinations. The airport also facilitates essential services such as Ornge air ambulance operations, contributing to public health and safety. Public opinion surveys also confirm that Billy Bishop Toronto City Airport is widely supported by Torontonians with more than 75% of residents considering the airport as a valuable asset, and more than 70% confirming it is a good use of land. The airport operates under a Tripartite Agreement between Transport Canada, the City of Toronto and PortsToronto. This agreement, originally set to expire in 2033, has been extended by City Council up to 2045. All three parties to the Tripartite Agreement will continue to work together regarding the future of the airport, which includes ensuring that the RESA project is compliant with the federal safety requirements. Established under the Canada Marine Act, PortsToronto is a government business enterprise that is mandated to be financially self- sufficient and receives no federal, provincial or municipal funding. As such, PortsToronto is responsible to ensure that the airport continues to be a key regional transportation gateway for the City of Toronto, Canadians and visitors.

Building an Effective RESA

The proposed 150-metre RESAs at Billy Bishop Toronto City Airport fully comply with the updated Canadian Aviation Regulations, Part 3, Sub-Part II, Division VI that came into force on December 21, 2021. These regulations require a minimum length of 150 metres of RESA, or an equivalent safety measure, at Canadian airports that regularly serve at least 325,000 commercial passengers for two consecutive years. While longer RESAs are ideal, international guidance allows shorter lengths where constraints exist, provided safety is not compromised. The proposed RESAs meet the new regulatory standard in Canada and reflect the safe and most practical solution for this site. The RESA project is a safety-driven upgrade intended to align with the most recent Canadian Aviation standards. The airport continues to operate safely under existing federal regulations, with Transport Canada oversight and approved safety management systems in place.

Access to the Airport for Emergency Response Services

PortsToronto places the highest priority on the safety of passengers, airport personnel, and the surrounding community. In addition to having a fully staffed emergency response centre at the airport, Toronto's emergency responders can access the airport within minutes by water, using the Toronto Marine Unit's watercraft, and via

PortsToronto's ferry, which would be made solely available to emergency response vehicles in the event of an emergency. The airport's ferry service includes the Marilyn Bell, capable of carrying up to 200 passengers, crew, and 15 vehicles, as well as the David Hornell back-up ferry. The pedestrian tunnel also provides a reliable, fixed link for emergency crews to access the island. Further support is provided by a nearby fire hall, police station, and paramedic unit located within one kilometre of the airport. Toronto Police Service maintains a special ice boat for winter access to the airport and harbour areas, while Ornge paramedics and helicopters are permanently based at the airport, providing additional expertise and specialized equipment, should the need arise. These measures, combined with the airport's operational procedures, coordination with first responders, and ongoing training, ensure that emergency response and access are fully planned, tested, and compliant with regulatory requirements.

Consideration of the Engineered Material Arresting System

The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first Engineered Material Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan, all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.

-

Adequacy of EA, and Applicability of the Federal Impact Assessment Act

The Impact Assessment Act establishes the federal framework for assessing the impacts of certain projects to prevent or mitigate significant adverse effects on the environment. Under the Physical Activities Regulations, only certain types of "designated projects" are required to submit an Initial Project Description to the Impact Assessment Agency of Canada (IAAC) to determine whether a federal impact assessment is warranted. Following initial consultations, the IAAC confirmed in October 2024 that the RESA Project does not meet the criteria of a designated project under the Regulations, and therefore an Initial Project Description was not required. Subsequently, in response to a designation request by the Parks not Planes, PortsToronto provided the IAAC with detailed information on the Project, including its proposed design and potential adverse effects, on December 23, 2024. The Impact Assessment Agency of Canada subsequently sought input from federal authorities, Ontario provincial ministries, the City of Toronto, the Toronto and Region Conservation Authority, and three potentially affected Indigenous communities, and confirmed on January 24, 2025, that the Project would not be designated under Section 9 of the Impact Assessment Act. However, the EA was carried out following industry standard practices, with a focus on transparency, technical rigour, and meaningful consultation.

Adequacy of Public Consultation

Although the RESA project does not fall under the Impact Assessment Act and its formal consultation requirements, PortsToronto is dedicated to maintaining transparency and engaging in meaningful public consultation throughout the RESA project. The organization is committed to sharing information openly and inviting public feedback as key decisions are made. Public consultation for the EA has been conducted over multiple stages to support transparency and meaningful participation. A dedicated project website (https://www.safecleanquiet.ca/) was also launched to provide ongoing information, updates, and Frequently Asked Questions, ensuring stakeholders have access to the latest developments. PortsToronto also actively sought and incorporated community feedback into the RESA design process. The organization has engaged with government agencies, including the City of Toronto, Transport Canada including Navigable Waters, Waterfront Toronto, CreateTO, Toronto and Region Conservation Authority, Impact Assessment Agency of Canada, Fisheries and Oceans Canada, Environment and Climate Change Canada, the Ontario Ministry of Natural Resources, Ontario Ministry of Environment, Conservation and Parks, and the Ministry of Citizenship and Multiculturalism to discuss the RESA project. Additionally, PortsToronto has engaged Indigenous communities to ensure their rights, interests and perspectives are included in the planning and decision-making processes.

The 30-day public review period from June 9 to July 7, 2025, adhered to established EA requirements and reflects standard practice for projects of this nature. This timeframe was designed to allow for public input while maintaining alignment with the project's regulatory obligations and schedule. Notification was issued through multiple channels, including project website update and newspaper. All materials were made publicly accessible online. All feedback received during the consultation period has been reviewed and considered as part of the finalization of the EA Study Report. While the review period was not extended, PortsToronto remains dedicated

to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

Business Prospects of the Airport Operation

Billy Bishop Toronto City Airport had over 2 million passengers in 2023 and 2024, indicating that this airport is a well-used and valued facility, and one that is in need of continued investment. While we acknowledge that the regional transportation landscape is evolving—with new rail services, operational changes by airlines, and other airport facilities expanding—Billy Bishop Toronto City Airport continues to play a distinct and important role. It offers fast, convenient access to and from downtown Toronto, supports short-haul travel, and enables essential services such as Ornge air ambulance operations. These core functions remain in demand and are not replaced by changes at Pearson airport or elsewhere. The growth in flight frequency reflects increased demand and the airport's role in connecting Toronto to regional destinations with connections to serve North America, Eastern Canada and northern Ontario. Billy Bishop Toronto City Airport is committed to managing this growth responsibly. Moreover, while the high-speed rail development can offer an environmentally friendly option for certain routes, it complements rather than replaces the airport's role, as rail connections cannot serve all destinations or replicate the flexibility and time savings of air travel. The implementation of RESAs is a regulatory requirement under the Canadian Aviation Regulations for airports serving more than 325,000 commercial passengers annually. The airport has exceeded the 325,000 annual passenger thresholds in two consecutive years and continues to meet the conditions under which RESAs are required. The RESA requirement is not contingent on the business decisions of any one operator, nor can it be deferred based on potential future changes in airline activity.

Climate Change Impact

A greenhouse gases emissions analysis was performed, focusing on projected changes in emissions from airport operations, particularly from on-road vehicle movements and aircraft taxiway operations. The operation of the RESA project does not alter the number of flights or the types of aircraft operating at the airport. Therefore, no additional operational air emissions from aircraft are anticipated. Instead, proposed improvements to taxiways under RESA 2 and RESA 3 are expected to enhance taxiing efficiency and reduce greenhouse gas emissions. Specifically, aircraft taxiing greenhouse gas emissions are projected to decrease from 693 tonnes in 2023 (Current Conditions) to 508 tonnes in 2027 (Future Conditions); an approximate 30% reduction. While the rerouting of vehicles to a longer airside perimeter road will result in a modest increase in travel distance compared to the existing runway crossing, associated greenhouse gases emissions remain minimal. Across all alternatives, the total contribution to provincial transportation-related emissions is negligible, estimated at just 0.002% of Ontario's total transportation sector $CO_2e$ emissions in 2021. The CO2 emissions were compared to the Provincial Air Pollutant Emissions for the Transportation sector, as part of a burden analysis, as per the Ministry of Transportation Environmental Guide for Assessing and Mitigating Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020). The purpose of the burden analysis is to quantify the total annual emissions in the current, future build and future no-build scenarios and present the values for comparison. Among the alternatives, RESA 3 offers the lowest overall emissions. This is due to the design of the new perimeter road, which will allow for unrestricted vehicle movement and eliminate the current idling that occurs at the runway crossing. For additional details, please refer to the Air Quality Assessment Report (Appendix F) in the EA Study Report available at https://www.safecleanquiet.ca/.

In addition, a Climate Change Vulnerability Assessment was completed using the Public Infrastructure Engineering Vulnerability Committee (PIEVC) High-Level Screening Guide as part of the EA to evaluate the potential impacts of future climate conditions on the RESA project. The assessment considered high-emission scenarios for the 2041–2070 and 2071–2100 timeframes and evaluated the climate resiliency of all RESA alternatives. Risk treatment and adaptation measures were identified to reduce infrastructure vulnerability. These measures will address drainage, pavement performance, shoreline protection, and stormwater management to ensure the long-term climate resilience of the RESA infrastructure. For additional details, please refer to the Climate Change Vulnerability Assessment Report (Appendix P) in the EA Study Report available at https://www.safecleanquiet.ca/.

Air Quality - Ultra Fine Particles

The project team has considered the University of Toronto and McGill University recent study on Ultra Fine Particles (UFP). UFPs are typically generated by fuel combustion; including from aircraft as well as non-tailpipe emissions from road vehicles. This EA Study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. As the RESA project does not introduce any changes to air traffic volume, aircraft type, or frequency of flights, it will not affect aircraft emissions compared to existing conditions. The RESA is solely being implemented for safety and emergency scenarios and is not

expected to alter the airport's capacity or the types of aircraft it handles. PortsToronto is actively working to minimize environmental impacts of the airport, including air pollution. UFP is a non-regulated contaminant in Canada and Ontario, while analysis and research in the scientific community is on-going. As a recommendation of the 2024 research work undertaken by the University of Toronto, PortsToronto has undertaken localized air quality analysis to further identify sources of UFP's or other sources of air contaminants. PortsToronto is committed to continuous improvement with regards to air quality emissions from airport operations, which may impact the local community.

Health Impacts

The project is focused solely on implementing RESAs to meet federally mandated safety requirements. It has been developed within the constraints of the Tripartite Agreement, which prohibits runway expansion and limits airport operations. Because the runway length, number of flights, aircraft types, and hours of operation will remain unchanged, no increases in air emissions, or noise from aircraft operations are anticipated. This means existing health conditions related to air quality and noise will not be affected, while the community will benefit from enhanced safety at the airport. While rerouting vehicles to a new perimeter road will result in a modest increase in travel distance compared to the existing runway crossing, the associated emissions are expected to be minimal. Overall, no measurable change in local air quality or noise conditions is anticipated. As such, no health impacts are expected from the implementation or operation of the RESA.

Potential health impacts during construction, including noise and air quality impacts have been assessed in the EA. Air quality impacts during construction were evaluated for three RESA alternatives using a quantitative dispersion modelling approach. Emissions were estimated using engineering emission factors and incorporated into the model to assess potential effects. While it is acknowledged that modelled $NO_2$ concentrations exceeded the 1-hour federal standard at the 98th percentile by approximately 30%, it is important to note that the predictions were generated using a conservative dispersion model and were modelled over a five-year period to capture all weather conditions. This model captures the worst-case emission scenario, incorporating simultaneous construction equipment operating on-site and the use of conservative estimates for NO2 emissions. For project-only $NO_2$ predictions, approximately 2% of values exceeded the new federal 1-hour standard of 83 $\mu g/m^3$. Importantly, construction activities and exposure to construction effects will occur for a limited period of time. While these exceedances are limited in scope and duration, PortsToronto recognizes the importance of minimizing potential health and environmental impacts. Mitigation measures, such as dust suppression and a Construction Air Quality Management Plan will address short-term impacts during construction. The Construction Air Quality Management Plan will be shared with the community in advance of construction and will be updated, when required.

Additionally, consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts from construction of RESA 1 at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Aircraft Noise Impact

The Billy Bishop Toronto City Airport currently operates within the Noise Exposure Forecast contour limits defined by the Tripartite Agreement, using Transport Canada's methodology. The detailed noise impact assessment and modeling conducted for the RESA project indicate that the noise levels from overhead air traffic do not exceed the established Noise Exposure Forecast contours or regulatory thresholds. While noise from aircraft is recognized as a concern in residential and recreational areas, the results of the noise modeling show that the project's impact on overall noise levels will not result in new noise exposure. For additional details on the noise modeling results, please refer to the Noise Impact Assessment Report (Appendix G) in the EA Study Report available at https://www.safecleanquiet.ca/.

Potential for Conflict of Interest

As the proponent of the RESA project, it is the responsibility of PortsToronto to carry out the EA following industry standard practices, with a focus on transparency, technical rigour, and meaningful consultation. The process was

designed to ensure balanced, evidence-based decision-making. All studies were completed by qualified professionals using established methodologies. In addition, the Natural Heritage Assessment Study was reviewed by an independent expert retained by the City of Toronto.

Timing of EA

The EA was initiated following Transport Canada's direction confirming Billy Bishop Toronto City Airport's eligibility for the federally mandated RESA requirement and structured to meet the compliance deadline of July 12, 2027. This requirement was established by Transport Canada in 2021 and applies once an airport serves at least 325,000 passengers annually for two consecutive years. Billy Bishop Toronto City Airport reached this threshold in June 2024, triggering the requirement to implement RESA by July 12, 2027. The process began promptly after this confirmation to allow adequate time for studies, consultation, and decision-making. Engagement with City of Toronto staff began early in the process and continued throughout, with regular updates and technical advisory committee meetings to ensure transparency and coordination.

Lack of Transparency

All documents prepared under PortsToronto's direction for the EA, including technical studies, impact assessments, consultation records, and draft reports have been made available in accordance with established practice. Where third-party documents are referenced, their findings have been summarized where relevant. The Avia NG report referred to in the July 17 meeting is a detailed technical assessment prepared to support runway safety design evaluation, and relevant technical data and analysis from this report have been incorporated into the EA as required. Its key findings including the rationale for eliminating Options 1-3 are explicitly documented in Chapter 4 of the EA Study Report, available at https://www.safecleanquiet.ca/.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
**Project Administrator**
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** [redacted]
**Sent:** October 7, 2025 10:53 AM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** RE: Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Heather, has the Report been finalized? We've heard nothing since your note last July.

[redacted] Parks not Planes

https://www.parksnotplanes.com

---

**From:** Heather Dennis <HDennis@portstoronto.com>
**Sent:** July 9, 2025 4:03 PM
**To:** [redacted]
**Subject:** RE: Form Submission - RESA-EA Public comments

You don't often get email from hdennis@portstoronto.com. Learn why this is important

Good Afternoon,

Thank you for your interest in the Runway End Safety Area (RESA) Project.

We appreciate your feedback, and your comments will be documented as part of the final Environmental Assessment Report.

Thank you,

**Heather Dennis**
**Project Assistant**
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT

PORT OF TORONTO

OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** [redacted]
**Sent:** June 26, 2025 5:48 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Please see our organization's letter to [redacted] posted here: https://www.parksnotplanes.com/post/city-should-reject-ports-toronto-s-wholly-inadequate-environmental-assessment

Please accept these comments as our input into the "environmental assessment" you have issued.

**Name:** [redacted]

**Email:** [redacted]

Does this submission look like spam? Report it here.

[redacted]

Hello,
Thank you for your email dated June 26, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.
Extending the operational length of the runway is not being considered as part of the RESA project. The Tripartite Agreement, which governs operations at Billy Bishop Toronto City Airport, prohibits any lengthening of the operational portion of the runway. The RESA project is focused solely on meeting federally mandated safety requirements mandated by Transport Canada and will not change runway length, aircraft types, or the airport's operating capacity.
If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** Thursday, June 26, 2025 8:43 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Please extend the runway. This will allow the aircraft to be operated in quieter configurations (propeller speed at landing, reduced flap setting)

**Name:**

**Email:**

Does this submission look like spam? Report it here.

## Rasouli, Saeideh

**From:** Heather Dennis <HDennis@portstoronto.com>
**Sent:** October 7, 2025 6:48 PM
**To:** Geoffrey Mosher
**Subject:** FW: YQNA Comment on Island Airport RESA Environmental Assessment
**Attachments:** YQNA comment on RESA EA 7 July 2025.pdf

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hi [redacted]

As per Angela's email below, PortsToronto has passed the information from the YQNA to AECOM who has prepared the following response. Please ensure that the below response gets passed back along to [redacted] Thank you.

[redacted]

Thank you for your email dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

The EA was undertaken to assess the potential environmental effects of alternative approaches to implementing RESA at Billy Bishop Toronto City Airport. The scope of the assessment is focused on addressing a specific federal safety requirement. Billy Bishop Toronto City Airport plays a significant role in Toronto's economy, generating over $2.1 billion in total economic output and supporting approximately 4,450 jobs, including 2,080 directly associated with airport operations. It serves as a key transportation hub, offering convenient downtown access and connections to more than 20 cities in Canada and the U.S., with further links to over 80 international destinations. The airport also facilitates essential services such as Ornge air ambulance operations, contributing to public health and safety.

Billy Bishop Toronto City Airport had over 2 million passengers in 2023 and 2024, indicating that this airport is a well-used and valued facility, and one that is in need of continued investment. The growth in flight frequency reflects increased demand and the airport's role in connecting Toronto to regional destinations with connections to serve North America, Eastern Canada and northern Ontario. Further, 2025 will see a new United States Preclearance facility open, which will unlock new markets and bring additional convenience. Billy Bishop Toronto City Airport is committed to managing this growth responsibly.

As noted in the EA Study Report, a "Do Nothing Alternative" was considered in the initial stages of the evaluation. However, this option assumes that Runway 08/26 would continue operating without the mandated 150 m RESAs at both ends of the runway, which does not address the critical safety measure mandated by Transport Canada. As such, this alternative was not carried forward for further evaluation.

While the UP Express offers a valuable rail connection to Pearson Airport, Billy Bishop Toronto City Airport serves a different role by providing convenient downtown access for short-haul and essential flights, including medical transport.

Porter Airlines' expanded presence at Toronto Pearson International Airport reflects its growth in longer-haul markets. Billy Bishop Toronto City Airport continues to serve a distinct role in the regional transportation network, offering convenient downtown access for short-haul travel and essential services such as medical flights. The scope of this EA is to assess the potential environmental effects of implementing the required safety upgrades while ensuring compliance with applicable regulations and preserving the airport's existing operating conditions.

Porter Airlines' decision to operate Embraer jet flights out of Hamilton International Airport reflects its broader network strategy. Billy Bishop Toronto City Airport continues to serve a distinct purpose within the regional transportation system, focused on short-haul travel and downtown connectivity. The airport remains governed by the Tripartite Agreement, which prohibits jet aircraft operations and ensures that services remain aligned with the airport's unique location and role.
The EA addresses the implementation of a federally mandated RESA at Billy Bishop Toronto City Airport, as required by Transport Canada. This is a critical safety requirement aimed at reducing the risk of overruns or undershoots and improving emergency response. It is a regulatory obligation necessary for the airport to continue operating safely and is not influenced by airline fleet decisions. The RESA length of 150m is not related to aircraft type. It's a fixed length for all airports in Canada and for all aircraft types. While production of the De Havilland Aircraft of Canada Dash 8-400 (Q400) is currently paused, these aircraft remain in widespread commercial use and are expected to remain in service for many years. The implementation of RESAs is based on federal aviation safety standards. It is not tied to the production status of any specific aircraft and is essential for maintaining regulatory compliance and safe operations at the airport.

The implementation of RESAs is a regulatory requirement under the Canadian Aviation Regulations for airports serving more than 325,000 commercial passengers annually. The airport has exceeded the 325,000 annual passenger thresholds in two consecutive years and continues to meet the conditions under which RESAs are required. The RESA requirement is not contingent on the business decisions of any one operator, nor can it be deferred based on potential future changes in airline activity.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**Heather Dennis**
Project Administrator
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

[redacted]

**Sent:** July 7, 2025 2:48 PM
**To:** mayor_chow@toronto.ca; Ausma Malik <Ausma.Malik@toronto.ca>; Warren Askew <WAskew@portstoronto.com>; David Stonehouse <David.Stonehouse@toronto.ca>; Jay Paleja <jay.paleja@toronto.ca>; Geoffrey Mosher <gmosher@lura.ca>
**Cc:** yqnaplanning@yqna.ca
**Subject:** YQNA Comment on Island Airport RESA Environmental Assessment

YQNA's comments on the draft EA are set out below.

Regards,

[redacted]

Sent from my iPhone

To: Olivia Chow, Mayor of Toronto
Ausma Malik, Deputy Mayor, Councillor Ward 10
Warren Askew, Ports Toronto
David Stonehouse, City of Toronto, Waterfront Secretariat
Jay Paleja, City of Toronto, Waterfront Secretariat
Geoff Mosher, Lura Consulting

**Comments of York Quay Neighbourhood Association (YQNA) on Billy Bishop Toronto City Airport RESA draft Environmental Assessment**

On Tuesday June 3, Ports Toronto and AECOM released the Billy Bishop Toronto City Airport Runway End Safety Area (RESA) draft Environmental Assessment (the "EA") and commenced a 30-day comment period. It is our understanding members of the public can make their comment submissions until July 7, 2025. These are comments submitted on behalf of YQNA.

## Summary

The EA omits relevant facts. It never mentions the existence of nearby Pearson International Airport. It ignores the fact the BBTCA's major airport tenant Porter Airline appears to be phasing out operations at BBTCA and moving to Pearson. It is unlikely to be replaced.

The proposed RESA project would then be (a) unnecessary from a safety point-of-view as large aircraft will no longer use BBTCA, and (b) no longer required by the RESA Regulation because air traffic at BBTCA will likely fall below threshold passenger levels triggering RESA compliance

The "Do Nothing Alternative", now dismissed in one brief paragraph on page 72, must therefore be expanded. The EA should assess the feasibility and efficiency of addressing safety and regulatory non-compliance problems at BBTCA by simply consolidating air traffic at nearby already RESA-compliant airports including Pearson.

This not merely a possible option, but now the most likely outcome. The EA should fully describe it, including the following facts:

**Pearson is never mentioned in the EA**

In a remarkable omission, the EA never mentions the existence of Pearson, located only 23 kilometres away, used by approximately 20 times as many air travellers as BBTCA. Pearson serves almost 95% of air traffic in the GTA. That is, the EA never recognizes the vital fact that BBTCA is minor, duplicative infrastructure. Nor does the EA mention or consider the following:

1. The principal tenant of BBTCA, Porter Airlines, threatened to leave BBTCA saying the cost of operating there is three times that at Pearson, making it uneconomic. No other significant airline is likely to operate there if Porter leaves.[i]

2. The number of flights at BBTCA has fallen and appears to be now around half pre-COVID levels. The numbers are not growing.

3. The UP Express now connects downtown Toronto with Pearson by rail.

4. Porter Airlines began operating Embraer ERJ 190 jets at Pearson in February 2023. It now operates far more flights there than at BBTCA.

5. Porter Airlines began offering Embraer jet flights out of Hamilton International in June 2025. It promises to offer many more there in future.

6. Porter appears to be gradually phasing out operations at BBTCA and switching its business to Embraer jets - which cannot operate at BBTCA. Porter's current fleet consists of 74 aircraft: 45 Embraer jets, all registered

since 2022, and only 29 smaller DeHavilland DHC-8-402s capable of flying out of BBTCA, most registered ten or fifteen years ago or more. Porter has not acquired a single new DeHavilland for around five years.[ii]

7. The EA should investigate whether, if Porter leaves BBTCA, the number of passengers "that are emplaned and … deplaned" at BBTCA would drop under the threshold for the RESA obligations to apply, 325,000 per year in two consecutive years.[iii] This would render the proposed RESA project, its $65 million cost, and its attendant environmental damage and disruption unnecessary.

The EA incorrectly states that the choice is between "the existing operational baseline" and "the absence of the airport" (Executive Summary, p ii), that is, continuing the airport or closing it. This ignores the option that now appears most probable: that Porter will leave and BBTCA's passenger traffic will fall below the RESA threshold. BBTCA will then presumably revert to its former role as a small local airport serving general aviation needs such as flight schools and recreational flying, as it was for decades prior to 2007.

This would make RESA construction unnecessary and wasteful. The EA should say so.

The three-sentence discussion of the "Do Nothing Alternative" at page 72 is incorrect. It states: "While this alternative would have no immediate environmental effects, it fails to address the primary safety objectives of the project." In fact, the safety objectives of the project can be easily met by *not* building RESA at BBTCA and instead consolidating air traffic at Pearson and Hamilton, already presumably RESA-compliant. The EA should note that this option appears to be happening already due to market forces.

**An analogy**

Imagine a situation there were two bridges close to each other, both serving the same destinations. One bridge is non-compliant with safety standards, and can only be made safe through landfill and construction involving disruption to a nearby community and vulnerable environment. The other is bigger, already safety-compliant, and already serves 95% of travellers.

It is submitted a consulting engineering company doing an EA of the proposed construction project to fix the smaller bridge may be in breach of its professional obligations if the EA did not mention the other nearby compliant bridge, and consider the option of consolidating traffic over it, especially if fewer people over time were using the smaller bridge.

**Conclusion**

The EA is inadequate at present. The City should not consider the EA completed to its satisfaction.[iv] The project should not proceed until satisfactory revisions are made.

The "Do Nothing Alternative" at p. 72 must be greatly expanded to consider the option that air passenger traffic could be consolidated at other already-compliant airports nearby. It should note that this may happen in any event due to market forces, rending the proposed RESA project unnecessary.

Including a complete analysis of the "Do Nothing Alternative" is particularly important in light of the finding set out at p. xviii of the Executive Summary: "the infill from the RESA is a permanent change that fixes use of that area as land, precluding potential future uses of that area for water-based activities or enjoyment, impacting Non-Use Values associated with the Toronto Waterfront and Harbour."

That is, the three football fields worth[v] of landfill dumped in the lake to make RESA 1 will be there forever, limiting use of the lake for future generations. The EA, to be adequate, must therefore fully describe *all* feasible options including consolidating air traffic elsewhere.

July 7, 2025

[redacted]
Co-chair
York Quay Neighbourhood Association

## Endnotes

[i]"If Porter were to leave BBTCA, there appears to be no viable alternative for the [island] airport. There are only two other Q400 operators in Canada that could operate from BBTCA: Air Canada and WestJet. No other airline in North America (other than Horizon who operates only on the West Coast) has aircraft that are operating from BBTCA. Moreover, *given that the cost of operating from BBTCA is almost 3 times that of Pearson, we do not think it is likely that either Air Canada or West Jet would significantly expand operations to fill the gap that would be left if Porter exited the market*, and, in any event, the acquisition of sufficient aircraft (especially in light of the uncertainty surrounding future production of the Q400) and the training of flight crew to do so would take many years. [Italics added.] Letter, Robert Deluce, President & CEO, Porter Airlines, December 21, 2018, to Mr. Neil Pakey, President & CEO, Nieuport Aviation Infrastructure Partners GP.

"Porter has been clear that the excessive cost of operating at BBTCA is not viable and in the absence of a near term realistic solution, Porter intends to reduce its slot allocation to zero for the period starting May 1, 2020." Letter, Michael Deluce, President & CEO, Porter Airlines, May 15, 2019, to Mr. Neil Pakey, President & CEO, Nieuport Aviation Infrastructure Partners GP.

[ii] See Canadian Civil Aircraft Register (CCAR). https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/CCARCS-RIACC/RchSimpRes.aspx?cn=%7c%7c&mn=%7c%7c&sn=%7c%7c&on=PORTER+AIRLINES%7c&m=%7c%7c&rfr=RchSimp.aspx&print=y

[iii] https://lois-laws.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html#s-302.600

[iv] Ports Toronto must complete the EA under paragraph 1(c)(3) of the January 8, 2025 Tripartite Amending Agreement, prior to the commencement of construction of RESA, *and to the satisfaction of the City, acting reasonably* (italics added).

[v] The required land fill: West End of runway: 7,850 $m^2$ (52m in length x 145m width), plus East End of runway: 6,100 $m^2$ (52m in length x 135m width). It would total 332,000 tonnes. See 27 September 2024 City Report p. 20.

**Rasouli, Saeideh**

**Subject:** RE: YQNA Comment on Island Airport RESA Environmental Assessment

[redacted]

Thank you for your email dated July 7, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

While Q400 production is currently paused, the aircraft remains certified, widely used in commercial aviation, and is expected to stay in service for many years. Its production status does not affect its continued operation at Billy Bishop Toronto City Airport.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

**From:** Heather Dennis <HDennis@portstoronto.com>
**Sent:** October 7, 2025 6:53 PM
**To:** Geoffrey Mosher <gmosher@lura.ca>
**Subject:** FW: YQNA Comment on Island Airport RESA Environmental Assessment

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hi Geoffery,

As per my previous email, we also passed this comment on to AECOM who has prepared the following response as part of the Environmental Assessmnet. Please ensure that this response gets provided back to [redacted]

**Heather Dennis**
Project Administrator
**E: HDennis@portstoronto.com**

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

PORTS TORONTO

PortsToronto owns and operates | PortsToronto possède et exploite :

AÉROPORT DE TORONTO BILLY BISHOP TORONTO CITY AIRPORT | PORT OF TORONTO | OUTER HARBOUR Marina DE L'AVANT-PORT

**From:** Geoffrey Mosher <gmosher@lura.ca>
**Sent:** July 7, 2025 5:45 PM
**To:** Angela Homewood <AHomewood@portstoronto.com>
**Cc:** Liz McHardy <lmchardy@lura.ca>
**Subject:** Fw: YQNA Comment on Island Airport RESA Environmental Assessment

**CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A follow up comment fyi

---

**From:** [redacted]
**Sent:** Monday, July 7, 2025 5:02 PM
**To:** [redacted]; mayor_chow@toronto.ca <mayor_chow@toronto.ca>; Ausma Malik <Ausma.Malik@toronto.ca>; Warren Askew <WAskew@portstoronto.com>; David Stonehouse <David.Stonehouse@toronto.ca>; Jay Paleja <jay.paleja@toronto.ca>; Geoffrey Mosher <gmosher@lura.ca>
**Cc:** yqnaplanning@yqna.ca <yqnaplanning@yqna.ca>
**Subject:** RE: YQNA Comment on Island Airport RESA Environmental Assessment

Thaks, [redacted] Of note, the Q400 is no longer being manufactured. There is no aircraft to replace it that fits into the constraints of the Tripartite Agreement.

This EA is a classic "go-through-the-motions" effort, with no meaningful public engagement or exploration of the issues you raise.

[redacted]

---

**From:** [redacted]
**Sent:** Monday, July 7, 2025 2:48 PM
**To:** mayor_chow@toronto.ca; Ausma Malik <Ausma.Malik@toronto.ca>; Warren Askew <WAskew@portstoronto.com>; David Stonehouse <David.Stonehouse@toronto.ca>; Jay Paleja <jay.paleja@toronto.ca>; Geoffrey Mosher <gmosher@lura.ca>
**Cc:** yqnaplanning@yqna.ca
**Subject:** YQNA Comment on Island Airport RESA Environmental Assessment

YQNA's comments on the draft EA are set out below.

Regards,

[redacted]

## Rasouli, Saeideh

**From:** Heather Dennis <HDennis@portstoronto.com>
**Sent:** October 7, 2025 8:10 PM
**To:** [redacted]
**Subject:** RE: RESA submission from Bathurst Quay Neighbourhood Association

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Dear [redacted],

Thank you for your email dated July 7, 2025 in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport. Please find below our responses to your questions and comments:

Request for EA Extension and Public Meeting
Public consultation for the EA was conducted over multiple stages to support transparency and meaningful participation. Two public meetings and open houses were held in July and October 2024, with both afternoon and evening sessions and access to subject-matter experts. These meetings provided opportunities to learn about the project, ask questions, and share feedback directly with the project team. The 30-day public review period, from June 9 to July 7, 2025, followed a standard EA practice. This timeframe was designed to allow for public input while maintaining alignment with the project's regulatory obligations and schedule. While the review period was not extended, PortsToronto remains dedicated to ongoing community involvement to achieve compliance with regulatory requirements while enhancing operational safety, efficiency, and minimizing impacts on neighboring communities.

Clarification on RESA Alternatives 1, 2, and 3 in relation to Toronto City Council Approval
The EA process is designed to evaluate all reasonable alternatives before a final decision is made. This is a core requirement intended to ensure that the preferred option is supported by a thorough and transparent assessment of safety, environmental, operational, and regulatory considerations. As part of this process, RESA 1, RESA 2, and RESA 3 were each evaluated in detail through a structured, criteria-based analysis. This approach allows for a full understanding of potential impacts and supports informed decision-making. The EA Study identified RESA 3 as a preferred alternative following a comprehensive evaluation of all alternatives. Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1.

Consideration of Engineered Materials Arresting System as a Less Intrusive Option
The Engineered Material Arresting System was initially considered as an alternative during the feasibility study but was ultimately ruled out due to several operational and regulatory challenges. Although an Engineered Material Arresting System meets Transport Canada's RESA requirements, it presents significant drawbacks, including uncertainty in future regulatory compliance as the first

Engineered Materials Arresting System installation in Canada, potential runway closures for repair and maintenance, and its limited lifespan; all of which could disrupt operations at Billy Bishop Toronto City Airport. Additionally, an Engineered Material Arresting System would be affected and possibly damaged by wave spray and ice accumulation in the airport's unique marine environment, further increasing operational risks.

Community Impacts during Construction
The EA includes a comprehensive and science-based evaluation of potential impacts on air quality, noise, light, and traffic during construction. The EA also outlines specific mitigation strategies for each area of concern and clearly documents the rationale for concluding no significant adverse effects, based on standard federal and provincial assessment criteria. A Construction Management Plan including Air Quality, Noise and Traffic Management Plans will be developed during detailed design to address noise, lighting, traffic and air quality during construction. These plans will be shared with the community in advance of construction, and updated when required. These plans will incorporate the mitigation measures outlined in the EA Study Report and will be implemented to minimize impacts on the surrounding community. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Construction Noise
Consistent overnight construction is necessary to maintain regular airport operations while meeting Transport Canada's RESA compliance deadline of July 12, 2027. Construction noise modelling completed for the EA Study indicates that noise impacts during construction at all points of reception are predicted to be negligible. Nonetheless, PortsToronto recognizes that night work can be disruptive to nearby residents and is committed to minimizing noise and other impacts wherever possible. A Construction Noise Management Plan will be developed and implemented, outlining specific mitigation measures identified in the EA Study Report. The Construction Noise Management Plan will be shared with the community in advance of construction and will be updated, when required. Noise monitoring will be undertaken, and any concerns raised by residents during construction will be reviewed so that adjustments can be considered where practicable without compromising safety or project timelines. PortsToronto will share timely information about upcoming construction activities and anticipated impacts, and will keep communication open with the community throughout the project.

Overnight Light Pollution during Construction
The EA Study Report has looked at the potential impacts of construction lighting on both the surrounding community and the natural environment. The potential effects on boater safety have been specifically assessed and are discussed in the Marine Navigation section of the EA Study Report. Measures will be in place to prevent glare or lighting conditions that could affect safe navigation near the construction areas. Potential impacts of lighting on wildlife and natural areas are also considered in the Natural Heritage Assessment Report. Construction lighting will be temporary, and any effects on wildlife and natural areas are also expected to be minor, short-term, and managed with appropriate mitigation measures.

For nearby residential areas, construction lighting is addressed under a broader category of construction-related nuisances. To reduce potential temporary impacts, lights will be directed southward, away from residential areas located to the north of the site. This approach has been successfully used in other major construction projects at Billy Bishop Toronto City Airport. Additionally, where possible, the construction contractor will be required to:
- Use shielded or directed lighting to focus light only where needed.
- Avoid unnecessary nighttime lighting where feasible.

- Maintain lights at the minimum brightness necessary for safe construction activities.
- Regularly monitor and adjust lighting as needed to minimize light spill onto nearby residential and recreational areas.

These measures have been documented in the final EA Study Report, further detailed in the Construction Management Plan to be prepared prior to construction, and implemented throughout the construction period to help reduce impacts on residents, boaters, and the surrounding environment. The Construction Management Plan will be shared with the community in advance of construction and will be updated, when required.

Air Quality – NO2 Levels during Construction
While it is acknowledged that modelled $NO_2$ concentrations exceeded the 1-hour federal standard at the 98th percentile by approximately 30%, it is important to note that the predictions were generated using a conservative dispersion model and were modelled over a five-year period to capture all weather conditions. This model captures the worst-case emission scenario, incorporating simultaneous construction equipment operating on-site and the use of conservative estimates for NO2 emissions. For project-only $NO_2$ predictions, approximately 2% of values exceeded the new federal 1-hour standard of 83 µg/m³. Importantly, construction activities and exposure to construction effects will occur for a limited period of time. While these exceedances are limited in scope and duration, PortsToronto recognizes the importance of minimizing potential health and environmental impacts. Mitigation measures, such as dust suppression and a Construction Air Quality Management Plan will address short-term impacts during construction. The Construction Air Quality Management Plan will be shared with the community in advance of construction and will be updated when required.

Air Quality – Ultra Fine Particles
The project team has considered the University of Toronto's recent studies on Ultra Fine Particles (UFPs). As the RESA project does not introduce any changes to air traffic volume, aircraft type, or frequency of flights, it will not affect aircraft emissions compared to existing conditions. UFPs are typically generated by fuel combustion, including from aircraft as well as non-tailpipe emissions from road vehicles. This EA Study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. The RESA is solely being implemented for safety and emergency scenarios and is not expected to alter the airport's capacity or the types of aircraft it handles. PortsToronto is actively working to minimize environmental impacts of the airport, including air pollution. UFP is a non-regulated contaminant in Canada and Ontario, while analysis and research in the scientific community is on-going. As a recommendation of the 2024 research work undertaken by the University of Toronto, PortsToronto has undertaken localized air quality analysis to further identify sources of UFP's or other sources of air contaminants. PortsToronto is committed to continuous improvement with regards to air quality emissions from airport operations, which may impact the local community.

If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

Heather Dennis
Project Administrator
E: HDennis@portstoronto.com

207 Queens Quay West, Suite 500
Toronto, ON, M5J 1A7
PortsToronto.com

-----Original Message-----
From: [redacted]
Sent: July 7, 2025 7:14 PM
To: info@safecleanquiet.ca
Subject: RESA submission from Bathurst Quay Neighbourhood Association

[You don't often get email from [redacted]. Learn why this is important at https://urldefense.com/v3/__https://aka.ms/LearnAboutSenderIdentification__;!!ETWISUBM!0dWiMXePu0_C5BLk18NFD0i8PR4uXMXGuENNyuSkyr82bvAI1HyJLUOrH2Hik0TrSnEUrd_-d5wJ9EeEQn9s1xw$ ]

CAUTION: This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings

Please see the attached. I sent this submission earlier today via the online comment form but I am also attaching this BQNA submission on our letterhead.

Best regards

[redacted]
Chair, BQNA

BQNA | Bathurst Quay Neighbourhood Association

# BQNA position on the Runway End Safety Areas (RESA) Environmental Assessment (EA) – An Unacceptable and Unnecessary Disturbance to Our Community

July 7, 2025

The Bathurst Quay Neighbourhood Association (BQNA) submits the following comments on Ports Toronto's draft Environmental Assessment of the proposed Runway End Safety Area at Billy Bishop Toronto City Airport. Many community members have submitted other individual input.

**Background to a flawed and incomplete RESA environmental assessment**

In July 2024, Transport Canada officially notified Ports Toronto that Billy Bishop Toronto City Airport had surpassed the passenger volume threshold outlined in the Runway End Safety Area (RESA) regulations, and that compliance at the island airport was to be achieved by July 2027. To comply with RESA regulations, an extended landmass would have to be built; OR an engineered material arresting system (EMAS) installed; OR the airport could reduce its passenger volume by relocating its commercial aircraft to Pearson International Airport. Transport Canada would accept a shortened runway (as per its previous size).

The public was made aware of RESA options at a public meeting, held outside our neighbourhood, in July 2024, and this was followed by a City of Toronto presentation. On September 24, 2024 the City hosted an in-person public information session and conducted an online survey. This was to inform and educate residents on RESA and collect feedback that would inform a staff report to Toronto City Council in October. At that meeting only 3 options were presented, all 3 requiring lakefill. Public feedback at this meeting confirmed that environmental and health impacts were the top two concerns as well as public concern about the rushed process and lack of serious consideration of all available options -- not just the 3 options presented at the meeting. At this hastily called public meeting, Ports Toronto stated their preference for Option 3 – the most expensive and lengthy engineering proposal. Regardless of the public's concerns, in October 2024 Toronto City Council granted an extension of the Tripartite Agreement which was set to end in 2033, for up to an additional 12 more years to enable Ports Toronto to implement RESA Option 1. The ramifications of this rushed process will have long term impacts to our community and the future sustainability of Toronto's waterfront. And it is short sighted.

The following position highlights some key points raised by our community in addition to many other individual comments sent separately by the community.

**1. The Environmental Assessment process is rushed, confusing and does not allow adequate public input. BQNA asks for an extension of the Environmental Assessment response process and a public meeting to raise all issues of concern.**

It is clear the whole process has been unnecessarily rushed. The RESA regulation came into effect December 21, 2021 and Ports Toronto initiated discussions with City and Transport Canada staff in early 2023. However, the general public only heard of Ports Toronto's plan to comply with RESA through a hastily convened public meeting by the City in September 2024. The actual Environment Assessment report was not released until June 2025 and the public was given a 30-day window to comment. There were no additional public meetings once the EA was released to discuss the actual report's contents. So now the community is faced with a 295-page EA plus an additional 17 separate Appendices. To further complicate matters, the report discusses Option 1, 2 and 3 citing Option 3 as Ports Toronto's preferred option, even though Toronto Council only approved Option 1. The result is a very lengthy, verbose report that is highly confusing. It also does not address key omissions. Because the process is fundamentally flawed, we are calling for an extension and a public meeting to address these and other issues of very high concern to the community.

**2. The less intrusive option of an engineered materials arresting system (EMAS) was briefly discounted by Ports Toronto's in the Environmental Assessment – yet this would also protect the BQNA from 18 months to over 2 years of nighttime construction, noise, and light pollution that will be incurred by other RESA options. EMAS is a viable option and we ask that EMAS be reinstated as a priority consideration in a more comprehensive Environmental Assessment.**

A key option - EMAS (Engineered Materials Arresting System) was discounted by Ports Toronto with no adequate explanation. EMAS is an effective alternative to the three RESA options and it was noted that EMAS is widely used in the USA, including New York, indicating the system's viability in winter northern climates. It is the cheapest, and the most effective way to stop wayward aircraft and it can be built entirely on the existing landmass. Yet this option was summarily passed over by Ports Toronto citing 'unacceptable operational and feasibility risks' which were never detailed but discounted for 'other more practical, longer-lasting, and sustainable alternatives.'

Instead, the BQNA will be directly impacted by RESA construction by months of overnight construction, noise, and light pollution set to begin early 2026 and ranging from 18 months for completion of the RESA 1 option to more than 2 years for the RESA 3 option – Ports Toronto's preferred option. This is the opposite of practical or sustainable. Furthermore, choosing the EMAS option would not require a rushed approach to the EA process for public feedback as little construction is needed to accommodate this option. Under the Canadian Environmental Assessment Act (CEAA 2012), a formal Environmental Assessment must evaluate all potential environmental and health impacts of a project and its "reasonable alternatives" (s 5(1)(a)–(b). We find the brief and inadequate discounting of the EMAS option contrary to best practice, and the public should have seen unbiased and transparent third-party input to the EMAS option. We therefore ask that EMAS be reinstated as a priority option in a more comprehensive EA.

**3. Air Quality, Noise Disruption and Light Pollution is not adequately addressed. Ports Toronto's preferred RESA option 3 would involve more than two years of overnight RESA construction from 11 pm to 6.45 am. The City's recommended RESA Option 1 would still involve 18 months of overnight construction. None of this should be allowed.**

**Air Quality**. A recent University of Toronto investigation of air quality in the Bathurst Quay neighbourhood concludes that the airport is the primary source of ultrafine particles in the community with short term spikes in the community vastly exceeding recommended World Health Guidelines. The emissions of UFPs from the airport has resulted in our community having the same average levels of UFPs as heavy traffic areas in downtown Toronto. However, the EA does not include UFPs in its assessment of background air pollutants which will result in inaccurate assessment of current and future air pollutants resulting from RESA impacts.

Furthermore, the EA states that cumulative NO2 levels during construction are projected to exceed Canadian Ambient Air Quality Standards (CAAQS) at sensitive receptors including local daycare and seniors' facilities.

**Sleep disturbance from overnight noise and light pollution is seen as less important to daily airport operations. We, who will be directly impacted by overnight construction, do not agree with this assumption.**

**Noise pollution will exceed the threshold for adverse sleep impacts:** The EA states that "All construction activities are anticipated to occur during nighttime (11:00 pm to 6:45 am)." And that 'This overnight construction schedule is planned to minimize disruption to airport operations, which typically occur during the day.' Construction will start in early 2026 with final project close-out in Spring 2028 under Ports Toronto's preferred option.

Unlike other airports in Canada, the Billy Bishop Toronto City Airport is situated right next to high density mixed residential buildings, such as the Windward Coop, the first fully-accessible co-op in Toronto. But these impacts are considered less important than the commercial operation of the airport. The EA justifies this as of no consequence by stating:

> Existing nighttime background noise conditions and predicted construction sound levels are anticipated to exceed Health Canada's thresholds for adverse sleep impacts at assessed points of reception. However, the estimated change in percentage of population 'highly annoyed' at all locations is less than Health Canada's suggested mitigation level.

We firmly reject this assumption.

**Overnight Light Pollution.** The EA states that overnight construction could result in increased artificial lighting, affecting: nearby residential areas, marine users and navigators and wildlife, especially

migratory birds and aquatic species. Suggestions to mitigate this light pollution include: angling the lights downward and away from residences and natural habitats to minimize light spill; shortening the duration of the lighting; and notifying residents in advance of construction schedules and any expected light emissions.

All these measures will be inadequate. The duration and disruption of over 18 months to more than 2 years of RESA overnight construction should not be allowed. The physical and mental health of the community must take precedence over the commercial interests of the airport – particularly if Ports Toronto refuses to consider less disruptive RESA options such as EMAS or reduction of airport flights.

We in the Bathurst Quay Neighbourhood hope you take these comments seriously and we look forward to your detailed response.

[redacted]
Chair, BQNA
July 7, 2025

Cc:
Mayor Olivia Chow
Hon MP Chi Nguyen, Spadina Harbourfront
Councillor Ausma Malik, Spadina-Fort York
David Stonehouse, Director, Waterfront Secretariat
Tom Davidson, Director, Waterfront Revitalization Initiatives
Jay Paleja, Waterfront Project Manager

**Rasouli, Saeideh**

Hello,
Thank you for your email dated June 26, 2025, in response to the Draft Environmental Assessment (EA) Study Report for Implementation of the Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.
Extending the operational length of the runway is not being considered as part of the RESA project. The Tripartite Agreement, which governs operations at Billy Bishop Toronto City Airport, prohibits any lengthening of the operational portion of the runway. The RESA project is focused solely on meeting federally mandated safety requirements mandated by Transport Canada and will not change runway length, aircraft types, or the airport's operating capacity.
If you have any additional comments or questions, please feel free to email the RESA project team directly at info@safecleanquiet.ca.

Sincerely yours,
The RESA Project Team

---

**From:** Squarespace <form-submission@squarespace.info>
**Sent:** Thursday, June 26, 2025 8:43 PM
**To:** Heather Dennis <HDennis@portstoronto.com>
**Subject:** Form Submission - RESA-EA Public comments

> **CAUTION:** This email originated from outside of PortsToronto. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent via form submission from *Safe Clean Quiet*

**Please share your thoughts::** Please extend the runway. This will allow the aircraft to be operated in quieter configurations (propeller speed at landing, reduced flap setting)

**Name:**

**Email:**

Does this submission look like spam? Report it here.

# O5. Records of Consultation with Agencies


O5.1 Impact Assessment Agency of Canada

O5.2 Ministry of the Environment, Conservation, and Parks

O5.3 The City of Toronto

O5.4 Toronto and Region Conservation Authority

O5.5 Transport Canada

O5.6 Environment and Climate Change Canada

O5.7 Ministry of Natural Resources

O5.8 Fisheries and Oceans Canada

O5.9 Ministry of Citizenship and Multiculturalism

# O5.1 Impact Assessment Agency of Canada

Impact Assessment Agency of Canada
Agence d'évaluation d'impact du Canada

President
160 Elgin St., 22nd floor
Ottawa ON K1A 0H3

Président
160, rue Elgin, 22e étage
Ottawa ON K1A 0H3

January 24, 2025

Bojan Drakul
Vice President, Infrastructure, Planning, and Environment
PortsToronto
BDrakul@portstoronto.com

Bojan Drakul:

On November 14, 2024, the Honourable Steven Guilbeault, Minister of Environment and Climate Change (the Minister), received a request to designate the proposed Billy Bishop Toronto City Airport Runway End Safety Area Project (the physical activities referred to as the Project) under subsection 9(1) of the *Impact Assessment Act* (IAA), as amended.

The Minister has delegated the powers under section 9 of the IAA related to designation requests to me, as the President of the Impact Assessment Agency of Canada (IAAC). On January 24, 2025, I decided not to designate the Project.

In making my decision, I considered whether the carrying out of the Project may cause adverse effects within federal jurisdiction, or direct or incidental adverse effects, and concluded that the Project may cause these potential adverse effects. I also considered public concerns related to these effects; adverse impacts on the rights of Indigenous peoples; and whether a means other than an impact assessment exists that would permit a jurisdiction to address the adverse effects within federal jurisdiction and the direct or incidental adverse effects.

.../2

Canada

In making this decision, I considered the information provided by PortsToronto (the Proponent), advice from federal authorities, input from provincial ministries, the City of Toronto, the Toronto and Region Conservation Authority, concerns raised in the requester's letter, feedback from Indigenous communities, publicly available information, public input known to IAAC, and the Analysis Report prepared by IAAC.

I decided not to designate the Project for the following reasons:

- The Project must be carried out in compliance with applicable federal and provincial legislative mechanisms and municipal policies.
- The requirements under the following legislative mechanisms, some of which include consultation with Indigenous communities and public engagement, provide a framework for addressing public concerns related to the adverse effects within federal jurisdiction or the direct or incidental adverse effects that may be caused by the carrying out of the Project and adverse impacts that the Project may have on the rights of Indigenous Peoples recognized and affirmed by section 35 of the *Constitution Act, 1982*.
- There is a means other than an impact assessment, such as the following legislative and policy mechanisms, that would permit a jurisdiction to address the adverse effects within federal jurisdiction and the direct or incidental adverse effects that may be caused by the carrying out of the project.
- These mechanisms include:
    - federal legislation, including the environmental effects determination pursuant to section 82 of the *Impact Assessment Act*, *Canadian Navigable Waters Act*, *Federal Real Property and Federal Immovables Act–Tripartite Agreement*, *Fisheries Act*, and the *Migratory Birds Convention Act, 1994;*
    - provincial legislation, including the *Endangered Species Act, 2007*, the *Fish and Wildlife Conservation Act, 1997*, and the *Ontario Heritage Act*; and,
    - municipal policies, including City of Toronto's Official Plan and Municipal Code.

I also acknowledge the other concerns raised by the requester regarding the operation of the existing airport, including impacts on climate change, traffic flow, human health, economic conditions, and the Proponent's methodology for conducting their environmental assessment. However, IAAC recognizes that the Project will not change airport operations, so concerns related to airport operations are outside the scope of the analysis for this designation request.

…/3

My response, along with the reasons for it, and IAAC's Analysis Report will be available on the Canadian Impact Assessment Registry Internet site (Reference number 89100) at: https://iaac-aeic.gc.ca/050/evaluations/proj/89100. A copy of the Analysis Report is also enclosed with this letter.

For any further questions, please contact Amy Sen, Acting Director of Ontario Region at IAAC, via email at: designationontario@iaac-aeic.gc.ca.

Sincerely,



Terence Hubbard (he/him, il)

Enclosure

c.c.: Angela Homewood, PortsToronto
Heather Dennis, PortsToronto
Stephen Denes, PortsToronto

Impact Assessment Agency of Canada | Agence d'évaluation d'impact du Canada

Ontario Region
600–55 York Street
Toronto ON M5J 1R7

Région de l'Ontario
600–55, rue York
Toronto (Ontario) M5J 1R7

December 9, 2024 **Sent by email**

Bojan Drakul
Vice President, Infrastructure, Planning, and Environment
PortsToronto
Toronto ON M5J 1A7
BDrakul@portstoronto.com

Bojan Drakul,

**Subject: Billy Bishop Toronto City Airport Runway End Safety Area Project Request for Designation under the *Impact Assessment Act* – Please Reply by December 23, 2024**

The Minister of Environment and Climate Change (the Minister) received a request to designate the proposed Billy Bishop Toronto City Airport Runway End Safety Area Project (the Project) under subsection 9(1) of the *Impact Assessment Act* (IAA). In the coming days, the letter requesting designation (enclosed) and a description of the Project will be posted to the Canadian Impact Assessment Registry internet site, publicly available at https://iaac-aeic.gc.ca/050/evaluations. The Impact Assessment Agency of Canada (IAAC) is reaching out to you to seek your input as part of this process.

**Designation Request Process**
On December 5, 2024, the Minister delegated the powers under section 9 of the IAA related to designation requests to the President of IAAC. Therefore, under subsection 9(1) of the IAA the President may, by order, designate a physical activity that is not prescribed in the *Physical Activities Regulations* (the Project List). The President may do this, if, in his opinion, the physical activity may cause adverse effects within federal jurisdiction or direct or incidental adverse effects (resulting from federal decisions, including funding), and if so, he may consider the factors under section 9(2) in determining whether to issue an order. In accordance with subsection 9(4) of the IAA, a response to the request with reasons will be issued no later than a maximum of 90 days from the start of designation request process.

.../2

Canada

However, as per the limitation of subsection 9(7) of the IAA, the President must not make the designation if (a) the carrying out of the physical activity has substantially begun; or (b) a federal authority has exercised a power or performed a duty or function conferred on it under any Act of Parliament, other than the IAA, that could permit the physical activity to be carried out, in whole or in part.

Based on the available information, IAAC determined that the Project is not identified in the Project List, and that the subsection 9(7) limitations do not apply to this request.

IAAC will continue to review information about the Project, any concerns expressed by the public (that IAAC is aware of) and Indigenous communities related to adverse effects within federal jurisdiction and direct or incidental adverse effects, expert advice from federal authorities, input from provincial ministries, Toronto and Region Conservation Authority, and the City of Toronto to inform the response on whether the Project should be designated.

If designated, to proceed with the Project, PortsToronto would be required to submit an Initial Project Description to IAAC, thereby commencing the planning phase of IAA. In that case, the planning phase would include IAAC determining whether a federal impact assessment is required for the Project.

Additional information regarding the process for designation requests can be found at the following link: https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/designating-project-impact-assessment-act.html. Please note that IAAC is currently updating procedures, policy and guidance documents to reflect the June 2024 amendments to the IAA, and to the federal assessment process.

.../3

**Information Requested**

IAAC understands that PortsToronto (the Proponent), formerly known as the Toronto Port Authority, is proposing the construction of a Runway End Safety Area for Runway 08/26 at the Billy Bishop Toronto City Airport, in Toronto, Ontario. As proposed, the Project would include landmass extensions, breakwater structures, airside and landside road extensions, relocation of taxiway D and localizer 26, a new taxiway B, and a noise wall.

In accordance with subsection 9(3) of the IAA, by **December 23, 2024** please provide available information regarding the Project that may be relevant to IAAC's analysis of the request for designation. In particular, IAAC requests the following:

- adverse changes to:
  - fish and fish habitat;
  - aquatic species, as defined in subsection 2(1) of the Species at Risk Act,
  - migratory birds;
- adverse changes to the environment that would occur on federal lands;
- adverse changes- that are caused by pollution- to boundary waters or international waters, or to interprovincial waters;
- adverse impacts, resulting from any change to the environment, on Indigenous peoples of Canada, including changes to the environment on:
  - physical and cultural heritage;
  - current use of lands and resources for traditional purposes;
  - structures, sites or things of historical, archaeological, paleontological or architectural significance; and
- adverse changes to the health, social or economic conditions of Indigenous peoples of Canada.

Please also include available information regarding potential adverse effects (changes to the environment or to health, social or economic conditions) that are directly linked or necessarily incidental to a federal authority's exercise of a power, performance of a duty or function, or provision of financial assistance, that would enable the carrying out of the Project, in whole or in part.

.../4

In particular, IAAC requests the following available information.

1. Information about key project activities, maps, layouts of the location of project components, land tenure, zoning, estimated timelines for planning, construction and operation.
2. A list of all regulatory approvals (federal, provincial, municipal, other) and any federal financial assistance that would be required for the Project and the associated project components or activities.
3. a) For each regulatory approval that would be required, provide the following.
    i. Name of the licence, permit, authorization or approval, the associated legislative framework, and the responsible jurisdiction.
    ii. Whether it would involve an assessment of any of the effects outlined in the paragraphs above, and if so, a general description of the assessment that you intend to undertake. Would conditions be set and if yes, what effects would those conditions address?
    iii. Whether public and/or Indigenous consultation would be required and if yes, provide information on the approach you intend to take (if any steps have been taken, please provide a summary, including issues raised as well as your responses).

b) Identify whether any licence, permit, authorization or approval listed above would address any of the following matters:
    i. effects on fish and fish habitat
    ii. effects on aquatic species, as defined in subsection 2(1) of the *Species at Risk Act*
    iii. effects on migratory birds
    iv. changes to the environment on federal lands
    v. changes to the environment that could affect the Indigenous Peoples of Canada
    vi. Impact on climate change
    vii. Impacts on human health and safety in airport operations
    viii. Impacts on economic conditions
    ix. Impacts on vehicular traffic near the Billy Bishop Toronto City Airport

    If yes, discuss, in general, the benchmarks or standards that you intend to meet (or would be expected to meet). If the Project is anticipated to result in permanent changes or cumulative effects, how you intend to manage those impacts.

.../5

4. For all federal licences, permits, authorizations, approvals, and/or financial assistance that may be provided for the Project, describe any anticipated adverse direct or incidental effects (including changes to health, social and economic conditions) that may occur as a result.
5. What steps have you taken to consult with the public? What steps do you plan to undertake during all phases of the Project? Are you aware of any public concerns in relation to this project? If yes, provide an overview of the key issues and the way in which (in general terms) you intend to, or have addressed these matters.
6. What steps have you taken to consult with Indigenous groups? What steps do you plan to undertake during all phases of the Project? Are you aware of any Indigenous groups' concerns in relation to this Project? If yes, provide an overview of the key issues and the way in which (in general terms) you plan to/ or have addressed these matters.
7. Describe any other comments you have received in relation to environmental effects or impacts to the public or Indigenous peoples and describe how you intend to or have addressed them.
8. Explain your view on whether the Project should be designated under the IAA.

**Important Note**: All records produced, collected or received in relation to the designation request process – unless prohibited under the *Access to Information Act* or *Privacy Act* – will be considered public and may be released. Should you wish to provide any comments or documents that contain confidential or sensitive information that you believe should be protected from release to the public, please contact IAAC before submitting the information. Information marked as confidential will not be accepted without prior contact made with IAAC.

Please use the email address DesignationOntario@iaac-aeic.gc.ca, to provide IAAC with information regarding this file. Further questions regarding the Project and this process can be directed to Dietrich Maas, Project Manager, at 647-239-7158 or Designationontario@iaac-aeic.gc.ca.
Sincerely,

Sen, Amy
Digitally signed by: Sen, Amy
DN: CN = Sen, Amy C = CA O = GC OU = EC-EC
Date: 2024.12.09 14:49:25 -05'00'

Amy Sen
A/Regional Director, Ontario Region
Impact Assessment Agency of Canada

Enclosure: Request Letter for Designation of the Project (23 pages)

c.c.: Angela Homewood, PortsToronto
Heather Dennis, PortsToronto
Stepen Denes, PortsToronto

**From:** Brian Iler
**Sent:** Thursday, November 14, 2024 12:27:17 PM
**To:** Ministre / Minister (ECCC)
**Cc:** information@iaac-aeic.gc.ca
**Subject:** Request for Designation
**Sensitivity:** Normal
**Attachments:**
PnP request to Minister v2.pdf;

---

You don't often get email from biler@ilercampbell.com. Learn why this is important

Minister, please see our letter, attached.

We would be pleased to respond to any questions or comments you might have.




Brian Iler
Spokesperson for Parks not Planes
11th Floor, 30 St. Patrick Street
Toronto M5T 3A3
Cell: (416)835-4384
Fax: (416)598-3484
https://www.parksnotplanes.com

November 14, 2024

Hon. Stephen Guilbeault,
Minister of Environment and Climate Change,
Ottawa

Delivered by email

Dear Minister:

Re: Request for Designation of Ports Toronto's Runway End Safety Area (**RESA**) Project under s. 9(1) of the Impact Assessment Act (**IAA**)

Parks not Planes (**PnP**) is a non-profit, community-based organization representing waterfront and other Toronto residents. PnP is writing to request the designation of the PortsToronto RESA Project at the Billy Bishop Toronto City Airport (the **Airport**) under subsection 9(1) of the IAA.

You may do so if "the carrying out of that physical activity may cause adverse effects within federal jurisdiction or direct or incidental adverse effects"[1].

We make this request because the current purported environmental assessment being undertaken by PortsToronto is woefully inadequate - in its process, and its content. It examines only six options – all facilitating RESA. It does not examine the obvious seventh option – not proceeding with RESA.

To put Billy Bishop Toronto City Airport into a geographical context: the Airport's two-lane public access and its Ferry Terminal are part of Toronto's Bathurst Quay Neighbourhood and are located next to a school and playground with nearby tourist spots, residential buildings, a daycare and a community centre.

The Airport's flight operations are separated from the community by a 120 meters channel. Ongoing impacts from the Airport are directly experienced by the neighbourhood and the Toronto waterfront as a whole.

This request for an Impact Assessment for Ports Toronto's future RESA project is of great importance as outlined below.

[1] Per IAA s. 9(1)

## 1. Information Required

Here is the information you require:

- **the requester's contact details, including full name, address, email address, and telephone number:**

  Parks not Planes c/o Brian Iler, 11th floor,30 St. Patrick Street, Toronto M5T 3A3, biler@ilercampbell.com, (416)835-4384

- **a statement clearly requesting the Minister to designate a project under subsection 9(1) of the IAA:**

  see above

- **a description of the project that is the subject of the request, including:**

  - **project name**

    Implementing RESA at Billy Bishop Toronto City Airport

  - **proponent name and address (or other contact information)**

    PortsToronto (legal name Toronto Port Authority), 207 Queens Quay W #500, Toronto, ON M5J 1A7**;**

  - **project location**

    Billy Bishop Toronto City Centre Airport, Toronto Island, Toronto

  - **timeline for when the project is expected to commence construction and operations**

    Transport Canada's new regulations were published in the Canada Gazette, amending the Canadian Aviation Regulations (Parts I, III and VI — RESA): SOR/2021-269 in January 2022. These regulations apply to any Canadian airport that reaches 325,000 passengers for two consecutive years. When Statistics Canada publishes its passenger numbers for 2023 (by Summer 2024), the Airport will have reached 325,000 annual passengers for two consecutive years (2022 and 2023). This triggers the 3-year implementation period timeline to complete the RESA project, requiring RESA to be in place at the Airport by Q2 2027[2].

  - **descriptive information about the project, including all project components and activities, to assist the Agency in assessing:**

    1. **whether it is a type of activity described on the Project List, and**

[2] https://www.safecleanquiet.ca/

**near any threshold set therein**

It is not described on the Project list, but is analogous to these projects:

> **46** The construction, operation, decommissioning and abandonment of one of the following:
>
> (a) a new aerodrome with a runway length of 1 000 m or more;
>
> (b) a new aerodrome that is capable of serving aircraft of Aircraft Group Number IIIA or higher;
>
> (c) a new runway at an existing aerodrome with a length of 1 000 m or more.
>
> **47** The operation of an existing runway
>
> (a) that was not capable of serving aircraft of Aircraft Group Number IIIA and becomes capable of serving aircraft of Aircraft Group Number IIIA or higher; or
>
> (b) that was capable of serving aircraft of an Aircraft Group Number IIIA or higher and becomes capable of serving aircraft of any higher Aircraft Group Number.

2. **whether the project is near or on federal lands or federally designated areas**

   A portion of the Airport lands are owned by Transport Canada; a significant portion is owned by Toronto Port Authority, an agency that is established under the Canada Marine Act

3. **whether the project involves new technology or a new type of activity not included in the Project List**

   As the requirement for a 150m RESA is a new requirement coming into force in 2027, it would not have been considered for inclusion in the Project List.

- **a description of any potential review of the project by a provincial or territorial government:**

  None – the Ontario government has no role here

  **and**

- **information as to whether the project is under regulatory review (i.e., any formal application is in process)**

Ports Toronto had applied to the City of Toronto for permission to fill in portions of Toronto Harbour and Humber Bay for the RESAs, as pursuant to an agreement (the **Tripartite Agreement**), the City's consent is required. Permission was granted subject to conditions[3], which, pursuant to the City's Official Plan, requires an environmental assessment[4].

- **information about when the submission for regulatory review is to occur**

  Apart from the above, none known;

- **a description of any potential adverse effects that relate to areas within federal jurisdiction defined under the IAA and public concerns related to those effects. Effects that fall within federal jurisdiction include:**

  - **effects on fish and fish habitat:**

    landfill for RESA will have impact. The amount of landfill of Toronto Harbour and Humber Bay proposed is huge: between 35,995$m^2$ (Option 1), and 88, 250 $m^2$ (Option 3)[5]. Study necessary**.**

  - **effects on aquatic species, as defined in subsection 2(1) of the *Species at Risk Act***

    landfill for RESA will have impact. Study necessary.

  - **effects on migratory birds** continued operation of airport (options 1-6) impact migratory birds.

    Option 7 (not proceeding with RESA) would not adversely impact.

  - **changes to the environment on federal lands**

---

[3] See Item EX 17.5 here.

[4] From City of Toronto Official Plan s.3.4 para 17:

> Lakefilling projects in Lake Ontario will be supported only where:
> a) the land created will be used for natural habitat, public recreation or essential public works;
> b) the project has been the subject of an Environmental Assessment which ensures that water quality and quantity and terrestrial and aquatic habitat will be protected or enhanced and
> c) the project does not create new or aggravate existing natural hazards.

The City's Official Plan also states that revisions to the Tripartite Agreement may be undertaken, provided that the City is satisfied that improvements can be made without adverse impact on the surrounding residential and recreation environment.

[5] https://static1.squarespace.com/static/6674a1c310d79c5e26414bcc/t/670fbbd2f7e221618d885dca/1729084374557/SCQ+Oct+15th+MASTER+Deck.pdf

continued operation of airport (options 1-6) generates noise and pollution that severely impact nearby residents and the public. Option 7 (not approving RESA) would not eliminate that impact. See below.

- **changes to the environment that occur in a province or territory other than the one where the project is taking place**

  None

- **changes to the environment that occur outside of Canada**

  None

- **changes to the environment that could affect the Indigenous peoples of Canada**

  The Mississaugas of the Credit have an outstanding claim related to the waters of Lake Ontario and Toronto harbour[6], which would include the waters to be filled for RESA; indigenous peoples should be consulted**;**

- **any change occurring to the health, social or economic conditions of the Indigenous peoples of Canada**

  Indigenous peoples should be consulted

- **a description of the potential adverse effects that are directly related or incidental to a federal authority that is either:**

  - **making a decision that would permit the carrying out, in whole or in part, of the project**

    See comments below**; or**

  - **providing financial assistance for the purpose of enabling the project to be carried out, in whole or in part**

    Ports Toronto states that it will finance the RESA project from its own funds, or may borrow. No financial assistance is sought from any government.

    However, PortsToronto has requested that the City of Toronto consent to an extension of the term of the Tripartite Agreement (in essence a lease from the City of an essential portion of the Airport lands) which expires on June 30, 2033, to enable it to obtain financing for the RESA project. That would be a form of assistance.

    In our view no assistance is necessary, as PortsToronto has ample internal

[6] See https://mncfn.ca/wp-content/uploads/2017/02/MNC-Aboriginal-Title-Report.pdf

resources[7].

- **a description of how the project would cause the potential adverse effects within federal jurisdiction or adverse direct or incidental effects (e.g., pathway of effects, such as "in-water works located in fish-bearing waterbodies could lead to adverse effects on fish and fish habitat")**

  See comments below

- **a description of the potential adverse impacts on the section 35 rights of the Indigenous peoples of Canada**

  Indigenous peoples should be consulted

- **a description about how the requester became aware of the project (e.g., specify the newspaper article, public advertisement, public event, time and location of observation, etc.)**

  Parks not Planes has been active on Airport issues since 2020, and has been aware of the impending RESA requirement for some time. Formal notice came in the notice of the July 2024 public meeting called by PortsToronto**; and**

- **links to any relevant documentation, to the extent that this information is available.**

  See below

## 2. The IAA Context

The IAA Preamble states

> Parliament is committed to having an impact assessment process that prevents or mitigates significant adverse effects within federal jurisdiction

A project , if it is within the scope of the IAA, is prohibited, unless the IAA requirements are met:

> the proponent of a designated project must not do any act or thing in connection with the carrying out of the designated project, in whole or in part, if that act or thing may cause any adverse effects within federal jurisdiction.

"Adverse effects within federal jurisdiction" is defined as

> a) a non-negligible adverse change to the following components of the environment

[7] See Waterfront for All's document confirming this: 241105 PortsToronto can afford RESA.pdf

that are within the legislative authority of Parliament:

- (i) *fish* and *fish habitat*, as defined in subsection 2(1) of the *Fisheries Act*,
- (ii) *aquatic species*, as defined in subsection 2(1) of the *Species at Risk Act*,
- (iii) *migratory birds*, as defined in subsection 2(1) of the *Migratory Birds Convention Act, 1994*, and
- (iv) any other component of the environment that is set out in Schedule 3;

- (b) a non-negligible adverse change to the environment that would occur on federal lands;
- (c) a non-negligible adverse change to the marine environment that is caused by pollution and that would occur outside Canada;
- (d) a non-negligible adverse change — that is caused by pollution — to *boundary waters* or *international waters*, as those terms are defined in subsection 2(1) of the *Canada Water Act*, or to interprovincial waters;
- (e) with respect to the Indigenous peoples of Canada, a non-negligible adverse impact — occurring in Canada and resulting from any change to the environment — on
  - (i) physical and cultural heritage,
  - (ii) the current use of lands and resources for traditional purposes, or
  - (iii) any structure, site or thing that is of historical, archaeological, paleontological or architectural significance;
- (f) a non-negligible adverse change occurring in Canada to the health, social or economic conditions of the Indigenous peoples of Canada; and
- (g) a non-negligible adverse change to a health, social or economic matter that is within the legislative authority of Parliament that is set out in Schedule 3.

In the case of a physical activity or a designated project that is carried out on federal lands or is a *federal work or undertaking*, as defined in subsection 3(1) of the *Canadian Environmental Protection Act, 1999*, this definition also includes the non-negligible adverse effects of that activity or project.

The IAA states in s.22 (1)

> The impact assessment of a designated project … must take into account the following factors:

- (a) the changes to the environment or to health, social or economic conditions and the positive and negative consequences of these changes that are likely to be caused by

the carrying out of the designated project …

(d) the purpose of and need for the designated project

 (h) the extent to which the designated project contributes to sustainability;

 (i) the extent to which the effects of the designated project hinder or contribute to the Government of Canada's ability to meet its environmental obligations and its commitments in respect of climate change;

It is far too limited in its scope to satisfy the requirements of an **Impact assessment**, defined as "the process of identifying the future consequences of a current or proposed action[8]".

PortsToronto, as a port authority defined under the Canada Marine Act[9], falls under the purview of the IAA[10]. The IAA mandates that any major project, such as the expansion of airport runways, must undergo a thorough impact assessment to evaluate potential environmental, social, and economic effects. This ensures that the proposed changes do not adversely affect the surrounding environment and community.

The RESA project has not substantially begun and, to the best of our knowledge, no federal authority has exercised a power or performed a duty or function under another Act of Parliament that could allow it to be carried out.

The Project, as described, may require the exercise of the following federal powers, duties, or functions:

 authorizations under the *Fisheries Act* may be required if the construction and maintenance activities are to occur in or near fish-bearing waterbodies;

 a permit issued by Fisheries and Oceans Canada, pursuant to section 73(1) of the *Species at Risk Act* to manage impacts on federally-listed aquatic species at risk;

We submit that the carrying out of the RESA project activity may cause adverse effects within federal jurisdiction and adverse direct or incidental effects, and public concerns related to those effects warrant the designation.

## 3. Scope Far Too Narrow

Without public engagement in its design, PortsToronto selected six options for its purported environmental assessment, with the objective of selecting one of them.

Missing entirely was a seventh option: not building the required RESA s.

---

[8] As defined by the International Association for Impact Assessment: https://www.iaia.org/

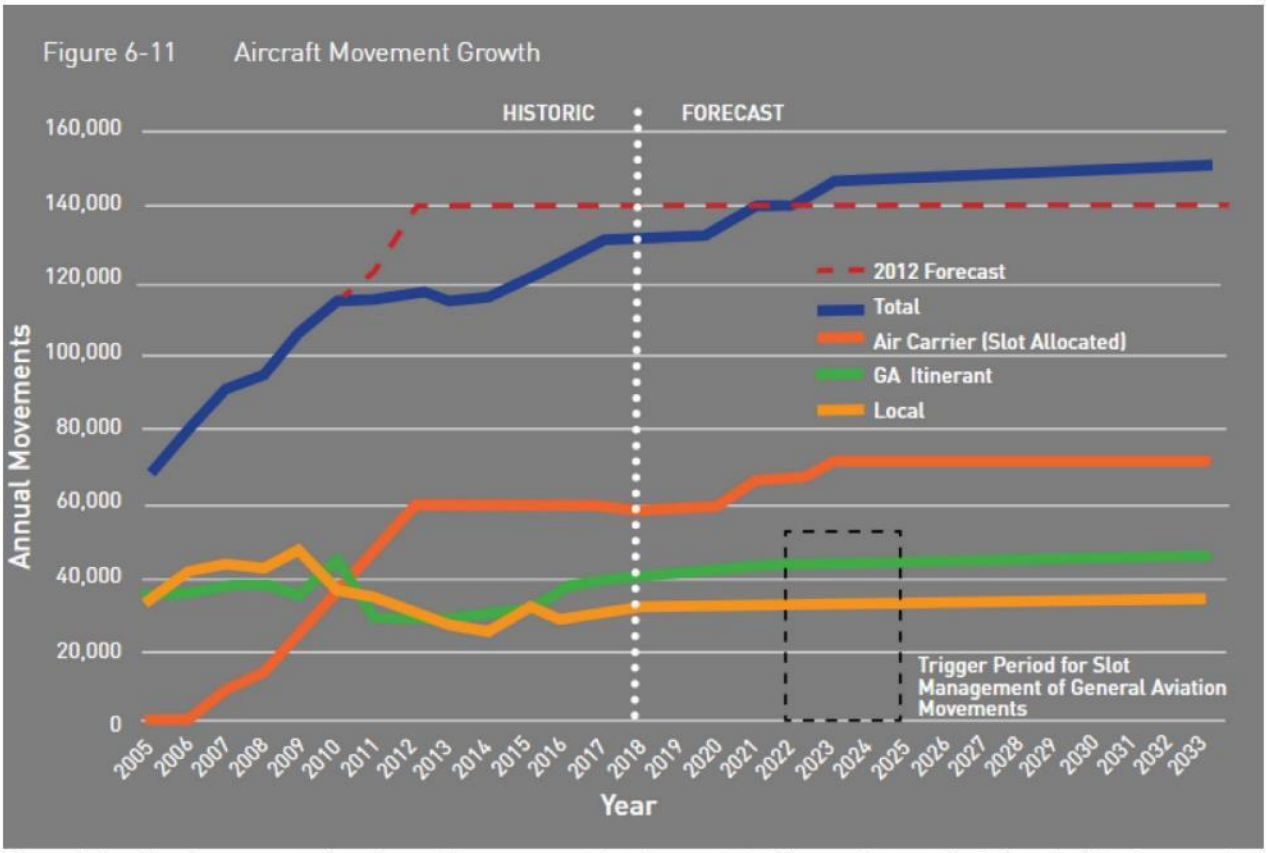
[9] https://laws-lois.justice.gc.ca/eng/acts/C-6.7/page-1.html

[10] See Schedule 1 to the IAA.

While the project ostensibly is the construction of a RESA to meet Transport Canada requirements, the reality is that without the RESAs, there would be no ability, according to PortsToronto's own document, to sustain its current and future commercial aviation activity.

PortsToronto's purported assessment is only considering which of six RESA options it has chosen for assessment is preferable and has failed to include any consideration of whether the RESA project should proceed at all.

A narrowly-based study on moving earth around and filling in waters around the Airport (options 1-6) does not take into account the continuing environmental effects of the hundred plus daily flights currently at the Airport nor those envisioned from the expansion of the number of flights planned under the Airport 2018 Airport Master Plan, both of which are only possible with completion of the RESAs.




Consider the increase in aircraft movements forecasted, as shown in Fig. 6-11 above, from the Master Plan. The Master Plan predicts growth from approximately 135,000 aircraft movements in 2018 to approximately 150,000 aircraft movements in 2023.

Such growth, enabled through RESA installation, represents an annual 2% increase in environmental impact that requires an inclusively scoped Impact Assessment.
Approving any of Options 1 to 6 means the Airport will continue to operate. Not approving the RESA will have important positive environmental, health, social and economic impacts, that

need to be weighed.

If an impact assessment is to consider all of the options, and the impact of each, then the option of not proceeding with RESA must be considered - the result would be that the Airport is no longer usable for commercial aviation at the scale it has recently operated at and would inevitably close.

The impact of that option must be weighed against the impact of the continued operation of the airport.

We do appreciate that that is not an inquiry that PortsToronto wishes to allow. But this seventh option must be seriously and thoroughly examined.

Ports Toronto's acquisition of the Airport lands was by the simple creation of a federal statute, and another statute can as easily convert the use of those lands to more benign uses than aviation.

Such an option is not far fetched.

The Globe and Mail's highly regarded architecture critic has advanced it as a very attractive option[11].

Such an assessment needs to consider what the best use should be for the valuable (some would say most valuable) 85 hectares (210 acres) in our City and include extensive and robust public engagement.

We assume PortsToronto will fully or partially fund this project from proceeds of its sale of 30 Bay Street ($96M) and the Parliament Slip ($20M, paid by Waterfront Toronto, another government agency). Both properties were acquired by Ports Toronto for free, and were originally transferred, without charge, we understand, in 1911 to The Toronto Harbour Commission by the City of Toronto.

We submit that Ports Toronto should not be free to spend those public funds without an appropriate public process for deciding on their use.

We submit that the most appropriate use of those $116M of public funds needs to be part of this discussion – there are many possible expenditures that have more merit than spending them on RESAs for the Airport.

## 4. Climate Change Impact

To reach the Federal government climate change targets of 40-45% emissions reductions below 2005 levels by 2030 and Net Zero by 2050, every order of government needs to take sustained and aggressive action. This should include serious consideration of carbon impacts

---

[11] The only thing holding us back from Toronto's best park? An Airport on August 16. Airport to Park: A Bold Vison for the Toronto Island on October 8

of all new projects.

Aviation has not, and is not, contributing to the efforts to achieve that goal. No steps are identified in the Government's progress report[12] that address aviation.

Although aviation's emissions are a significant contributor to the climate crisis, the Airport's impact and alternatives that are more climate friendly are not being considered.

International Association for Impact Assessment states, in its Best Practices[13]:

> As a first step in an Impact Assessment, it is necessary to identify whether and how:
>
> i) The proposal will, directly or indirectly, increase or decrease greenhouse gas (GHG) emissions.
>
> ii) The proposal may be beneficially or adversely affected by, and vulnerable to, climate change either directly or indirectly.
>
> iii) Climate change may affect elements of the environment that are potentially affected by the proposal.
>
> iv) The proposal could be used to identify measures to mitigate and/or adapt to climate change.
>
> Once the climate change implications, including the uncertainties, are understood, decisions about the proposal (accept, modify, or reject) should be based on the precautionary principle of "do no harm" and the principles of sustainable development.

PortsToronto has done none of this, to date.

At a minimum, projects that continue to invest in, and expand, aviation infrastructure such as the RESA initiative, should be discouraged as inconsistent with those climate goals..

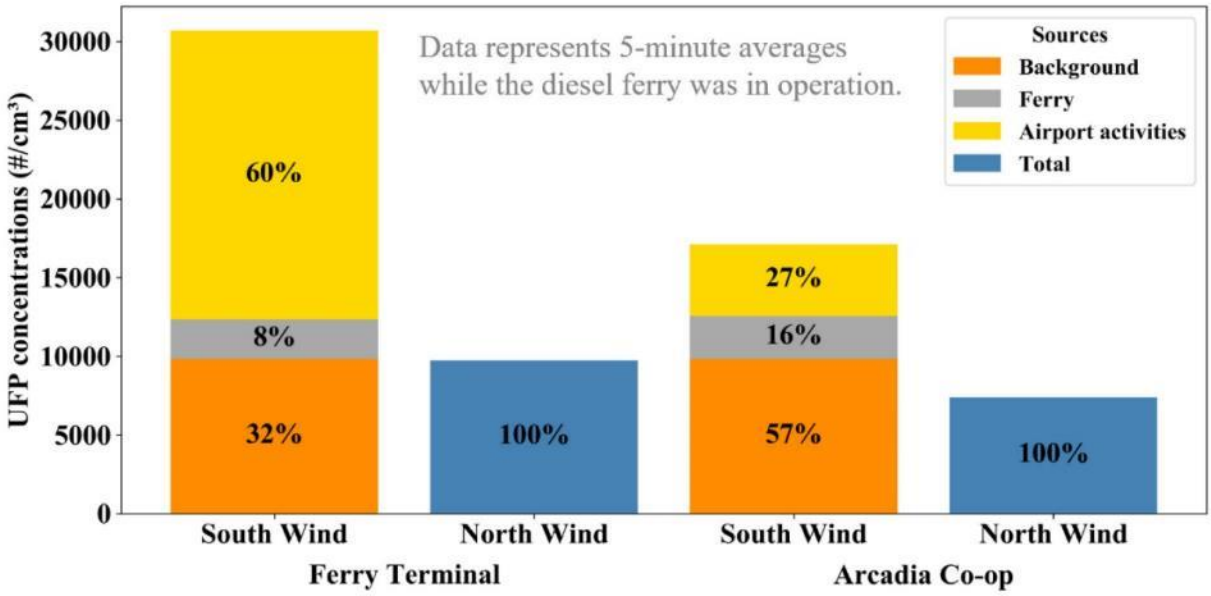
## 5. Health Impact

Continuing aviation operations at the Airport (options 1-6) will have potentially devastating impacts on abutting residents' health.

A recent study[14] by experts from University of Toronto found worrisome levels of ultrafine

[12] See para. 2.2.6 of that Report.
[13] https://www.iaia.org/uploads/pdf/SP8%20Climate%20Change%202018.pdf

[14] https://www.bqna.ca/post/community-response-to-the-bathurst-quay-neighbourhood-air-quality-study




*From Synthesis-Summary of the University of Toronto research report*

particles coming from the aircraft using the Airport in the residential community just north of the Airport.

The BQNA Air Quality Study was conducted by Positive Zero Transport Futures, a University of Toronto-led initiative to study and suggest ways to decarbonize the transportation industry through innovation and collaboration.

As the figure, above, from the Southern Ontario Centre for Atmospheric Aerosol Research (SOCAAR) page, indicates when winds blow on shore (southerly) from the airport, UFP increase to very dangerous levels.

To quote the study's Executive Summary,

- "When wind comes from the southward direction of the airport, UFP concentrations are, on average, two to three times higher across the neighbourhood as compared to: i) when wind comes from a northward direction, or ii) background concentrations at Hanlan's Point."

and

- "Despite the emissions from the airport, the overall average UFP concentration across BQN is similar to that in busy/high-traffic neighbourhoods in Toronto. This is because the wind only comes from the southward direction of the airport some of the time, balanced out by other times, when the wind comes from the parts of the lake where there are no nearby upwind sources."

Remarkably, on August 19, a month after the first RESA public meeting that outlined the process for its EA, PortsToronto released its 2023 Environment, Social and Governance (ESG) Report that on the Air Quality page, P. 23, PortsToronto, with reference to the BNQA Air Quality Study made the following claim:

> "The study found that flight activities at Billy Bishop Toronto City Airport have a much smaller impact on ultrafine particle (UFP) emissions in residential areas at Bathurst Quay, compared to regional and background UFPs. The air in the neighbourhood was found to be 30 per cent cleaner than the Toronto average, with hourly residential UFP averaging 50 per cent lower than the World Health Organization's good practice standard."

It appears from a Radio-Canada report of the May Meeting at which Denis Corr, an environmental consultant hired by PortsToronto, interpreted the report's data to make the 30 per cent cleaner claim.

The conflict in findings raises a number of questions. Foremost is the need to have an Impact Assessment inclusive enough to discover the degree to which UFP is a problem for the Airport's neighbours and what mitigation solutions may be recommended depending on the seriousness of the problem.

Another recent McGill University study[15], reported in the Globe and Mail: "Ultrafine particles linked to 1,100 deaths per year in Montreal, Toronto, found that

> a microscopic air pollutant generated from vehicles and industry plays a role in the deaths of an estimated 1,100 people in Canada's two biggest cities each year

The Airport abuts a residential area, unlike most other airports, and the impact of its UFP emissions are therefore not diluted with distance, as they are elsewhere.

Also requiring investigation is the impact of emissions of a toxin contained in aviation gas (avgas) used in some aircraft: lead.

The lead emitted from certain aircraft engines burning avgas may be dispersed into the environment in two ways: emissions through aircraft taxiing and takeoff and landing; and through atmospheric dispersion from aircraft overhead with lead particles eventually settling and potentially contaminating soil and water leading to health issues.

This is particularly problematic for children living between 500 and 1,000metres near airports that service piston-engine aircraft. Studies have shown that they are at greatest risk due to elevated blood lead levels. According to Google Maps, the distance between the neighbourhood Waterfront School and the Airport is approximately 800 metres. As Fig. 6-11 above also shows, approximately 110,000 local and general aviation aircraft movements are forecast annually and slated to grow over the next ten years.

It is important to note that local and general aviation aircraft primarily use avgas and there is currently available no public data on how much leaded fuel they consume and how much and

[15] https://www.theglobeandmail.com/canada/article-ultrafine-particles-linked-to-1100-deaths-per-year-in-montreal-toronto/

where lead is deposited. However, the school's proximity to the airport is reason enough to ensure the Impact Assessment provides figures to assess the scale of the contamination.

## 6. Economic Impact

For the purposes of impact assessments under the Act, economic effects can be defined as:

> "The positive and adverse consequences of a designated project on components of the economy at the local, regional, and national levels."[16]

Options 1-6 as identified by PortsToronto have similar economic impact. What they need to be compared to is Option 7.- rejecting the RESA project.

The Airport is insignificant decline.

Like City Express and Air Ontario, which both failed in their efforts to profitably fly out of the Island Airport, Porter admits losses at the Island Airport of $18,910,000 in 2017, a projected $40M in 2018, and $30M in 2019, has focussed increasingly on its business at Pearson, and reduced its Island Airport flights from a peak of 172 per day by almost half, depending on the day.

Porter has threatened to leave the Island Airport, accepting that people prefer the better choice of flights at Pearson, and the convenience of the Union-Pearson Express train to get there

Other airlines have not demonstrated any interest in using the Airport: for a while, Nieuport, the owner of the Island Airport terminal, trumpeted a new American airline Connect. Its paltry number of destinations won't replace the business it was doing with Porter. And its application for authority to engage in schedule passenger air transportation to the US Department of Transport was denied as it failed to provide required financial information to support a positive financial fitness finding.

Pearson is more than able to absorb the Island Airport's business.

The Airport is heavily subsidized:

- The City of Toronto leases a portion of the Airport lands, a parking lot, and queuing lanes to Ports Toronto for nominal rent.
- Ports Toronto obtained ownership of the rest of the Airport lands (originally donated by the City to its Harbour Commission for port purposes) for free and generously passes that benefit on to its users.
- An analysis shows Ports Toronto pays property taxes for the Airport at a rate far below other businesses in Toronto – over 20 years, providing a subsidy from the taxpayers of Toronto of, conservatively, $36,607,528.

[16] Para 5.3 here.

These subsidies disappear if Option 7 is chosen.

## 7. Safety Impact

At least since the Air France overshoot at Pearson in 2005, RESAs have been advisable.

The Transportation Safety Board recommended 300 m RESAs.

Transport Canada has only recently imposed 150 m RESAs by, for the Island Airport, 2027.

PortsToronto has always known that overshoots at its Airport end up in deep water, with potential for fatalities. For commercial airports in Canada, the Island Airport is essentially alone in facing that risk.

It has ignored that risk, as it has ignored the real safety risk, again unique to its Airport, of emergency access in the event of a crash. Safety experts have established basic requirements that cannot be met without a bridge:

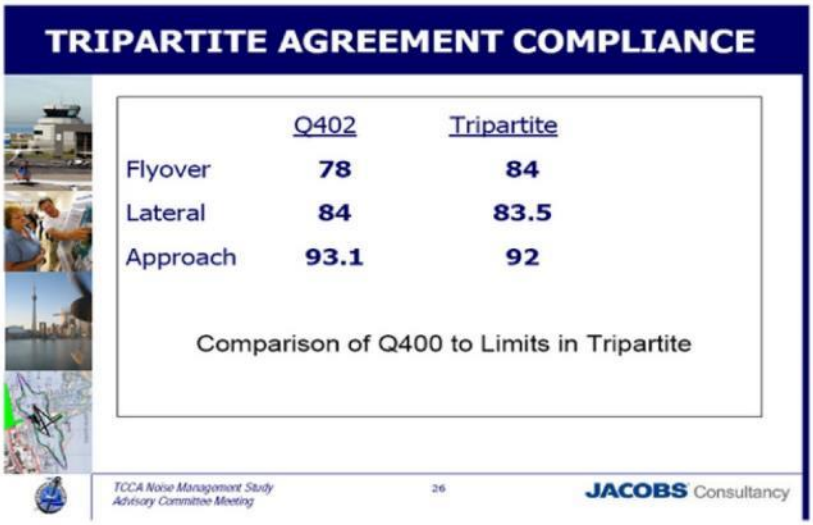
> Any option must permit 64 emergency vehicles and 201 personnel to access an aircraft crash within 20 minutes. In addition ambulances with the critically injured must be capable of returning to the mainland within a 30 minute period of time.

Travellers using the Island Airport are indeed fortunate that there have been no runway overshoots or crashes - to date.

Option 7 eliminates these safety risks.

## 8. Environmental Impact

Ports Toronto has admitted the Q400, the only aircraft flown out of the Airport commercially, breaches two of the three ceilings for noise:




> As Tamara Bernstein, Artistic Director, Summer Music in the Toronto Music Garden, from 2001 to 2020, recently put it:

> "The Toronto Music Garden is a magical venue, and a creation of genius on Toronto's central waterfront. Its free concerts all summer long quickly became part of that magic – a glorious alchemy of place, music, and attentive, enthusiastic audiences.
>
> "Unfortunately, that pleasure is blighted by the brutal noise of airplanes at Toronto Island Airport – noise that worsened over the years with the expansion of the airport facilities. Toronto's magnificent waterfront should belong to everyone. It is no place for an airport."

Options 1-6 continue this unacceptable and prohibited level of noise. Option 7 does not.

## 9. Traffic Impact

Vehicular traffic servicing the Airport has an impact on air quality, noise, congestion and pedestrian and cyclist safety.

The most recent study readily available is PortsToronto's 2018 Traffic Study[17]. Two-way traffic volumes on Eireann Quay were recorded immediately south of Queens Quay. Data were collected over two days in 2018 and compared to an equivalent period in 2015.

Eireann Quay, a two-lane road running between a school and a park, services the Airport and carries

- approximately 700 vehicles per hour between 7:00 and 8:00 AM;
- approximately 850 vehicles per hour between 4:00 and 5:00 PM;
- approximately 600 vehicles per hour between 5:00 and 6:00 PM;
- approximately 800 vehicles per hour between 6:00 and 7:00 PM.

The 2018 data were compared against the volumes observed during the Thursday and Friday surveys in fall 2015. The peak 2018 volumes have increased by approximately 50 to 100 vehicles per hour compared to the fall 2015 data.

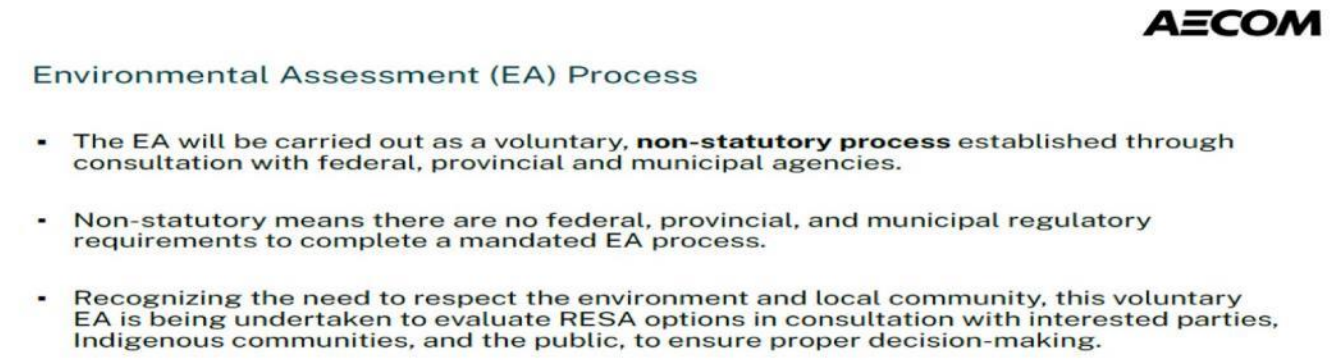
The figures are six years old, require updating and need to include service vehicles like those tankers carrying jet fuel and avgas as well as the projected construction traffic to gauge a true effect on the neighbourhood.

## 10. Too informal

The purported environmental assessment being conducted by Ports Toronto is informal and is not bound by any of the requirements of the IAA or any environmental assessment process.

[17] https://www.portstoronto.com/getattachment/c8da6c2b-4eb5-4332-9144-8bd892d6c032/Billy-Bishop-Toronto-City-Airport-Results-of-S-(1).aspx

This July 17 RESA Slide Presentation states PortsToronto's position that it is conducting the EA on a voluntary basis:



AECOM

Environmental Assessment (EA) Process

- The EA will be carried out as a voluntary, **non-statutory process** established through consultation with federal, provincial and municipal agencies.
- Non-statutory means there are no federal, provincial, and municipal regulatory requirements to complete a mandated EA process.
- Recognizing the need to respect the environment and local community, this voluntary EA is being undertaken to evaluate RESA options in consultation with interested parties, Indigenous communities, and the public, to ensure proper decision-making.

## 11. Potential for Conflict of Interest

It is unseemly for a project proponent to also conduct the purported assessment. The potential for conflict of interest is obvious.

## 12. Secrecy

PortsToronto has conducted the purported assessment in secrecy, refusing to share documents prepared by its consultants.

A study by Avia NG was referred to in the July 17 meeting, but has never been disclosed.

Nor have the details of why that study rejected three options.

And Nieuport (the owner of the terminal at the Airport) is refusing to release its report on the economic impact of the introduction of US Customs preclearance at the Island Airport.

Its press release last May 30 included this:

> "recent research by York Aviation indicates that Billy Bishop Toronto City Airport has the potential to deliver $5.3 billion in economic output through the increased aviation activity that Preclearance will bring about," said Neil Pakey, president and CEO, Nieuport Aviation, owner and operator of the passenger terminal at Billy Bishop Toronto City Airport.

But that research was not released to the public. PnP has asked and have not had the courtesy of a reply.

The original research was released in 2021, but the update citing that huge figure for economic benefit was not. The original report based its estimate on passenger volumes far in excess of reality: it predicts 4.5M passengers in 2023 – in reality, the Airport had only 2M passengers in 2023, and its major user, Porter Air is focussing its operations at Pearson, cutting back significantly on its Island Airport operations.

## 13. No Public Engagement in Planning

There was no planning phase where the public and Indigenous peoples were invited to provide information and contribute to planning the assessment, contrary to the IAA process.

## 14. Shoddy Public Engagement

The IAA in its preamble states:

> Parliament recognizes the importance of implementing the impact assessment process in a manner that … fosters meaningful public participation,

Public consultation has involved only two meetings - one in the middle of summer (July 17 ,2024) and the other on October 15 (duplicated on the afternoon and evening) with inadequate time allowed for questions and comments, and, at the second, no opportunity for those online to comment or ask questions, at all.

Scheduling the first public meeting in the midst of the summer is not an ideal way to obtain community input or support.

We have these questions, based on the material presented at the October 15 meetings:

- It references prior undisclosed studies. What was in them?
- Why was Avia NG directed to not consider a reduction in declared distances?
- EMAS is well-accepted at many US airports with similar climate. Why was it dismissed? What was in the "additional technical feasibility assessments?
- How do Options 2 and 3 improve the operational efficiency of taxiways and aviation safety by offering more accurate landing? Is current landing unsafe? What's wrong with the current guidance system for Runway 26?
- Isn't significant filling of our harbour waters a drawback?

Interestingly, when challenged at the October meeting the statement

> "The west end landmass redirects sand towards Hanlan's Point Beach which will help to sustain the beach"

was admitted to be incorrect – accumulated sand would have to be transported to the beach, at considerable cost.

## 15. Rushed Timelines

Transport Canada's RESA regulation came into effect December 21, 2021 affecting airports with an annual minimum of 325,000 passengers or greater per year for two consecutive years, according to the July 17 RESA presentation slide deck.

As early as June 2012 PortsToronto acknowledged through its 2012 Airport Master Plan[18] its recognition of its RESA requirement.

> "It is anticipated that Runway End Safety Areas (RESAs) will become a mandatory regulatory requirement over the next five (5) years. Therefore, the TPA, in cooperation with Transport Canada and the City of Toronto (i.e. signatories to the Tripartite Agreement), should assume that these regulatory requirements will require amendments to the Tripartite Agreement."

In the meantime through consultations with the Transportation Safety Board, Transportation Canada advanced RESA regulations. :

- in 2016 Transport Canada called for public consultation on RESA regulations,
- in 2020 Transport Canada published the proposed regulations,
- on January 5, 2022 the regulations took effect.

One year later, in early 2023, PortsToronto initiated discussions with the City of Toronto and Transport Canada on RESA implementation.

To quote the City's background file[19], page 16,

> "With RESA implementation required by mid-2027, PortsToronto initiated discussions with City and Transport Canada staff in early 2023. At the time, PortsToronto identified the need to implement RESA and indicated a desire to review other areas of the Tripartite Agreement that it saw as outdated."

A year and a half later, July 17, 2024, PortsToronto shared with the public its process to secure the necessary plans, approvals, construction and completion by Q2 2027 to meet RESA regulation requirements.

Why should PortsToronto take 10 years from its recognition that RESA requirements would become a reality, then drag its feet for a year before sitting down with the City, then finally take another year and a half to notify the public? PortsToronto's time management skills do not instill confidence that it will carry out its purported environmental assessment in a thorough and competent manner.

## 16. No Evidence of Indigenous Participation

We *have* seen no evidence that the Crown's duty to consult and accommodate Indigenous peoples has been fulfilled.

## 17. Neither Transparent nor Trustworthy

The process is not being undertaken by PortsToronto in a transparent and trustworthy manner.

---

[18] 2012 Master Plan.pdf

[19] https://www.toronto.ca/legdocs/mmis/2024/ex/bgrd/backgroundfile-249034.pdf

On October 9, Toronto City Council passed a motion to approve RESA Proposal 1, PortsToronto's least expensive, least disruptive, quickest to completion RESA proposal of the six options that PortsToronto put forward in its July 17 slide deck. On October 15, PortsToronto held its second public meeting and made it clear that it favoured RESA Proposal 3, the most expensive, most disruptive and longest to completion RESA proposal. It would also require the City to agree to a 40 year extension to the Tripartite Agreement.

Unanswered questions ensued.

Prior to City Council's vote, PortsToronto called for tender bids on "Request for Pre-Qualification for Design-Build For Runway End Safety Area (RESA) Project At Billy Bishop Airport". The posting date is September 12 almost a month before Council endorsed RESA 1 and more than a month after PortsToronto made its choice for RESA Proposal 3 clear.

Did PortsToronto call for a tender before City Council vote?

After the October 9 Council meeting, Toronto Star columnist Edward Keenan questioned[20] why councilors who supported PortsToronto's RESA 3 Proposal choice weren't happy with the win in that PortsToronto had the City's support to complete the RESA project by the deadline even if it needed more time - but not 40 years.

Mr. Keenan wondered if there wasn't a hidden agenda. Given that PortsToronto's actions indicate that it attempted to use its need for the RESA as a vehicle for a 40 year extension to the Tripartite Agreement, how could it be trusted to conduct an open, fair and inclusive Assessment.

**18. Need for Proper Impact Assessment for City**

The City's Official Plan requires an environmental assessment to be carried out, as a precondition of the project's approval. The current informal purported assessment does not, in our view, comply with that requirement.

**19. Result Prejudged**

The website for the purported assessment is called "Safe Clean Quiet". A misnomer, as the Airport is neither safe (see **Safety Impact**, above), nor clean (See **Heath Impact**, above), nor quiet (see **Environmental Impact**, above). Ports Toronto's choice of this name suggests it has prejudged the result of the assessment it is carrying out, concluding that the Airport, with the RESA project completed, is safe, clean and quiet.

**20. Need for Public Interest**

The public interest is not a consideration that is apparent in the current purported assessment.

---

[20] https://www.thestar.com/opinion/star-columnists/billy-bishop-airport-advocates-won-but-insist-they-lost-who-has-the-hidden-agenda/article_45cf28ee-870b-11ef-9959-67ac7a069b86.html?utm_source=substack&utm_medium=email

Media coverage demonstrates the high level of public interest in this issue:

In the Star, there were pieces by Ben Spurr, Matt Elliott, Shawn Micallef, on August 23 and Edward Keenan, on October 3 and October 11,

Airport boosters Mark McQueen and Richard Florida were countered with PnP's op-ed .

At the Globe & Mail, Alex Bozikovic wrote two pieces:

- The only thing holding us back from Toronto's best park? An Airport on August 16.
- Airport to Park: A Bold Vison for the Toronto Island on October 8

**21. Background: Toronto's Waterfront Transition**

As late as the early 70s railway tracks ran down the middle of Queens Quay, the main roadway that edged Toronto's waterfront and allowed for movement of goods from warehouses and factories and cut off the bay from the rest of the city and its residents.

Building the Gardiner Expressway in the 50s provided waterfront industries a means, through ease of transportation, to relocate to cheaper land in the suburbs leaving behind brownfield sites of former factories and underused warehouse sheds.

The Liberal victory in the 1972 federal election primed the central waterfront for redevelopment from industrial uses to urbanization and thus forged a connection from the City to its once forgotten waterfront.

Well before the current commercial aviation activities began at the Airport, in a collaborative approach, the federal government and the City developed plans for significant residential development along the City's central waterfront, including homes for over 2,700 citizens[21] immediately abutting the Airport on Bathurst Quay.

At that point, the Airport was a quiet airport serving private aircraft, and providing flight training.

The Airport represents one of the few remaining industrial uses of the Central Waterfront.

**TO CONCLUDE**

There is therefore potential for the Project to cause adverse effects within federal jurisdiction, adverse direct or incidental effects, and public concern related to these effects.

Parks not Planes submits that its request for the designation of the PortsToronto RESA Project under subsection 9(1) of the Impact Assessment Act has merit and deserves serious consideration and to ensure that the study of the impact of all of the RESA options is inclusive of all airport activity and that the process is undertaken in a transparent and trustworthy manner.

[21] Per Bathurst Quay Neighbourhood Plan https://www.toronto.ca/legdocs/mmis/2017/te/bgrd/backgroundfile-104876.pdf

Yours truly,



Brian Iler, Spokesperson for Parks not Planes

Impact Assessment Agency of Canada
Ontario Region
600-55 York Street
Toronto ON M5J 1R7

Agence d'évaluation d'impact du Canada
Région de l'Ontario
600-55, rue York
Toronto (Ontario) M5J 1R7

October 9, 2024 **Sent by email**

Bojan Drakul
Vice President, Infrastructure, Planning, and Environment
PortsToronto
500-207 Queens Quay W
Toronto ON M5J 1A7
BDrakul@portstoronto.com

Bojan Drakul:

**Subject: Applicability of the *Impact Assessment Act* to the Billy Bishop Toronto City Airport - Runway End Safety Area Project proposed by PortsToronto**

Thank you for your correspondence, dated July 22, 2024, regarding the Billy Bishop Toronto City Airport - Runway End Safety Area Project (the Project) proposed by PortsToronto.

The *Impact Assessment Act* (the IAA) sets out the federal process for assessing the impacts of certain major projects, to prevent or mitigate significant adverse environmental, economic, health and social effects that are within the legislative authority of the Parliament of Canada. The *Physical Activities Regulations* (the Regulations) under the IAA identify the physical activities that constitute the "designated projects" that are subject to the IAA and may require an impact assessment. Proponents of designated projects are required to submit an Initial Project Description to the Impact Assessment Agency of Canada (IAAC) to inform a determination of whether an impact assessment is required.

Based on the information in your letter, IAAC is of the view that the Project is not a designated project. As a result, an Initial Project Description is not required.

Should details or design aspects of the Project change such that the Project may include physical activities that are described in the Regulations, contact IAAC to discuss these changes and the implications on the applicability of the IAA.

.../2

Canada

Please note that for physical activities not described in the Regulations, subsection 9(1) of the IAA provides that the Minister of Environment and Climate Change (the Minister) may, on request or on his or her own initiative, designate a physical activity. A physical activity may be designated if the Minister is of the opinion that the carrying out of that activity may cause adverse effects within federal jurisdiction or direct or incidental adverse effects (resulting from federal decisions). Should the Minister designate the physical activity, it would be considered a designated project, and an Initial Project Description would be required.

In your letter, you indicated that the Project will be carried out, in part, on federal lands. Please refer to section 82 of the IAA for assessment requirements for any federal authority that would carry out the Project on federal lands, exercise a power, duty or function under an Act other than IAA in order for the Project to proceed, or provide financial assistance for the purpose of enabling the Project to be carried out. IAAC understands that you are already in contact with Transport Canada regarding these assessment requirements. Should you have any questions about your **responsibilities under section 82 of the IAA, please contact IAAC's Federal** Lands team at *FederalLands-TerritoireDomanial@iaac-aeic.gc.ca*.

In addition, other federal regulatory permits, authorizations and/or licences may still be required.

Further information on the IAA and associated regulations can be found at *https://www.canada.ca/en/impact-assessment-agency.html*.

For any questions related to the above, please contact Conor Anderson, Team Lead, by phone at 416-735-1673 or by email to his attention at *OrientationOntario@iaac-aeic.gc.ca*.

Sincerely,

Sen, Amy

Digitally signed by: Sen, Amy
DN: CN = Sen, Amy C = CA
O = GC OU = EC-EC
Date: 2024.10.09 16:38:59 -04'00'

Amy Sen
A/ Director, Ontario Region

c.c.: Steve Denes, PortsToronto
Heather Dennis, PortsToronto
Angela Homewood, PortsToronto
David Zeit, Transport Canada

PORTS TORONTO

July 16, 2024

Amy Sen
A/Director
Ontario Region
Impact Assessment Agency of Canada
600-55 York St,
Toronto ON M5J 1R7

**Re: Billy Bishop Toronto City Airport - Runway End Safety Area (RESA) Project**

Dear Amy,

On behalf of PortsToronto who is the owner and operator of Billy Bishop Toronto City Airport (BBTCA, the Airport), I am sending this letter to you to advise on the Runway End Safety Area (RESA) Project and confirm our understanding that our proposal is not a designated project as defined in the Physical Activities Regulations of the Impact Assessment Act (IAA).

PortsToronto is in the process of completing an environmental assessment (EA) to study the effects of the RESA for the main commercial runway, Runway 08/26, to comply with new Canadian Aviation Regulation (CAR) 302.600 requirements in response to safety concerns identified by the Transportation Safety Board of Canada.

At the request of PortsToronto, staff from the Impact Assessment Agency met with us on May 7, 2024, to discuss the proposal.

**Background:**

PortsToronto has initiated an EA to evaluate potential impacts of the RESA project. The EA is being conducted to assist PortsToronto, agencies, Indigenous communities, the public and various stakeholders to understand and review the RESA project which has been mandated by Transport Canada.

At BBTCA, RESAs are proposed to be located at both ends of the main runways and are designated areas of open space designed to reduce damage to aircraft in cases where aircraft overrun the end of a runway or undershoot and land prior to the runway. PortsToronto has contracted Avia NG who completed Runway 08/26 RESA Alternatives Study and are now working on the preliminary design work of the RESA Project. This study reviewed the feasibility of six (6) RESA alternatives ranging from non-physical compliance methods to optimizing existing land and creating new landmasses with protection breakwater structures.

Alternatives were assessed against several factors including commercial traffic operational viability, ease of implementation, marine navigation, environmental and community effects, permitting, and cost. None of the RESA alternatives will change the existing runway operations, capacity, or the type of aircraft utilizing the runway.

The airport sits on 210 acres of land on Toronto Island. The Toronto Port Authority owns 78.5% of the land with 165 acres; the City of Toronto owns 20% of the land with 42 acres; and Transport Canada owns 1.5% of the land with 3 acres. The ownership of the lands is as follows:

- On land, includes the areas noted in Area A (owned by the Toronto Port Authority), Area D (owned by Transport Canada) and Area E (owned by Transport Canada) which is depicted in Attachment A.
- In the water, includes the area noted in the water lots at each end of the runway (owned by the Toronto Port Authority) which is depicted in Attachment B.

Pre-consultation meetings have occurred PortsToronto and the Impact Assessment Agency of Canada (IAAC). Since PortsToronto owns the water lots around the airport lands, Section 82 (projects on federal lands) is not triggered under PortsToronto' s Letters Patent. The IAAC and Transport Canada have advised that the RESA project is not an activity listed under the Physical Activities Regulation of the Impact Assessment Act. While the RESA project does not trigger a Municipal Class EA process, the City of Toronto's Official Plan mandates an EA for lake filling projects in Lake Ontario to ensure the protection or enhancement of water quality and quantity, as well as terrestrial and aquatic habitat.

**Context:**

The EA will be carried through as a voluntary non-statutory process, established through consultation with federal, provincial, and municipal agencies. This process will evaluate potential environmental impacts of various RESA alternatives for Runway 08/26 that will comply with Transport Canada standards for RESAs. For this EA, we have retained a consulting team led by AECOM and supported by SLR Consulting Ltd.

In March 2023, PortsToronto began working group meetings with Transport Canada and City of Toronto to begin discussions on Tripartite Agreement amendments for RESA compliance. In April 2024, a consultation and outreach strategy commenced with the public, stakeholders, and government agencies encouraging involvement in the EA process early on during the scoping phase. The RESA consultation and engagement strategy is inclusive of agency and Indigenous community meetings, community and stakeholder meetings, and public meetings. In addition to public consultation, a project website (www.safecleanquiet.ca) will be available throughout the process for easy access to information and where updates will be posted. A Technical Advisory Committee (TAC) has been established, comprising senior representatives from the City of Toronto, Transport Canada, Toronto and Region Conservation Authority, and PortsToronto in addition to Avia NG, and their geotechnical and coastal engineering subconsultants. Six TAC meetings are scheduled to take place throughout the course of the project which will inform the projects milestone activities and deliverables.

A comprehensive public and stakeholder consultation for the environmental assessment will be undertaken by PortsToronto during the RESA alternatives process which commenced in January and will continue to December 2024.

**Request**

We request a letter from the Impact Assessment Agency confirming concurrence with our understanding that there is no requirement at the provincial level for PortsToronto to complete an environmental assessment for the RESA project. To ensure transparency during this environmental assessment process, we would like to post letters that we receive from agencies to our project website.

Should you have any questions or require more detail please do not hesitate to contact Angela Homewood, Project Manager and EA Specialist at (416) 863-2000 or via e-mail at AHomewood@TorontoPort.com.

Yours very truly,

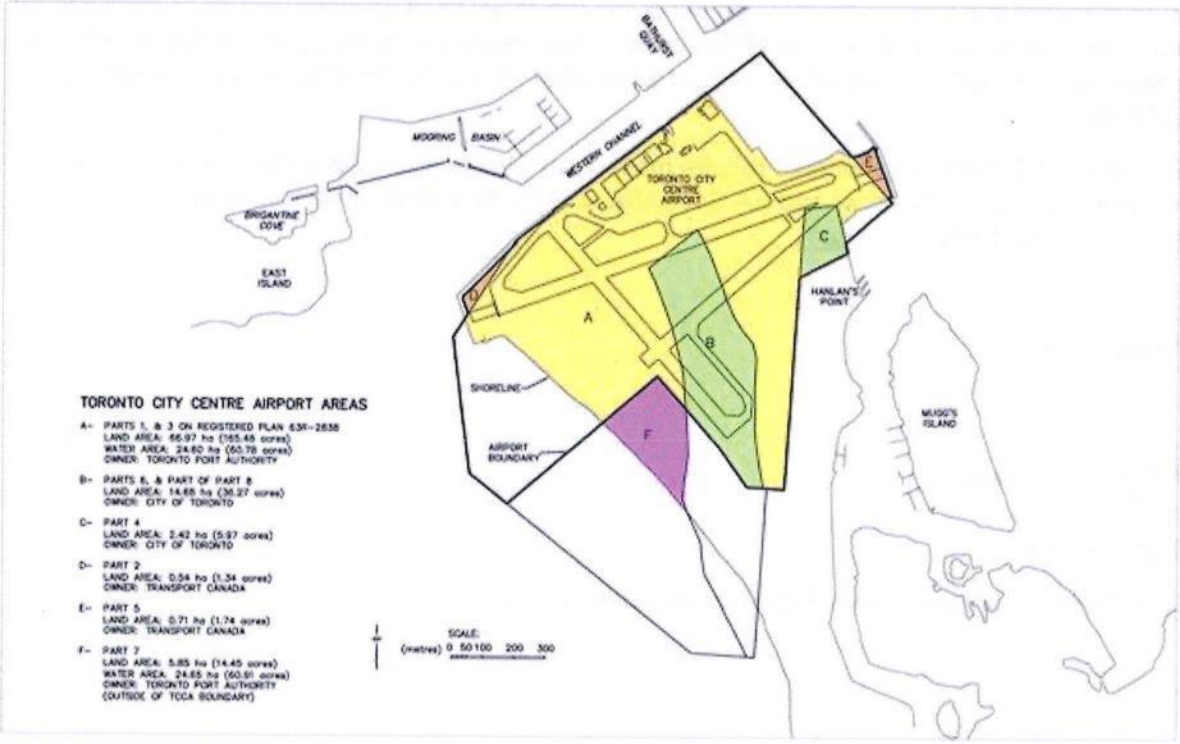
Bojan Drakul

Bojan Drakul

Vice President, Infrastructure, Planning, and Environment

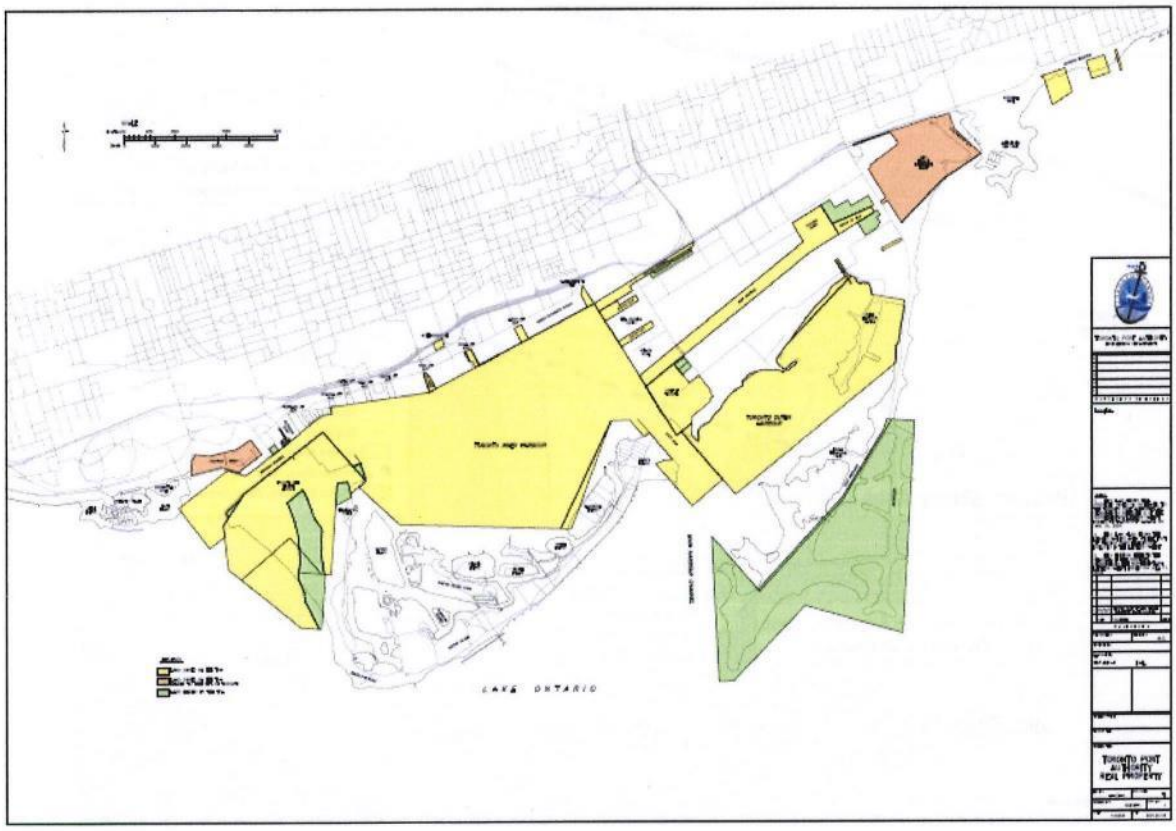
Attachment A – Land Ownership

Billy Bishop Toronto City Airport sits on 210 acres of land on Toronto Island. The Toronto Port Authority owns 78.5% of the land with 165 acres; the City of Toronto owns 20% of the land with 42 acres; and Transport Canada owns 1.5% of the land with 3 acres. The ownership on land, includes the areas noted in Area A (owned by the Toronto Port Authority), Area D (owned by Transport Canada) and Area E (owned by Transport Canada).



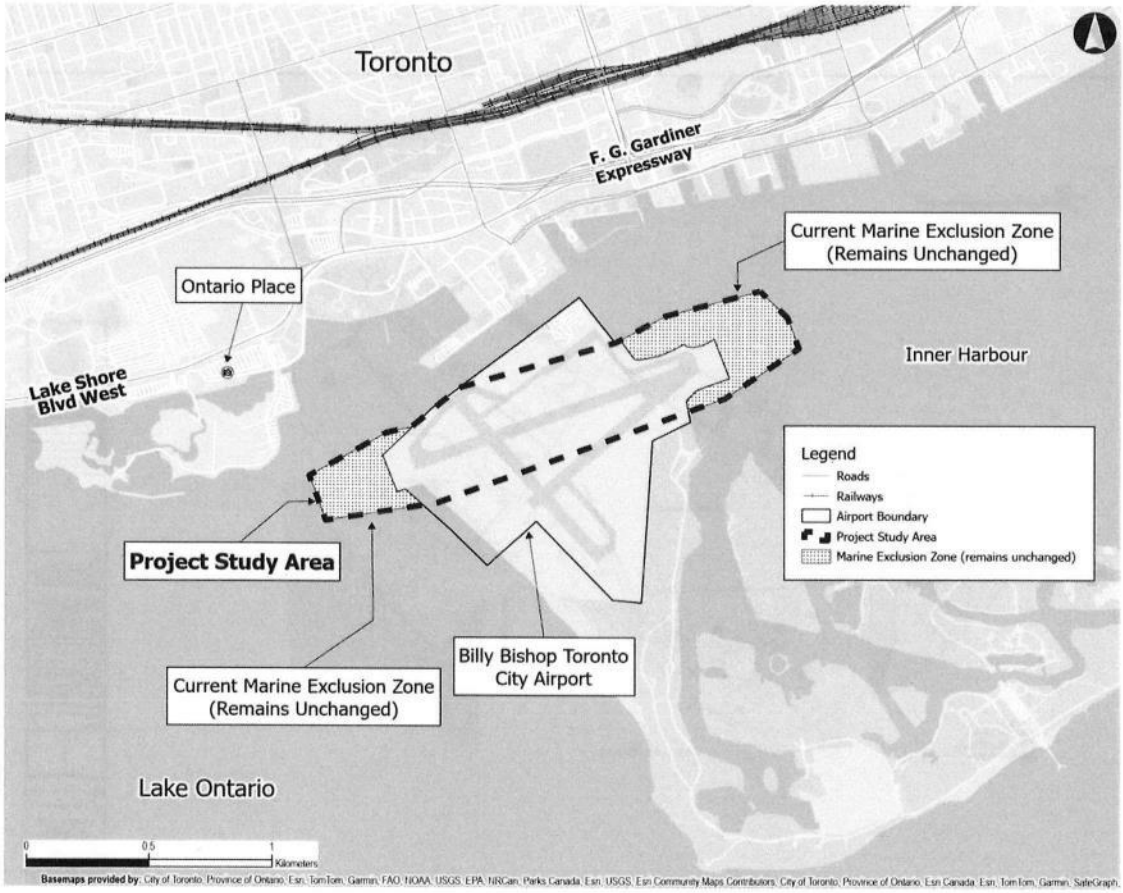
Attachment B – Water Lot Ownership

Billy Bishop Toronto City Airport sits on 210 acres of land on Toronto Island. The Toronto Port Authority owns 78.5% of the land with 165 acres; the City of Toronto owns 20% of the land with 42 acres; and Transport Canada owns 1.5% of the land with 3 acres. The ownership of the lands and water lots includes the area noted in the water lots at each end of the runway (owned by the Toronto Port Authority) depicted in yellow colour.



Attachment C – Project Study Area

The project study area is outlined below and includes the lands and water lot within the Marine Exclusion Zone, which will not be changiJuly 4, 2024



# O5.2 Ministry of the Environment, Conservation, and Parks

**From:** Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
**Sent:** December 18, 2024 2:39 PM
**To:** Angela Homewood <AHomewood@portstoronto.com>
**Cc:** Stephen Denes <SDenes@portstoronto.com>; Heather Dennis <HDennis@portstoronto.com>; Noordhof, Jake (MECP) <jake.noordhof@ontario.ca>; Yousif, Silva (MECP) <Silva.Yousif@ontario.ca>
**Subject:** Runway End Safety Area Project Inquiry

***CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe***

**This Message Is From an External Sender**
This message came from outside your organization.

Dear Angela,

Thank you for your letter dated July 16, 2024 as well as the additional information provided this fall, related to PortsToronto's Runway End Safety Area Project required under new federal government regulations at the Billy Bishop Toronto City Airport.

In your letter you have requested that the Ministry of the Environment, Conservation and Parks (ministry) confirm that the Project does not trigger a provincial environmental assessment under the *Environmental Assessment Act* (EAA).

As the operation and expansion of airports is the federal government's responsibility, the Province of Ontario has no jurisdiction under the EAA and accordingly, there are no requirements under the Act for the proposed Project.

The ministry is aware that PortsToronto is pursuing an environmental study to comply with the City of Toronto's Official Plan policies. However, this study is not being carried out under the requirements of the EAA.

I trust this responds to your inquiry satisfactorily. Should you have any further questions, please do not hesitate to contact myself in this regard.

Yours sincerely,

Solange Desautels l Supervisor Environmental Assessment Services Section l 135 St Clair Ave W, Toronto, ON l phone 416-992-5867

PORTS TORONTO

July 16, 2024

Nick Colella
Manager
Project Coordination Unit
Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West 1st Floor,
Toronto, ON
M4V 1P5

**Re: Billy Bishop Toronto City Airport - Runway End Safety Area (RESA) Project**

Dear Nick,

On behalf of PortsToronto who is the owner and operator of Billy Bishop Toronto City Airport (BBTCA, the Airport), I am sending this letter to you to advise on the Runway End Safety Area (RESA) project and confirm our understanding that this proposal does not trigger the requirements of the provincial *Environmental Assessment Act* (EAA).

PortsToronto is in the process of completing an environmental assessment (EA) to study the effects of the RESA for the main commercial runway, Runway 08/26, to comply with new Canadian Aviation Regulation (CAR) 302.600 requirements in response to safety concerns identified by the Transportation Safety Board of Canada.

**Background:**
PortsToronto has initiated a non-statutory EA to evaluate potential impacts of the RESA project. The EA is being conducted to assist PortsToronto, agencies, Indigenous communities, the public and various stakeholders to understand and review the RESA project which has been mandated by Transport Canada.

At BBTCA, RESAs are proposed to be located at both ends of the main runways and are designated areas of open space designed to reduce damage to aircraft in cases where aircraft overrun the end of a runway or undershoot and land prior to the runway. PortsToronto has contracted Avia NG who completed Runway 08/26 RESA Alternatives Study and are now working on the preliminary design work of the RESA Project.. This study reviewed the feasibility of six (6) RESA alternatives ranging from non-physical compliance methods to optimizing existing land and creating new landmasses with protection breakwater structures. Alternatives were assessed against several factors including commercial traffic operational viability, , ease of implementation, marine navigation, environmental and community effects, permitting, and cost. None of the RESA alternatives will change the existing runway operations, capacity, or the type of aircraft utilizing the runway.

The airport sits on 210 acres of land on Toronto Island. The Toronto Port Authority owns 78.5% of the land with 165 acres; the City of Toronto owns 20% of the land with 42 acres; and Transport Canada owns 1.5% of the land with 3 acres. The ownership of the lands is as follows:

- On land, includes the areas noted in Area A (owned by the Toronto Port Authority), Area D (owned by Transport Canada) and Area E (owned by Transport Canada) which is depicted in Attachment A.
- In the water, includes the area noted in the water lots at each end of the runway (owned by the Toronto Port Authority) which is depicted in Attachment B.

Pre-consultation meetings have occurred PortsToronto and the Impact Assessment Agency of Canada (IAAC). Since PortsToronto owns the water lots around the airport lands, Section 82 (projects on federal lands) is not triggered under PortsToronto' s Letters Patent. The IAAC and Transport Canada have advised that the RESA project is not an activity listed under the Physical Activities Regulation of the Impact Assessment Act. While the RESA project does not trigger a Municipal Class EA process, the City of Toronto's Official Plan mandates an EA for lake filling projects in Lake Ontario to ensure the protection or enhancement of water quality and quantity, as well as terrestrial and aquatic habitat.

**Context:**
The EA will be carried through as a non-statutory process, established through consultation with federal, provincial, and municipal agencies. This process will evaluate potential environmental impacts of various RESA alternatives for Runway 08/26 that will comply with Transport Canada standards for RESAs. For this EA, we have retained a consulting team led by AECOM and supported by SLR Consulting Ltd.

In March 2023, PortsToronto began working group meetings with Transport Canada and City of Toronto to begin discussions on Tripartite Agreement amendments for RESA compliance. In April 2024, a consultation and outreach strategy commenced with the public, stakeholders, and government agencies encouraging involvement in the EA process early on during the scoping phase. The RESA consultation and engagement strategy is inclusive of agency and Indigenous community meetings, community and stakeholder meetings, and public meetings. In addition to public consultation, a project website (www.safecleanquiet.ca) will be available throughout the process for easy access to information and where updates will be posted. A Technical Advisory Committee (TAC) has been established, comprising senior representatives from the City of Toronto, Transport Canada, Toronto and Region Conservation Authority, and PortsToronto in addition to Avia NG, and their geotechnical and coastal engineering subconsultants. Six TAC meetings are scheduled to take place throughout the course of the project which will inform the projects milestone activities and deliverables.

A comprehensive public and stakeholder consultation for the environmental assessment will be undertaken by PortsToronto during the RESA alternatives process which commenced in January and will continue to December 2024.

**Request**
We request a letter from the Environmental Assessment Branch confirming concurrence with our understanding that there is no requirement at the provincial level for PortsToronto to complete an environmental assessment for the RESA Project. To ensure transparency during this environmental assessment process, we would like to post letters that we receive from agencies to our project website.
Should you have any questions or require more detail please do not hesitate to contact Angela Homewood, Project Manager and EA Specialist at (416) 863-2000 or via e-mail at AHomewood@TorontoPort.com.

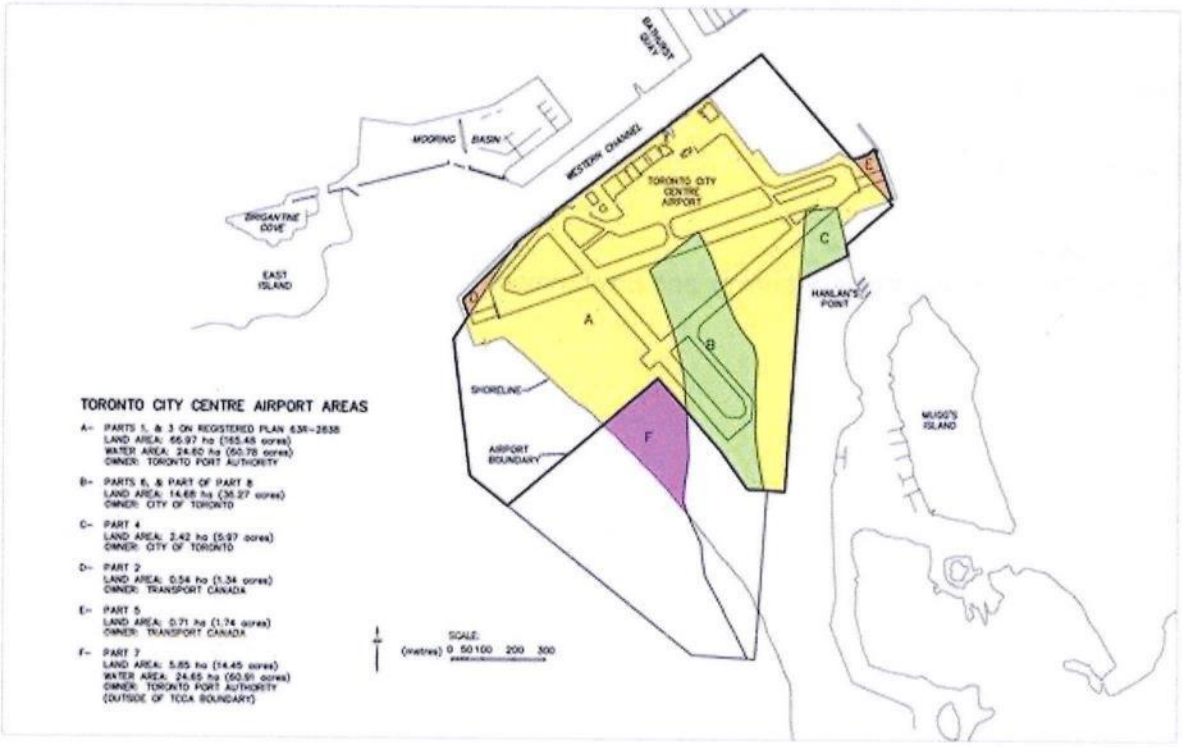
Yours very truly,

Bojan Drakul

Bojan Drakul
Vice President, Infrastructure, Planning, and Environment

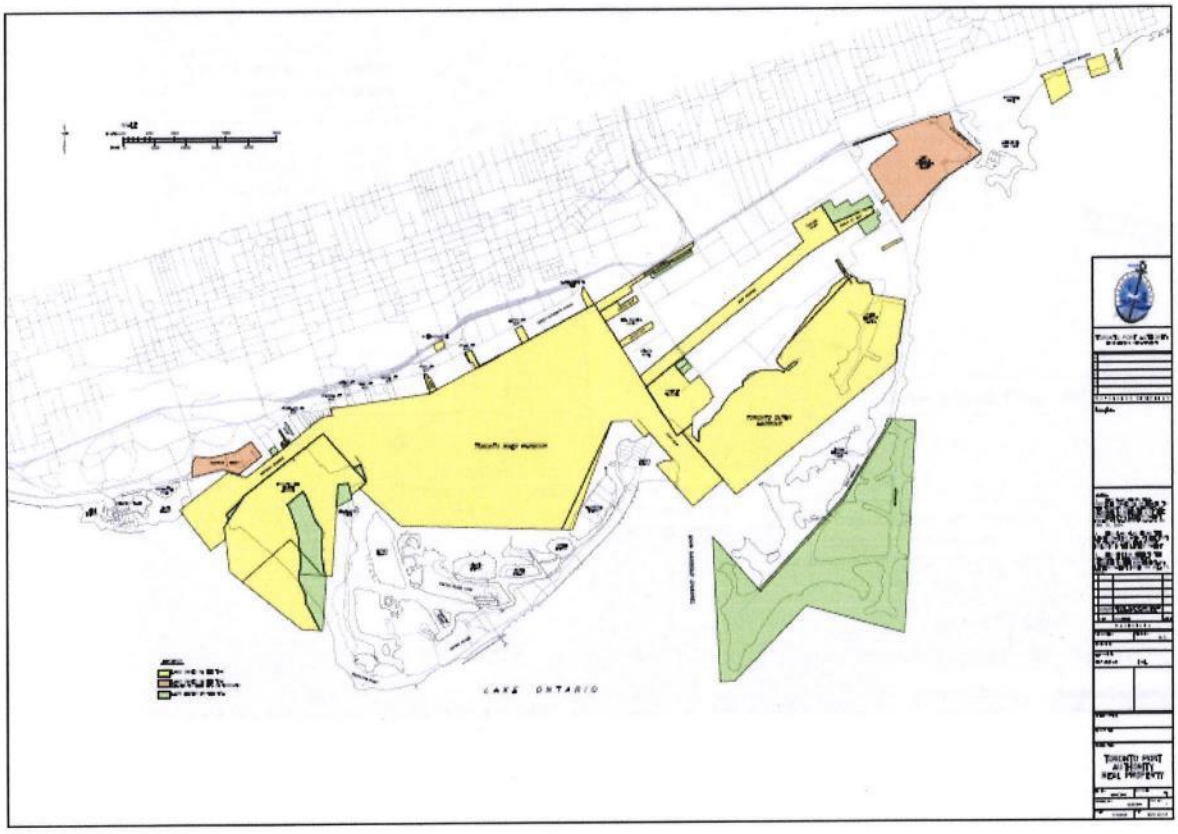
Attachment A – Land Ownership

Billy Bishop Toronto City Airport sits on 210 acres of land on Toronto Island. The Toronto Port Authority owns 78.5% of the land with 165 acres; the City of Toronto owns 20% of the land with 42 acres; and Transport Canada owns 1.5% of the land with 3 acres. The ownership on land, includes the areas noted in Area A (owned by the Toronto Port Authority), Area D (owned by Transport Canada) and Area E (owned by Transport Canada).



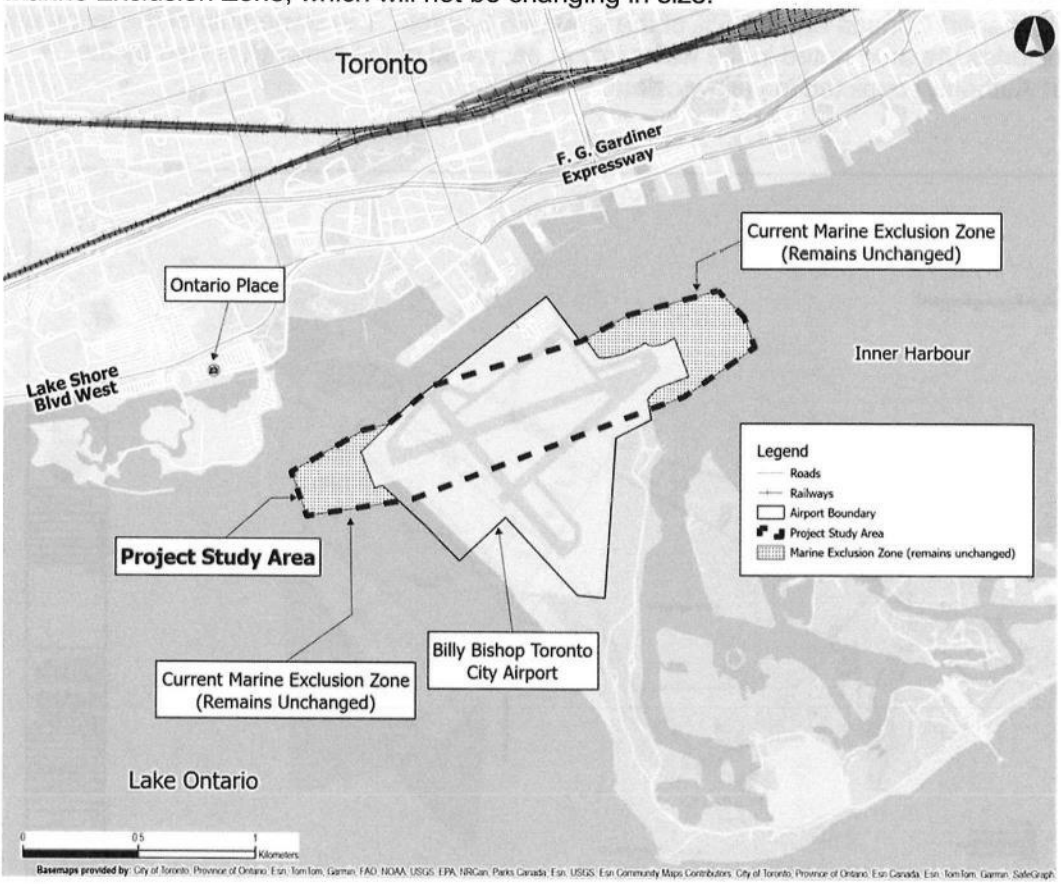
Attachment B – Water Lot Ownership

Billy Bishop Toronto City Airport sits on 210 acres of land on Toronto Island. The Toronto Port Authority owns 78.5% of the land with 165 acres; the City of Toronto owns 20% of the land with 42 acres; and Transport Canada owns 1.5% of the land with 3 acres. The ownership of the lands and water lots includes the area noted in the water lots at each end of the runway (owned by the Toronto Port Authority) depicted in yellow colour.



Attachment C – Project Study Area

The project study area is outlined below and includes the lands and water lot within the Marine Exclusion Zone, which will not be changing in size.



**Rasouli, Saeideh**

**From:** Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>
**Sent:** August 21, 2025 1:43 PM
**To:** McGill, Brian (Kitchener) <Brian.McGill@aecom.com>
**Subject:** RE: Information Gathering Form - Billy Bishop Toronto City Airport

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Brian;

Thank you for the clarification. There does not appear to be American Eel "dwelling places" (rip-rap shorewalls etc..) on the west side, thus we concur with your calculation.

To answer your questions (In CAPS);

- As we do not anticipate American Eel overwintering habitat to be present on the west side of the project, could you please confirm whether a permit under the amended ESA (with associated mitigation and compensation) is required for the proposed works on the west side of the project? THE EAST SIDE CALCULATION IS CORRECT.
    - Associated with this, provided that all other applicable permits and approvals are in place from relevant agencies (e.g., DFO), could in-water works proceed on the west side of the project (i.e., where no overwintering habitat is anticipated) while efforts to finalize a permit for the works on the east side continue (i.e., those works that would be anticipated to impact American Eel overwintering habitat)? PERMISSION FOR THE WEST SIDE OF THE PROJECT IS NOT REQUIRED, THUS, YOU MAY FEEL FREE TO PHAZE THE PROJECT AS YOU WISH. THE PERMIT WILL ONLY ADDRESS THE EAST SIDE.
- Based on our review of the guidance documents attached in your response, it is unclear whether the Avoidance Alternatives Form (AAF) is still required to be submitted under the amended ESA. Could you please confirm whether the requirement for an AAF has been removed? A SEPARATE AAF IS NO LONGER REQUIRED (IT NOW FORMS PART OF THE CPAF).
- Recognizing the recent change to the definition of 'habitat' under the amended ESA, we were wondering if MECP has developed further guidance that can be provided on habitat protections specific to habitat for aquatic Species at Risk in lakes and wetlands? MECP STAFF IS AWAITING FURTHER GUIDANCE WHICH WILL BE PASSED ON, ONCE RECIVED.

Further, MECP Permissions staff cannot offer timelines for review due to file volume and shifting priorities. The faster we have a CPAF package, the faster the project will move through approvals.

Thank you

JJA

**Jeff J. Andersen**
Management Biologist | Permissions Section, Species at Risk Branch
Ministry of the Environment, Conservation & Parks | Ontario Public Service
289-221-1705 | jeff.andersen@ontario.ca

Ontario

*Taking pride in strengthening Ontario, its places and its people*

---

**From:** McGill, Brian (Kitchener) <Brian.McGill@aecom.com>
**Sent:** Monday, August 18, 2025 4:04 PM
**To:** Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>
**Cc:** McRae, Elizabeth (MECP) <elizabeth.mcrae@ontario.ca>; Stephen Denes <SDenes@portstoronto.com>; Angela Homewood <AHomewood@portstoronto.com>; Heather Dennis <HDennis@portstoronto.com>; Bernhard Schropp <Bernhard.Schropp@aviang.ca>; Edward Abreu <Edward.Abreu@aviang.ca>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Gonzalez Toledo, Nelson <Nelson.GonzalezToledo@aecom.com>; Ingriselli, Amy <Amy.Ingriselli@aecom.com>; Fowler, Devon <Devon.Fowler@aecom.com>; Smelt, Brandon <brandon.smelt@aecom.com>
**Subject:** RE: Information Gathering Form - Billy Bishop Toronto City Airport

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Jeff,

Thank you for your email confirming MECP's review of our IGF for the Billy Bishop Toronto City Airport – Runway End Safety Area (RESA) Project.

Based on your response, we understand that a permit will only be required under the amended Endangered Species Act (ESA) due to the anticipated impacts to American Eel overwintering habitat. We are currently preparing this permit application for your review; however, we wanted to clarify that the total area of overwintering habitat for American Eel that is anticipated to be impacted by the works is **18,555 m2**, which is associated with the infilling of nearshore habitat on the east side of the project only. In your email, you referenced an area of 38,452 m2 – to clarify, this represents the total project area (i.e., the combined east and west in-water footprint). As noted in the IGF, our assessment determined that only the east side of the project is likely to contain American Eel overwintering habitat based on physical habitat characteristics, as shown in the figure attached to the IGF and included above (i.e., Figure 4).

Additionally, given the recent changes to the ESA and the evolving nature of the situation, we also wanted to seek clarification on a few related items:

- As we do not anticipate American Eel overwintering habitat to be present on the west side of the project, could you please confirm whether a permit under the amended ESA (with associated mitigation and compensation) is required for the proposed works on the west side of the project?
    - Associated with this, provided that all other applicable permits and approvals are in place from relevant agencies (e.g., DFO), could in-water works proceed on the west side of the project (i.e., where no overwintering habitat is anticipated) while efforts to finalize a permit for the works on the east side continue (i.e., those works that would be anticipated to impact American Eel overwintering habitat)?
- Based on our review of the guidance documents attached in your response, it is unclear whether the Avoidance Alternatives Form (AAF) is still required to be submitted under the amended ESA. Could you please confirm whether the requirement for an AAF has been removed?
- Recognizing the recent change to the definition of 'habitat' under the amended ESA, we were wondering if MECP has developed further guidance that can be provided on habitat protections specific to habitat for aquatic Species at Risk in lakes and wetlands?

We would also like to note that a Request for Review has been submitted to DFO and is currently under site-specific review. In addition, the Project Team, in partnership with the Toronto and Region Conservation Authority (TRCA), is currently utilizing the Habitat Ecosystem Assessment Tool (HEAT) to model potential habitat impacts as a result of the project.

Finally, as noted in our IGF, the implementation of RESAs is a federally mandated safety requirement under the Canadian Aviation Regulations, with a compliance deadline of **July 12, 2027**. The project timeline therefore is governed by federal (Transport Canada) regulatory requirements for public safety. As such, maintaining a strict design and construction schedule is going to be critical for successful project execution, which includes meeting this regulatory requirement . As this is our first opportunity to correspond directly, we wanted to provide a high-level schedule of project milestones for your information:

- 50% Design - **November 2025**
- Design Build Final Design and Permit Approvals - November 2025 – July 2026 (75% Design anticipated by **February 2026**)
- Construction Start / In-Water Work Anticipated to Start – **July 2026**
- Runway End Safety Area (RESA) Transport Canada Regulatory Compliance Work Mandatory Completion – **July 2027**
- Project Substantial Completion – **Fall 2028**

We would appreciate it if MECP could advise on its anticipated timeline for review and approval, as well as any direction that may help guide the review process. If any additional information would be helpful at this stage, please let us know.

Once again, thank you for your review and consideration of our project. We look forward to working with you and your team over the coming months.

Best Regards,
Brian

**Brian McGill,** B.Sc., CAN-CISEC
Senior Environmental Inspector and Aquatic Biologist
Impact Assessment and Permitting, Canada
M +1-519-505-4453
brian.mcgill@aecom.com

---

**From:** Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>
**Sent:** July 24, 2025 8:38 AM
**To:** McGill, Brian (Kitchener) <Brian.McGill@aecom.com>
**Cc:** McRae, Elizabeth (MECP) <elizabeth.mcrae@ontario.ca>
**Subject:** RE: Information Gathering Form - Billy Bishop Toronto City Airport

Brian;

MECP Permissions staff have reviewed the information Gathering Form (IGF) for the above noted project. We offer the following;

1. MECP staff concur that only American Eel and their habitat have the potential to be negatively affected by the project. It is our understanding that 38,452m2 of American Eel overwintering habitat will be permanently removed,

2. As such, a permit is recommended,
3. Please review the attached to make a submission under the amended *Endangered Species Act*.

If you require anything further, please feel free to contact me directly as I am the Management Biologist for the Regions of York and Durham and the City of Toronto.

Thank you

JJA

**Jeff J. Andersen**
Management Biologist | Permissions Section, Species at Risk Branch
Ministry of the Environment, Conservation & Parks | Ontario Public Service
289-221-1705 | jeff.andersen@ontario.ca

Ontario

*Taking pride in strengthening Ontario, its places and its people*

---

**From:** McGill, Brian (Kitchener) <Brian.McGill@aecom.com>
**Sent:** Friday, July 18, 2025 9:58 PM
**To:** Species at Risk (MECP) <SAROntario@ontario.ca>
**Cc:** Stephen Denes <SDenes@portstoronto.com>; Angela Homewood <AHomewood@portstoronto.com>; Heather Dennis <HDennis@portstoronto.com>; Lee Thomas <Lee.Thomas@aviang.ca>; Bernhard.Schropp <Bernhard.Schropp@aviang.ca>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Ingriselli, Amy <Amy.Ingriselli@aecom.com>; Smelt, Brandon <brandon.smelt@aecom.com>; Hropach, Olga <Olga.Hropach@aecom.com>; Fowler, Devon <Devon.Fowler@aecom.com>; Anevich, Megan <megan.anevich@aecom.com>
**Subject:** Information Gathering Form - Billy Bishop Toronto City Airport - Runway End Safety Area (RESA) Implementation for Runway 08/26, Toronto, Ontario
**Importance:** High

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good evening,

Please find attached a completed Information Gathering Form and supplemental information for the Billy Bishop Toronto City Airport – Runway End Safety Area (RESA) Implementation project in Toronto, Ontario. Please note, we encountered formatting issues while populating the fillable PDF version of the form such that the IGF was unreadable. Therefore, we have transferred the contents of the fillable PDF into a separate PDF document and appended the relevant supplementary information.

The Billy Bishop Toronto City Airport (BBTCA) is owned and operated by PortsToronto (the proponent) and is located in the City of Toronto, on the Toronto Islands. The Project is necessary in order to comply with new Canadian Aviation Regulations and is in response to Transport Canada's safety standards for Runway End Safety Areas (RESA). RESA are designated areas of open space at both ends of runways, designed to reduce damage to aircraft in cases where aircraft overrun or undershoot the runway.

The project will involve expanding the landmass at both the east and west ends of Runway 08/26 and will be constructed through the placement of clean, granular fill material within the confines of (i.e., behind) armour stone breakwater revetments. Each breakwater revetment will fully enclose the area of extended landmass on both the east and west ends of the runway and will provide structural stability and shoreline protection for each extension.

Should you have any questions or require additional information, please contact me via this email address or at my mobile number (1-519-505-4453).

Best Regards,
Brian

**Brian McGill,** B.Sc., CAN-CISEC
Senior Environmental Inspector and Aquatic Biologist
Impact Assessment and Permitting, Canada
M +1-519-505-4453
brian.mcgill@aecom.com

VACATION ALERT: July 21 – July 25, 2025 (Inclusive)

**AECOM**
50 Sportsworld Crossing Road
Suite 290, West Entrance
Kitchener, ON N2P 0A4, Canada
T +1-519-650-5313
aecom.com

**Delivering a better world**

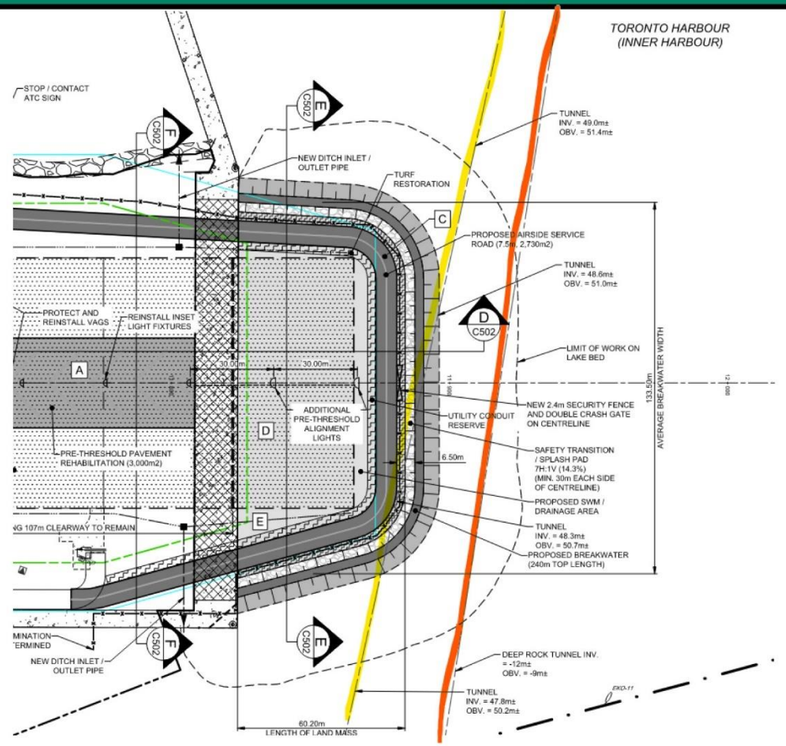
LinkedIn | Twitter | Facebook | Instagram

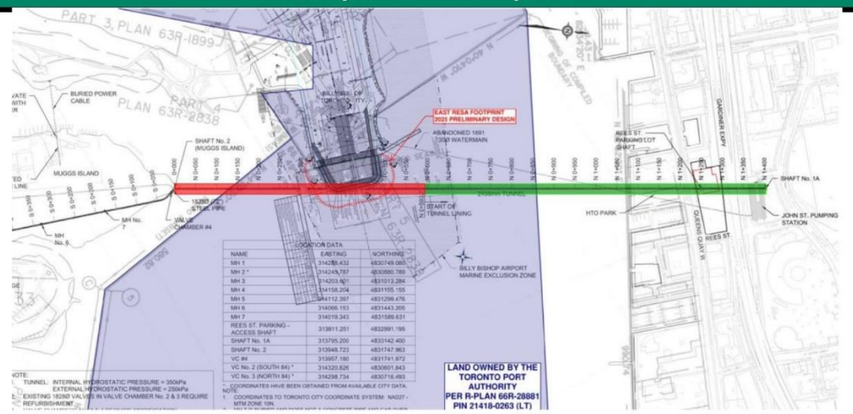


# O5.3 The City of Toronto

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **1** | General Comment | ■ Please add in the EA, a record to reflect the City of Toronto (City) comments re: ultrafine particles and PortsToronto's response (dated May 7 and May 8 respectively). | ■ PortsToronto acknowledges the City of Toronto's correspondence regarding ultrafine particles; and issued a response on May 8, 2025, to clarity the process, regulatory requirements, and ongoing work under its Environmental, Social and Governance program for Billy Bishop Toronto City Airport. As the RESA project does not introduce any changes to air traffic volume, aircraft type, or frequency of flights, it will not affect aircraft emissions compared to existing conditions. Ultrafine particles are typically generated by fuel combustion, including from aircraft as well as non-tailpipe emissions from road vehicles. This EA study focuses on the impact of the RESA, which will not affect aircraft emissions since the runway environment remains unchanged. The RESA is solely being implemented for safety and emergency scenarios and is not expected to alter the airport's capacity or the types of aircraft it handles. PortsToronto is actively working to minimize environmental impacts of the airport, including air pollution. Ultrafine particles is a non-regulated contaminant in Canada and Ontario, while analysis and research in the scientific community is on-going. As a recommendation of the 2024 research work undertaken by the University of Toronto, PortsToronto has undertaken localized air quality analysis to further identify sources of UFP's or other sources of air contaminants. PortsToronto remains committed to continuous improvement with regards to air quality emissions from airport operations, which may impact the local community. |
| **2** | General Comment | ■ We appreciate the ongoing engagement of Toronto Water regarding their infrastructure which is under the proposed east end lakefill/RESA area. While these discussions are productive, clarity is required in writing within the EA on the following matters:<br>– Item 15 of the City comments in Appendix O – further detail required. Please include a point-by-point response to each item listed under Item 15. Specifically:<br>• If a comment has been addressed in the report, please indicate the relevant section number for reference;<br>• If a comment has not been addressed, a detailed explanation or justification should be provided.<br>■ In the sources on page 252 of the Study Report, it is noted that Toronto Water provided comments on the RESA EA in January 2025. Can PortsToronto clarify this source? Toronto Water's final comments on the EA were incorporated into the consolidated City comments document circulated as a table by the Waterfront Secretariat (as provided in Appendix O) and this should be the source (and content) cited.<br>■ There is no commitment to relocating any Toronto Water infrastructure, and there are no such projects in the City's capital plan. Further studies would be required, should this be contemplated in the future. The EA and other documentation related to the RESA project should not imply or indirectly assume that the City has made a commitment or formally expressed a final opinion or preference, in this matter. Please review the entire EA on this matter. Some examples: | ■ Please refer to Section 2.1 below for detailed, point-by-point responses to each item listed under Item 15 of the City comments in Appendix O.<br>■ The source stated on page 252 of the EA Study Report (Section 12, References) refers to Toronto Water's comments on the EA Study Report that were provided as part of the consolidated City comments document circulated as a table by the Waterfront Secretariat (which are also included in Appendix O). This source has been updated to City of Toronto and clarified in the Reference section of the EA Study Report, as recommended.<br>■ The EA Study Report has been reviewed, and the suggested changes have been made in the document. "City infrastructure" and "municipal infrastructure" have been replaced with "other infrastructure" in these instances.<br>■ Section 4.2.6.1: The reference to the City staff's operational concern has been removed. The following paragraph in this section, was suggested in Comment 58 of the City of Toronto Staff Full Comments table (January 21, 2025), located in Appendix O, and was added to the EA Study Report as recommended. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | – Page xii of the executive summary under E5 notes that the RESA 3 'east end landmass allows for an underground utility conduit which supports the burial of…city infrastructure'. As there is no city commitment this could be misunderstood (stakeholders often assume 'city' means City of Toronto). Suggest it say '…underground utility conduit, which could support…' and deleting the words 'city infrastructure' or replacing this with 'other infrastructure'.<br>– Page 7 of the Study Report, section 1.4.1 states 'also considers municipal infrastructure needs…'<br>– Another example on page 96-97 of the Study Report, section 4.2.6.1 which references 'relocating' uses language such as 'which is an ongoing operational concern of City staff.' and then goes on to say, 'Toronto Water is supportive'. | |
| **2.1** | General Comment | ■ Item 15 of the City comments in Appendix O – further detail required. Please include a point-by-point response to each item listed under Item 15. Specifically:<br>– If a comment has been addressed in the report, please indicate the relevant section number for reference;<br>– If a comment has not been addressed, a detailed explanation or justification should be provided. | ■ Note: The City comments received are related to City of Toronto watermain/tunnel infrastructure. The East RESA footprint also overlays a deep-lake water cooling tunnel owned by EnWave. Both of these water tunnels operate as a system and there is an Energy Transfer Agreement (ETA) between the City of Toronto and Enwave that formalizes this relationship. Both water tunnels are considered in the EA Study Report and, where applicable, responses address both systems.<br>**Identification of the Watermain**<br>■ **The report states: "During the preliminary design phase, utility locates were conducted to map the utilities within the Project Study Area." However, there is no mention of the 2400mm transmission watermain, despite its location within the study area. Given its critical role and the challenges associated with repairs, the watermain must be explicitly identified in the report, supported by a figure and relevant details.**<br>■ **Include a figure showing the relative positions of the proposed breakwater, sheet piles, dock walls, and other structures in relation to the watermain.**<br>■ Both the Toronto Water and Enwave deep cross harbour water tunnels are recognized by the EA and in the Preliminary Design Report that was prepared for the RESA project. The following image captures the known information at the time of completing the Preliminary Design Report in the spring of 2025 (Yellow=Toronto Water 2400mm arch originally tunnel built in the early 1900's, Orange – Enwave Deep Lake Water Cooling tunnel commissioned in 2024). |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | | <br>■ Ongoing due diligence and follow-up coordination as committed to by PortsToronto with Toronto Water and Enwave has advanced the technical understanding of the tunnel conditions and engineering-related constraints and limitations. Further details have emerged related to the Toronto Water cross harbour water tunnel that confirmed the 2020/2021 rehabilitation methodology completed in March 2021 by the City of Toronto (Consultants: RV Anderson/Stantec, Contractor: McNally Construction) was a steel liner terminating just inside the northern limits of the Marine Exclusion Zone. The condition of the balance of the tunnel was further identified less deteriorated compared to the rehabilitated section. See image below for as-built limits of work in 2021 (Green represents limit of 2020/2021 rehabilitation): |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | | <br>■ The EnWave deep lake water cooling tunnel was recently built and commissioned in 2024 using modern engineering and construction techniques. The EnWave water tunnel is located substantially lower than the Toronto Water tunnel and is constructed in bedrock. EnWave will be part of any consultations with Toronto Water given the inter-connectivity of the tunnel systems and the agreements between the City of Toronto and Enwave.<br>■ **The report mentions: "Toronto Water is seeking to relocate the lines to avoid crossing under the runways, eliminating the need for costly and complex tunneling." It is unclear whether this includes the transmission line. Clarification on this point is needed.**<br>■ This point does not refer to Toronto Cross Harbour tunnel. There is no intent to reroute this tunnel. This point relates to other piped infrastructure (including the 400 mm High-Density Polyethylene watermain and two ductile iron sanitary forcemains, one 200 mm and another 300 mm, crossing the airport's runways; as outlined in Section 5.2.1.2 of the EA Study Report) and specifically sanitary infrastructure (as advised by City of Toronto Comments on the Draft EA Study Report and noted in Section 4.2.6.1 EA Study Report ) that currently traverse the airfield from north to south. Rerouting of these piped infrastructures was explored as part of RESA 3 alternative which could accommodate such relocation. However, following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1 which has no net effect in relation to utility infrastructure improvements.<br>**Risk Assessment**<br>■ **The EA report should assess potential impacts on the watermain during and after construction, particularly from the runway extension.** |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | | ■ Risk assessment will be completed and requires the engagement of the successful Design Builder since their design and construction methodology will be essential inputs into the risk assessment process. Furthermore, the risk assessment must also include the utility owners, namely Toronto Water and Enwave.<br>■ Based on the less deteriorated condition of the unrehabilitated Toronto Water cross harbour tunnel that falls below the East RESA, damage risks during and post-construction remain significant due to the potential change in weight of the new landmass/breakwater structure. The final risk assessment and mitigation strategies will require a collaborative approach between all parties including PortsToronto and Utility owners (Toronto Water and Enwave). Risk mitigations strategies may include pre-post monitoring and/or selective strengthening of the tunnel affected by the East RESA work.<br>■ PortsToronto will also engage a qualified tunnel and municipal water engineering subject matter expert with experience on Toronto Water infrastructure to support their review of the risks and mitigations related to the proposed project and existing cross harbour tunnels.<br>■ **Conduct a risk assessment for construction-related impacts, detailing contingency measures to address any damage or disruptions.**<br>– **Evaluate critical factors such as:**<br>• **Loading: Ensure construction loads are within acceptable limits for the bedrock and watermain.**<br>• **Dredging: Assess impacts on surrounding soil stability and the watermain.**<br>• **Vibration: Establish vibration thresholds and assess risks to the watermain from activities such as pile driving.**<br>• **Structural Disturbances: Address potential effects of sheet pile installation on the watermain.**<br>■ Loading: To date, PortsToronto has consulted with Toronto Water and Enwave to develop a construction monitoring program using remotely operated vehicles. These specifications have been incorporated into the Design Builder requirements. In addition, PortsToronto has completed detailed finite element analysis to assess the change in loading conditions at the two tunnels and have shared this information as requested with the utility owners. PortsToronto has also completed additional analysis to demonstrate that the rehabilitation method used on the 2020/2021 rehabilitated portion of the Toronto Water cross harbour tunnel would support the new weight and loads from the East RESA project. The rehabilitation design section involved the installation of a 25mm thick, ~2.1m diameter steel pipe embedded in a grout surround. However, there is no reliable means to model the unrehabilitated section of the 100-year-old tunnel section. As such, it can only be assumed that the RESA project would |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | | result in a high risk of failure during or after construction without some level of rehabilitation of the tunnel.<br>■ Dredging: The RESA project does not include any dredging.<br>■ Vibration, and Structural Disturbance: The RESA project involves no sheet piling and therefore no associated vibration.<br>■ Given the poor condition of the unrehabilitated section of the tunnel, including the section within the RESA footprint, it must be rehabilitated to mitigate any risks associated with the East RESA construction (i.e. approximately 250-300m).<br>■ As a result, PortsToronto will seek to work closely with the utility owners to develop a parallel construction/rehabilitation plan to address the tunnel within the RESA footprint as part of the project. These efforts will also be guided by easement rights and obligations by all parties. These efforts will be initiated prior to the selection of the preferred Design Builder and will continue once the Design Builder is engaged to incorporate their design and expertise in the design and construction process. PortsToronto will also engage a qualified tunnel and municipal water engineering subject matter expert with experience on Toronto Water infrastructure to support their review of the risks and mitigations related to the proposed project and existing cross harbour tunnels and for design services for its rehabilitation.<br>**Commitments to Future Works**<br>■ **Utility Location and Geotechnical Assessment:**<br>– **Conduct utility location assessments during the detailed design phase.**<br>– **Perform a geotechnical evaluation of the bedrock and surrounding soil to confirm their capacity to support proposed construction without impacting the watermain.**<br>■ The preferred Design-Builder will be required to conduct utility locates prior to any construction activities in accordance with the project and regulatory requirements. This will occur as part of their design obligations under the Design-Builder contract.<br>■ Additional geotechnical assessments were completed using finite element analysis to assess load changes at both tunnels under existing and potential rehabilitated conditions. This information confirmed the need to rehabilitate the portion of the Toronto Water tunnel within the limits of the RESA. Additional finite element modelling will be required by the Design Builder based on their design, and it is recommended that this modelling be validated through third-party review by another qualified tunnel engineering expert. Analysis completed by PortsToronto technical advisors suggests that the same rehabilitation methodology used in 2020/2021 would satisfy the loading impacts of the new RESA. PortsToronto will also engage a qualified tunnel and municipal water engineering subject matter expert with experience on Toronto Water infrastructure to support their review of the risks and mitigations related to the proposed project and existing cross harbour tunnels.<br>**Design Compliance:** |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | | ■ **Confirm that construction activities comply with applicable design and safety standards, including minimum clearance requirements, vibration thresholds, and load limits for critical infrastructure.**<br>■ The preferred Design-Builder will be obligated to comply with these requirements, and their work will be coordinated with PortsToronto's qualified tunnel and municipal water engineering subject matter experts who will be responsible for any design for rehabilitation work associated with the existing cross harbour tunnels.<br>**Monitoring Plan:**<br>■ **Develop a comprehensive monitoring plan for the watermain during construction and extend this monitoring to cover long-term impacts.**<br>■ **Monitoring should include periodic assessments of the watermain's structural integrity, load distribution on the bedrock, and any signs of stress, movement, or settlement.**<br>■ **Define thresholds for acceptable impacts and establish protocols for mitigation if these thresholds are exceeded.**<br>■ A Toronto Water Tunnel and EnWave Tunnel monitoring plan has been developed in consultation with Toronto Water and Enwave and will be incorporated into the Design Builder requirements. Final comments were received from Toronto Water at the end of August 2025 with additional requirements which will be incorporated into the final plan. The final monitoring requirements will be incorporated and shared with the Design Builder upon award of the construction contract. These requirements will also ensure Toronto Water and Enwave are included in future coordination and execution of the work.<br>**Emergency Response Plan:**<br>■ **Prepare an emergency response plan to address potential watermain damage scenarios. This should include:**<br>• **Immediate repair protocols.**<br>• **Water supply rerouting strategies.**<br>• **Communication and coordination protocols.**<br>■ Given the age and less deteriorated condition of the Toronto Water tunnel, rehabilitation of the section within the proposed East RESA is required to mitigate the risks. Emergency planning in this case would focus on developing an appropriate plan of construction similar to that used in the 2020/2021 rehabilitation program where the tunnel was drained and accessed for construction during a specific period of the year i.e. December through April. During this period both Enwave and City of Toronto domestic water needs were supplied using other systems. Similar arrangements would be put in place for any tunnel rehabilitation program and require input and approvals from Toronto Water and Enwave. Communication and coordination would be similar to the Toronto Water 2020/2021 rehabilitation project.<br>**Coordination with Toronto Water:** |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | | ■ **Ensure Toronto Water is actively involved in reviewing and approving all stages of design and construction to minimize risks to the watermain. If the consultant determines that certain requirements may not be applicable to this project, a detailed justification should be provided to support this determination.**<br>■ Coordination has been ongoing since August 2024. Detailed technical discussions with Toronto Water and Enwave were initiated in June 2025 as part of recommendations from the Preliminary Design Report and to advance information exchange in parallel with the Design Build Request For Proposal process. These consultations and coordination meeting are intended to continue and to include the Design Builder once selected and remain active throughout the RESA project. A final work plan will be developed collaboratively and with the support and approval of the City of Toronto, Toronto Water, Enwave and PortsToronto.<br>■ PortsToronto will also engage a qualified tunnel and municipal water engineering subject matter expert with experience on Toronto Water infrastructure to support their review of the risks and mitigations related to the proposed project and existing cross harbour tunnels and for any design services related to rehabilitation options of the tunnel affected by the East RESA.<br>■ Toronto Water has also indicated that alterations to the tunnel must meet Safe Drinking Water objectives (NSF61 for water contact), w/watertight membrane, structurally sound and not create hydraulic (gravity flow/low C-factor) limitations to maximum design flows. |
| **3** | Executive Summary – E5. Preferred Alternative | ■ Section E5 of the executive summary, page xii continues to read as if RESA 3 will be constructed. | ■ The following text has been added and refined to clarify that the construction will proceed for RESA 1:<br>– Following discussions among all signatories to the Tripartite Agreement (PortsToronto, Transport Canada and City of Toronto), and further to Toronto City Council's approval of RESA 1, PortsToronto will proceed with the implementation of RESA 1. Construction of RESA 1 could commence as early as 2026 with final Project close-out by Spring 2028. The required RESA landmass would be constructed by the compliance deadline of July 12, 2027, with remaining ancillary work continuing into early 2028. All construction activities are anticipated to occur during nighttime (11:00 pm to 6:45 am). |
| **4** | General Comment | ■ Separately, in order to avoid confusion, it is recommended that PortsToronto clarify on appropriate websites that implementation is underway for RESA 1. | ■ The decision to proceed with RESA Option 1 has been communicated through multiple channels. The following links provide public communications issued by PortsToronto regarding implementation of RESA 1:<br>– https://media.portstoronto.com/amended-tripartite-agreement-completed-enabling-resa-compliance-at-billy-bishop-toronto-city-airport/<br>– https://www.portstoronto.com/wp-content/uploads/RESA-Tripartite-Amending-Agreement-January-28-2025.pdf<br>– https://www.portstoronto.com/media-room/community-notices/portstoronto-releases-draft-of-billy-bishop-toronto-city-airport-resa-environmental-assessment/ |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | | ■ PortsToronto will continue to share relevant updates through appropriate public platforms including the Project Website to ensure clarity regarding project implementation. |
| **5** | Evaluation of Alternatives - Section 4.2.6.1.1 | ■ Page 98 of the Study Report, section 4.2.6.1.1 notes that 3,700 round trips were 'City of Toronto' service vehicles. I believe these are all vehicles (including TRCA, contractors etc.). | ■ The text was revised as follows: "In 2023 alone, service vehicles (including City of Toronto, Toronto and Region Conservation Authority, and contractor vehicles) crossed the main runway over 3,700 round trips, which poses significant operational and safety risks." |
| **6** | General Comment | ■ A commitment to enhancement, restoration or compensation is provided in the EA Study report and appendices to 'match' the areas impacted. City staff strongly encourage and look forward to working with the project team on identifying, assessing and moving opportunities to meet this commitment. To the extent possible, a net ecological gain proportionate to the corresponding area of impact for RESA should be the objective as a component of mitigation through the detailed design stage of this project. | ■ Comment noted. |
| **7** | General Comment | ■ City staff appreciate the preliminary assessment of construction related impacts throughout the Study Report and its appendices, including the added references to the required Construction and Traffic Management plans. We look forward to working with the project team on these plans. These plans should be informed not only by the City, but also through direct engagement with the local community which will be impacted by construction activities. | ■ Comment noted. The Construction and Traffic Management Plans will be developed during detailed design, in consultation with the City, relevant agencies and stakeholders, and to the satisfaction of the City, acting reasonably. These plans will be shared with the communities in advance of the construction, and will be updated when required. This has been incorporated as a commitment in the EA Study Report. |
| **8** | General Comment | ■ Members of the community have raised that the comment period should be extended to allow them to adequately review the EA. | ■ The 30-day public review period, held from June 9 to July 7, 2025, followed a standard review timeline for EA practice. While an extension to the review period will not be granted due to the Project's tight timeline to meet regulatory compliance, members of the community are encouraged to submit any outstanding questions or comments through the community input mechanism available on the project website at www.safecleanquiet.ca. PortsToronto remains committed to listening to community input as the project moves forward. |

**City of Toronto Staff Full Comments**
**January 21, 2025**
**RESA Draft Environmental Assessment, circulated on January 10, 2025**

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| 1 | General Comment | ■ References to the City's Official Plan and essential public works – Discussion about the 'essential public works' test should be focused on the facts; that these policies exist in the City's official plan and that it is something that needs to be considered. The language in the EA (particularly the introduction, planning context and existing conditions) outlines that RESA options 2 and 3 are essential public works which is premature at this time, as a separate process is ongoing. Some of the tables recognize this, but it is not consistently in the document. Simply put, the EA is not the place to make the case for essential public works status.<br>■ Similarly, references OPAs only focus on site and area specific policy 194 – a reader of the EA may presume that the airport's boundaries in site and area specific policy 194 is the only aspect that would trigger an official plan amendment. | ■ The reference to essential public works has been revised in relevant sections (Executive Summary, Section 6 (Effects Assessment), and Section 9 (Policy Analysis) to clarify that RESA 1 meets the conditions of being an essential public work (per City of Toronto correspondence, June 2024), which is a City of Toronto policy requirement for lakefilling in Lake Ontario and development in Parks and Natural Areas.<br>■ Section 2.3 was revised to include all City of Toronto Official Plan policies that are relevant to the RESA. |
| 2 | General Comment | ■ Neutral tone/language – Generally, the introduction, planning context and existing conditions sections show a bias towards RESA Option 3. The first part of the EA should present all conditions, options and attributes in a neutral, fact-based manner. Please review for balance. Biases include the following examples:<br>– Scope and breadth of content – particularly in the existing environmental conditions section, but also in others, the text is longer for certain matters (i.e. economic development) and is minimal for others (i.e. non-use values). This may bias the reader regarding the impacts which are presented later in the document.<br>– Evidence used – The EA references the city's public consultation when talking about the Economic Development aspects, but does not reference the City consultation in other areas where the public raised concerns.<br>– Planning context - Provincial Planning Statement is referenced when discussing uses near to airports. However, since the PPS 2024 needs to be read as a cohesive whole, the document should also consider Chapter 4 Natural Heritage that requires that natural features and the long term ecological function and biodiversity of natural heritage systems are maintained and enhanced.<br>– In section 1 purpose and need, the text says that some options will have a positive impact on environment ("depending on the selected alternative, the Project will provide environmental and community benefits"). This presents a bias early on that one option is better than the others before they are evaluated. All options will to different degrees also create noise, air quality, and habitat impacts.<br>– Existing conditions, economy and tourism: the section references interviews and anecdotes which are not representative or quantifiable data regarding this issue. Suggest reviewing.<br>– Table 1-1, terrestrial ecosystems line: use of 'proposed RESA footprint'. This language should be revised. Please use the definition provided in the natural environment report. Referencing the 'proposed RESA' footprint indicates bias before the assessment has been completed as it was used to define the study area. | ■ The introduction, planning context, and existing conditions sections were reviewed and revised as follows:<br>– Removed any references to RESA 3 that could have been perceived as bias to this alternative.<br>– Scope and breadth of content: While there may be some variation in word count between the descriptions of existing conditions for various environmental components, the components and their values were given consistent consideration when comparing potential effects, mitigations, net effects, and balance of impacts.<br>– Evidence used: Revised to add references to various city public consultations, and show more comments and therefore diversity of perspectives.<br>– Planning context: Section 2.1.1 of the Environmental Assessment Study Report has been revised to outline the Provincial Policy Statement 2024 requirements on the protection of natural heritage features.<br>– Section 1 Purpose and Need: Revised for further clarity and neutrality.<br>– Existing conditions: Economy and Tourism: The gap analysis results indicated that the existing economic studies offer comprehensive data on economic impacts. It was identified that these studies would effectively support the economic assessment and are relevant for estimating the economic value of the Billy Bishop Toronto City Airport, with no further quantitative research required. Methodology/analysis was designed to be qualitative, reflecting interviews from relevant stakeholders, not a re-do of quantitative reports previously published. The socio-economic existing conditions included a summary of previous studies (including the previous 2017 Environmental Assessment study, technical studies, etc.) and qualitative inputs gathered through recent interviews and public consultation feedback. However, to address the comment and increase understanding for the reader, AECOM revised this section in the Environmental Assessment Study Report to place greater emphasis on the findings of these previously completed quantitative studies, and present the recent interview inputs as supplementary, qualitative evidence.<br>– We have augmented the summary in the Environmental Assessment Study Report and Socio-Economic Assessment Report (Appendix H) to reflect that there are other perspectives, including those known from other public engagements done by Waterfront Toronto and the City of Toronto, showing support for industrial activities to continue along the Ports, for new industries (like film) to come in, for more tourism attractions to be developed, and those who would prefer the airport revert to parkland as its most valuable use of space etc.<br>– Table 1-1: Removed 'proposed RESA footprint' and used definition in the Natural Heritage Effects Assessment Report (Appendix B). |

**City of Toronto Staff Full Comments**
**January 21, 2025**
**RESA Draft Environmental Assessment, circulated on January 10, 2025**

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **3** | General Comment | ■ Policy Context and Consideration of the City's Official Plan Policies – As outlined in the City staff report and as noted to PortsToronto staff a number of policies are relevant to Billy Bishop Toronto City Airport. The draft EA references some of these policies, however as written, a reader would assume that these are the only policies that exist. The EA should at a minimum note the breadth of policies which may apply. For example, for natural Environment Policies - The EA states that all alternatives incorporate the policy direction of the City's OP, but it only speaks to 3.4.17 (lakefilling) and 3.4.14 (ESAs). It does not consider any of the other relevant policies in section 3.4, including the general policies (e.g., 3.4.1), the NHS policies (3.4.11 and 3.4.13) or provincially significant natural feature policies (3.4.15). | ■ Section 2.3 and Table 9-1 were revised to include the broader range of policies in the City of Toronto Official Plan that are relevant to the RESA Project. |
| **4** | General Comment | ■ Focus on RESA 3, including in the effects assessment – The EA needs to clearly speak about the impacts of other RESA options. In the effects assessment, for example, it should outline how the effects change if you move to RESA 1 or 2 (up, down, neutral). This is done to an extent with the environmental impacts, but should be consistent for all effects. | ■ Chapter 6 of the Environmental Assessment Study Report has been updated to include the detailed effects assessment for RESA 1 and RESA 2, in addition to the existing focus on RESA 3. This update highlights that RESA 2 and RESA 3 build upon RESA 1. |
| **5** | General Comment | ■ Incremental nature of the work – the descriptions of the RESA options in section four note that RESA 2 and RESA 3 'build' on RESA 1. Re-iterating this concept, that the larger options are incremental to the first option, through the document will help the reader understand why there are differences between the impacts/effects of each option. | ■ Chapter 6 of the Environmental Assessment Study Report has been updated to include the detailed effects assessment for RESA 1 and RESA 2, in addition to the existing focus on RESA 3. This update highlights that RESA 2 and RESA 3 build upon RESA 1. |
| **6** | General Comment | ■ Evaluation criteria – the EA document should be clear throughout that the evaluation criteria was weighted equally. Further, the language as its currently written implies that this weighting was 'approved' by the technical advisory committee and other parties. It is important that the public understands how the proponent made its decision on the preferred option. | ■ While no quantitative weighting system was applied, the evaluation of each alternative was conducted using the reasoned argument method which is a transparent, qualitative approach to evaluate the alternatives. This method considers the impacts and benefits on the natural, social, economic, and cultural environments, as well as project infrastructure and cost. It also takes into account the specific project context to ensure alignment with the project needs and objectives (specific to this Project: compliance with aviation regulations; safety enhancement, and operation efficiency). It also incorporates stakeholder input (specific to this Project: concerns related to lakefilling, noise and air quality impacts, protection of Hanlan's Point Beach, etc.). The method considers how mitigation measures, compensation strategies, and enhancement opportunities influence the overall evaluation. Residual effects—those that remain after applying these measures—are a key component of the assessment, helping to inform and justify the final decision. The method uses a defensible reasoning to support informed and balanced decision-making. The approach involves a structured discussion that balances trade-offs and provides a clear rationale for why one option is preferred over others.<br>■ We have revised 4.2.5, 4.2.6 and 4.2.7 in the Environmental Assessment Study Report to clarify the process for evaluating alternatives and selecting the preferred alternative. |
| **7** | General Comment | ■ Current facts – Please review. For example, the draft EA uses population projections from a number of years ago, and only for public lands in the East Bayfront community. The port lands alone are now projected to accommodate approx. 22,000 units (approx. 40,000 people). | ■ Population data are primarily from Statistics Canada and additional information from City of Toronto planning studies was also provided (Central Waterfront Secondary Plan, 2023; Development Pipeline, 2023; Advancing Waterfront East Light Rail Transit, 2023; East Harbour Transit Oriented Communities Proposal: Conclusion of Negotiations and Draft Plan of Subdivision and Approach to Next Stage, 2024) to show potential future population increases. |
| **8** | General Comment | ■ Crossings of the runway by vehicles – as previously noted, the EA should note that runway crossings are done by multiple users not just vehicles owned/operated by the City of Toronto. Many utilities, contractors, and service vehicles are on the island not for the City, but for other entities like TRCA, TDSB, or to serve private businesses on the island. | ■ Sections 3.4.1 and 4.2.1.7 of the Environmental Assessment Study Report have been revised to provide clarity on the range of vehicles crossing the runway to access the islands. |

**City of Toronto Staff Full Comments**
**January 21, 2025**
**RESA Draft Environmental Assessment, circulated on January 10, 2025**

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **9** | General Comment | ■ References to City Council decision – when referencing City Council decision (including in section 9) please copy/paste language. This is in order to avoid mis-interpreting the decision. | ■ Section 9.1 has been revised to include a direct reference to the City Council's decision, and an update on amendment of the agreement. |
| **10** | General Comment | ■ The natural environment technical report (an appendix to the EA) is relatively well prepared with regard of description of technical information. The EA provides summary information / key highlights from technical disciplines. The natural environment sections do not appropriately represent key outcomes and/or the information as it was intended to be used. Comments are provided in those sections re: deficiencies / inaccuracies.<br>■ Overall, the information presented through the EA provides information on the driver and need for RESA to meet legislated safety requirements. The EA (and associated natural environment technical report) provide sufficient information to support RESA 1 from a natural environment perspective. This alternative minimizes impacts to the natural environment (protects & minimizes impacts) and through compensation / offsetting / enhancement, City of Toronto policies can be met. It is not clear, at this time, that RESA 3 meets the City of Toronto natural environment policies. It has the greatest negative effect of the alternatives (i.e., does not minimize or protect) and there is insufficient information to demonstrate how enhancement would be met within this alternative.<br>■ The impact assessment / assessment of alternatives does not adequately reflect the relative difference between the RESA alternatives. There is a substantial difference between the alternatives that is downplayed or not clearly articulated. This is important to note as the differences are an order of magnitude different for sensitive / significant habitats that occur and will be affected.<br>■ There is reference to the terrestrial areas as 'already impacted' or 'disturbed' by the airport through the assessment of impacts and alternatives. Through the net effects assessment, comments seem to indicate that functions are not affected and will remain. These two types of statements seem to contradict and are presented in a way that supports the desired purpose of the section in which it occurs.<br>■ There is little to no consideration given to the effect the new edge would have on the retained areas of communities and habitats.<br>■ The net effects assessment relies on offsetting or compensation as a key measure to create a 'no' or 'limited' negative effect outcome. There is a disconnect between the assumption of activities to occur in this assessment and the commitments set out for the EA (Commitments to Future Work section of the EA). | ■ The Environmental Assessment Study Report has been updated to appropriately represent key outcomes of the Natural Heritage Effects Assessment Report (Appendix B).<br>■ Tables 6-1 to 6-4 in Natural Heritage Effects Assessment Report (Appendix B), and the Environmental Assessment Study Report have been updated to include consideration of effects and identification of compensation and/or enhancement measures for each of the three RESA alternatives. The relative differences between each of the three RESA alternatives are also further discussed in these tables. The relative differences in impact to sensitive / significant habitats has been addressed. Clarity has been added to demonstrate that given proposed compensation / enhancement measures, all alternatives can meet the City of Toronto natural environment policies.<br>■ In reference to areas "already impacted / disturbed", this has been limited to Section 5.1 in Natural Heritage Effects Assessment(Appendix B), Existing Effects. The net effects assessment has been updated to address relative impacts of each of the three alternatives, including overall impact to ecological function and how with mitigation measures, ecological form and function of natural heritage features can be maintained for all three RESA alternatives.<br>■ Consideration to edge effects has been included in Section 6 Natural Heritage Effects Assessment Report (Appendix B), and is included throughout Tables 6-1 and 6-2 for all three RESA alternatives.<br>■ Table 11.1 (Commitments Table) has been updated to include specific commitments related to offsetting and compensation of impacted natural areas. |
| **11** | Executive Summary | ■ Next steps – The executive summary can re-iterate what is in the next steps section; namely, that a decision needs to be made by the parties on the permitted changes to the Tripartite Agreement which has other considerations beyond the Environmental Assessment. For clarity, the following should be added to the top at the executive summary:<br>– As the owner and operator of Billy Bishop Toronto City Airport, PortsToronto requires two key amendments to the Tripartite Agreement:<br>– Extending the landmass to accommodate RESA; and,<br>– Extending the agreement's term to secure financing for this major capital Project.<br>■ City Council approved adding up to 12 years to the agreement, extending the airport lease to 2045, and endorsed the proposed landmass extension for RESA 1. PortsToronto will now collaborate with City staff and Transport Canada to finalize a plan and lease extension for RESA implementation based on the Council's terms. | ■ The Executive Summary (E11. Next Steps and Commitments for Future Work) has been updated to re-iterate the next steps for the Tripartite Agreement. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **12** | General Comment | ■ New information was outlined in a report released by the City in December 2024. Toronto's Current and Future Climate Report looks at how Toronto's climate has changed and what future climate conditions could look like for two possible emissions scenarios. Please review to ensure that the information being used by the consultant is aligned. | ■ A detailed gap analysis of Toronto's Current and Future Climate Report and the climate data developed for the Climate Change Vulnerability Assessment has been conducted and differences and similarities have been determined. Key differences between the climate data at Billy Bishop Toronto City Airport (developed specifically for the RESA Climate Change Vulnerability Assessment) and in downtown Toronto (developed by Lam et al., 2024) include:<br>– Divergent historical periods.<br>– Different meteorological stations.<br>– Alternative definitions of climate indicators.<br>– Distinct impacts of Lake Ontario and urban heat island at the different locations.<br>These differences lead to an overall warmer and wetter climate at the downtown location used in Lam et al. (2024) compared to the climate at Billy Bishop Toronto City Airport. To homogenise the climate data used for projects in Toronto, the RESA Climate Change Assessment Memorandum (Appendix P) has been updated to incorporate the climate data provided in Toronto's Current and Future Climate report. |
| **13** | General Comment | ■ There are some inconsistencies in document so suggest a broad review and cross reference of the different sections. For example in stormwater runoff it says there is potential for contaminated runoff and then later says its not an impact. | ■ We have conducted a broad review and cross-referenced the relevant sections to ensure consistency throughout the document. With regards to the potential for contaminated runoff, it is related to the existing nature of the site. The implementation of the RESA will not result in any potential effects, and therefore, no additional impact is expected. |
| **14** | Existing Conditions - 3.2.7 Traffic and Transportation | ■ Although this EA does not anticipate impacts to mobility on the land-side, the use of 2016 data will come with public critique. In addition to the data, the framing should be modified to note that a future, robust, mobility study is to come as part of future work (i.e. Airport Master Plan). A lot has changed since 2016, including the tunnel, general travel patterns, increased use of non-private auto modes, shuttle service, and the use of ride hailing services. | ■ The following text has been added to Section 3.2.7.1 for clarification: Since the data from the previous studies were deemed sufficient for this Project, no new traffic data were collected or deemed necessary to evaluate the potential impacts of the RESA on the surrounding transportation network and road users. It is anticipated that a comprehensive transportation and mobility program will be undertaken as part of future works in the immediate area, including the Airport Comprehensive Plan, as well as during the detailed design stage of this Project for the purpose of assessing temporary traffic conditions during construction works. The transportation and mobility program will be focused on reducing emissions (increasing air quality) and noise from the airport. |
| **15** | Consideration of Toronto Water 2400mm Watermain | ■ The proposed island extension is located above the existing 2400mm watermain, which is buried approximately 30m below bedrock and is owned and operated by Toronto Water. Despite the watermain's critical role as a transmission line servicing a large area of Toronto, the EA report neither acknowledges its existence nor assesses potential impacts from the proposed island extension. While the depth of the watermain provides some protection, any disturbance—whether during construction or due to long-term load impacts—could have severe consequences for the water supply. Toronto Water may have additional comments which will be provided shortly. The comments below are limited to this asset and do not cover other aspects of the report.<br>■ **Identification of the Watermain**<br>– The report states: "During the preliminary design phase, utility locates were conducted to map the utilities within the Project Study Area." However, there is no mention of the 2400mm transmission watermain, despite its location within the study area. Given its critical role and the challenges associated with repairs, the watermain must be explicitly identified in the report, supported by a figure and relevant details.<br>– Include a figure showing the relative positions of the proposed breakwater, sheet piles, dock walls, and other structures in relation to the watermain. | ■ The Environmental Assessment Study Report has been revised to describe the Toronto Watermain infrastructure crossing the study area, in Section 3.4.2. Additionally, Table 11-1 was revised to include suggested commitments. Further, detailed analysis of this watermain will be conducted during the detailed design and construction stages to ensure all potential impacts (if any) are identified and mitigated properly. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | – The report mentions: "Toronto Water is seeking to relocate the lines to avoid crossing under the runways, eliminating the need for costly and complex tunneling." It is unclear whether this includes the transmission line. Clarification on this point is needed.<br>■ **Risk Assessment**<br>– The EA report should assess potential impacts on the watermain during and after construction, particularly from the runway extension.<br>– Conduct a risk assessment for construction-related impacts, detailing contingency measures to address any damage or disruptions.<br>– Evaluate critical factors such as:<br>- **Loading**: Ensure construction loads are within acceptable limits for the bedrock and watermain.<br>- **Dredging:** Assess impacts on surrounding soil stability and the watermain.<br>- **Vibration:** Establish vibration thresholds and assess risks to the watermain from activities such as pile driving.<br>- **Structural Disturbances:** Address potential effects of sheet pile installation on the watermain.<br>■ **Commitments to Future Works**<br>– **Utility Location and Geotechnical Assessment:**<br>- Conduct utility location assessments during the detailed design phase.<br>- Perform a geotechnical evaluation of the bedrock and surrounding soil to confirm their capacity to support proposed construction without impacting the watermain.<br>– **Design Compliance:**<br>- Confirm that construction activities comply with applicable design and safety standards, including minimum clearance requirements, vibration thresholds, and load limits for critical infrastructure.<br>– **Monitoring Plan:**<br>- Develop a comprehensive monitoring plan for the watermain during construction and extend this monitoring to cover long-term impacts.<br>- Monitoring should include periodic assessments of the watermain's structural integrity, load distribution on the bedrock, and any signs of stress, movement, or settlement.<br>- Define thresholds for acceptable impacts and establish protocols for mitigation if these thresholds are exceeded.<br>– **Emergency Response Plan:**<br>- Prepare an emergency response plan to address potential watermain damage scenarios. This should include:<br>- Immediate repair protocols.<br>- Water supply rerouting strategies.<br>- Communication and coordination protocols.<br>– **Coordination with Toronto Water:**<br>- Ensure Toronto Water is actively involved in reviewing and approving all stages of design and construction to minimize risks to the watermain.<br>■ If the consultant determines that certain requirements may not be applicable to this project, a detailed justification should be provided to support this determination. | |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **16** | Executive Summary -Existing Conditions and 3.1.4 | ■ Contaminated runoff – has this been measured or evaluated? Will the RESA improve or exacerbate this condition? | ■ The potential for contaminated runoff is related to the existing nature of the site. The RESA surface in all three RESA alternatives will be a combination of paved surface with turf. The paved surface area is approximately equal to existing pre-threshold conditions, resulting in neutral impact to quality and quantity of runoff. Stormwater within the Project areas will be collected, managed, treated and discharged, where required, in compliance with the applicable regulations related to legislated airfield stormwater management requirements and best practices which encourage infiltration and evapotranspiration. Implementation of stormwater management strategies and low impact design measures will be assessed during upcoming detailed design activities, in consideration of regulatory requirements and safe airport operations. The implementation of the RESA combined with the fact that the RESA Project does not change the aircraft mix, runway length and operational nature of the airport, will not result in any potential effects. |
| **17** | Executive Summary – Existing Conditions and Sections 3.2.1 and 3.2.4<br><br>Executive Summary - Potential Environmental Effects, Mitigation Measures and 6.2<br><br>8 - Cumulative Effects | ■ Consider reviewing the various sections on air quality and public health comprehensively. As written, it is very hard to follow and there appear to be some ambiguities.<br>■ Air quality - Which contaminates didn't remain below standards? And of those, which are originating at the Billy Bishop Toronto City Airport?<br>■ Public Health – section references NO2, but this is not mentioned in the air quality section earlier. The later section in environmental effects discusses that NO2 exceeds ambient levels but does not outline what this means/its public health impact (how much, does it impact public health, etc.).<br>■ Cumulative effects section notes that the impact is 'negligible' but does not clearly outline why. | ■ The last paragraph in Section 3.2.4 (Public Health) has been revised for more consistency with Section 3.2.1 (Air Quality).<br>■ With regard to air contaminants exceeding the standard, the construction air modelling showed that nitrogen dioxide cumulative concentrations exceeded the federal Canadian Ambient Air Quality Standards for both the 1-hour and annual averaging periods at three sensitive receptors (SR1, SR13, and SR14) and two critical receptors (CR2 and CR3). The highest annual nitrogen dioxide exceedance was observed at SR1 (marina on Stadium Road) located 0.5 km from the Billy Bishop Toronto City Airport, primarily due to elevated existing ambient air quality levels. The maximum 1-hour exceedance was at SR14 (multi-unit residential dwelling, Queens Quay West), which is within 1.1 km from the Billy Bishop Toronto City Airport along Queens Quay West, where emissions from the Project alone are predicted to exceed the federal Canadian Ambient Air Quality Standards less than 2% of the time. The location of the maximum exceedances has also been added.<br>■ Regarding the health implications of the $NO_2$ exceedance, long-term exposure to elevated nitrogen dioxide levels may increase the likelihood of respiratory problems and cardiovascular issues. Given the construction durations of 18, 21, and 24 months for RESA 1, RESA 2, and RESA 3, respectively, and based on the cumulative frequency analysis (which indicates the Project exceedance of the Canadian Ambient Air Quality Standards occurs less than 2% of the time), no long-term exposure to $NO_2$ exceedances is expected. Therefore, the negative impact of nitrogen dioxide exceedance is expected to be limited and short-term (up to a maximum of 24 months for RESA 3). This can be mitigated through an air quality management plan during the construction phase, ensuring that health impacts remain low.<br>■ Cumulative effects: Table 8-3 assesses the cumulative effects on air quality during construction and a justification is provided for each significance rating for each undertaking with potential temporal or spatial overlap. As summarized in the table, the main reason that the cumulative effect is negligible for air quality is that the air quality impacts from the Project are mainly limited to the construction phase (see section 6.2.1), leading to limited temporal overlap with other air quality degrading activities from other undertakings (i.e., the frequency of synergistic impacts is infrequent, and the duration is short term (limited to the construction phase), with cumulative effects being fully reversible once the construction phase is complete. This is further described in Section 8.3.1.2 of the Environmental Assessment Study Report. |

**City of Toronto Staff Full Comments**
**January 21, 2025**
**RESA Draft Environmental Assessment, circulated on January 10, 2025**

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **18** | Executive Summary – Existing Conditions and Sections 3.2.2<br><br>Executive Summary - Potential Environmental Effects, Mitigation Measures | ■ Noise - The noise section in the summary does not include any summary evaluation of the noise, only its sources. Suggest adding context about how much noise, when and how it is comparable to other noise sources like sirens, jackhammers, etc?<br>■ Further, unclear how the 'run up enclosure' is a source of noise as it's a mitigation feature.<br>■ Noise - Specify the locations and the estimated number of residents to be affected when describing impacts. | ■ Section 3.2.2.2 describes the background sound levels used for assessing construction noise impacts. We have added a clarification note that these levels are not unusual for urban environment. Operational noise impacts have been compared against benchmarks of the type of operation under review. The effects of the Project on noise (location and estimated number of receptors) are summarized in Section 6.2.2 of the Environmental Assessment Study Report.<br>■ Reference to 'run up enclosure' has also been revised to 'the aircraft run up area located on the eastern edge of the airport dock wall south of the STOLport hanger and east of gates 10 & 11.<br>■ The receptors predicted to be impacted have been added to the Tables 6-15 and 6-16 of the Environmental Assessment Study Report, and further specified in the Noise Impact Assessment Report – Appendix G. |
| **19** | Executive Summary – Built Form and Land Use and Section 3.2.6 | ■ Text notes the central waterfront and Bathurst Quay, however it is unclear why. For example, Bathurst quay has its own neighbourhood plan but is also a part of the central waterfront secondary plan. Also, the Toronto Islands are considered within central waterfront but is not a part of the secondary plan. EA needs to be clear if this is in reference to formal planning areas/documents. | ■ Executive Summary and Section 3.2.6.3.2 have been revised. References to Bathurst Quay Neighbourhood Plan and Ontario Place have been removed from relevant sections, as these lands are covered and part of the Central Waterfront Secondary Plan.<br>■ The text has also been revised to clarify that the Toronto Islands area adjacent to the Central Waterfront Secondary Plan Area.<br>■ The EA refers to the formal planning documents. In the revised sections, it is clarified that Billy Bishop Toronto City Airport, and the Toronto Island are not part of Central Waterfront Secondary Plan Area. |
| **20** | Executive Summary – Evaluation of Alternatives and Section 4 | ■ This section explains more than the evaluation, as it outlines how the options were screened out. Please be clear that a step was taken before evaluation. This section may need to be broken up into two. | ■ As described in Figure 4.1, and Section 4.2.1 in the Environmental Assessment Study Report, Step 1 in the evaluation process involved reviewing the long-list of RESA alternatives identified in the detailed RESA Alternatives Study completed by Avia NG in Fall 2024, and considering any other alternatives, or variations of alternatives that should be explored. While the screening was primarily completed as part of the Avia NG 2024 Study, for transparency in the EA process, we reviewed and presented the long list of alternatives, screening criteria, and the process that led to the selection of three short-listed RESA alternatives (Step 2 of the Evaluation Process). |
| **21** | Executive Summary - Potential Environmental Effects, Mitigation Measures | ■ Terrestrial Ecosystems - Based on the text that habitat removal is occurring even if "minimal," it means that there will be an impact on habitat. This section should be clear that the removal of vegetation *will* have an impact on habitat and to outline its magnitude.<br>■ Terrestrial Ecosystems – text notes that ample habitat exists on Toronto Island. The text should be clear; based on what evaluation or analysis? | ■ This section of the Executive Summary has been revised for clarity, including the effects assessment of all alternatives, and providing a better understanding of the extent of impacts and their scale within the broader context. |
| **22** | Executive Summary - Potential Environmental Effects, Mitigation Measures<br><br>Cumulative Effects<br><br>And appropriate sections | ■ Fish and Terrestrial Habitat – Executive summary should quantify loss of fish habitat and terrestrial habitat.<br>■ Fish Habitat – Text is very uncertain. Unclear on why. Please identify the source of the uncertainty. Is habitat compensation required or not? To what extent? EA should be as clear as possible about impacts.<br>■ Habitat alterations – in cumulative effects, the text appears to be inconsistent with earlier statement that terrestrial habitat of Piping Plover will be affected.<br>■ Cumulative effects, recommendations on habitats - the text as written is very unclear. For example: unclear whether habitat compensation plans will actually be developed, using the word 'prioritize' does not mean that action will be taken.<br>■ Please comment on whether PortsToronto will fund or take other actions on habitat restoration efforts and to what extent. | ■ The impacts on aquatic and terrestrial habitats have been quantified, and the need for habitat compensation, along with relevant details, has been clarified across multiple sections of the Environmental Assessment Study Report, including the Executive Summary, Section 6, Section 8, and Section 11 (Table 11-1: Commitments Table).<br>■ Regarding the impact on fish habitat, the text in the sections noted above has been revised for improved clarity. Further clarification has been added on the associated aquatic habitat compensation measures.<br>■ Terrestrial habitat loss and alteration has been considered and incorporated into the cumulative effects section. The mitigation measures and commitments section associated with habitat alteration in Section 8 has been updated with more details to ensure that the RESA alternatives do not contribute further to cumulative habitat degradation, and where possible to manage or offset residual effects. Additional details on habitat compensation and restoration efforts are provided in Section 6 of the Natural Heritage Assessment Report (Appendix B); and Tables 6-1 to 6-4 of the Environmental Assessment Study Report. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | | ■ PortsToronto is committed to implementing habitat enhancement and restoration measures proportional to the area of impact for each RESA alternative. Specific details of the habitat compensation/ enhancement and restoration measures will be confirmed during the detailed design in consultation with the regulatory agency and relevant stakeholders (e.g., Aquatic Habitat Toronto). These measures will also comply with applicable airport safety regulations, ensuring they do not inadvertently attract wildlife or pose bird hazard risks to airport operations. |
| **23** | Executive Summary - Potential Environmental Effects, Mitigation Measures | ■ Marine Physical Environment – Text is very uncertain with the use of words such as 'could' or 'may'. The amount prevarication and ambiguity in these summaries makes it very challenging to understand the findings. For example will it or wont it have a beneficial impact on sediment management? Does it or does it not support the Gibraltar Point Sediment Management Plan or not? Will is help sustain Hanlan's or not? | ■ Noted, wording has been adjusted to improve reader clarity. The longer landmass extensions for both RESA 2 and RESA 3 mean a greater influence on sediment transport, creating a barrier for the sediment and leading to deposition along Hanlan's Point Beach. Effects to sediment transport are considered beneficial, as it reduces sedimentation in the Western Channel and provides a source for nourishment of Hanlan's Point Beach under the Gibraltar Point Sediment Management Plan. |
| **24** | Executive Summary - Potential Environmental Effects, Mitigation Measures | ■ Air Quality – the evaluation of GHG impacts of the taxiways does not clearly speak to how the efficiency may impact the quantity and volume of flights. If there is some efficiency, does it mean that more planes will be able to get through the airfield particularly at peak hours? Please integrate consequential GHGs from this including if there is (even a marginal) increase in throughput of or number of flights enabled by greater efficiency. | ■ Regardless of improvement in efficiency, there will be no changes to the number and frequency of flights operating at Billy Bishop Toronto City Airport. As such, the potential impacts related to increased flight throughput or frequency have not been included in the air quality assessment. |
| **25** | Introduction | ■ Text notes that Billy Bishop Airport is adding new destinations. Please note that this is separate from and independent of RESA works/proposal. | ■ Text has been revised in Section 1.2, as suggested, for further clarity. |
| **26** | 2.3 Municipal Planning<br><br>AND<br><br>9 Compliance with City Policies<br><br>AND<br><br>Table 9-1 | ■ These section needs to be expanded including the following. As noted in another comment, a full review is required to ensure that all relevant city policies are reflected in the document.<br>■ Note that the airport lands are designated Parks and Open Space. Please comment in this section what uses are permitted in Parks and Open Space Areas and what considerations development within Parks and Open Space Areas must take into account.<br>■ More specificity required on what SASP 192 and 194 say about the use of the Airport Lands. By only mentioning the boundaries of the Billy Bishop Toronto City Airport and the Islands, it implies that the policies don't say anything else. In particular please note the policy provision in 194 which outlines the terms on which the tripartite agreement may be amended.<br>■ Need to incorporate and discuss other applicable OP policies in section 3.4, e.g., NHS.<br>■ Table 9-1<br>– Chapter 3, 3.4 – No mention of other relevant natural heritage/NHS policies in Section 3.4 which has been flagged many times.<br>– NHS policy requirements – This should be addressed separately in relation to the NHS policies, i.e., 3.4.11 and 3.4.13. in addition, further information on how RESA 3 outcomes will achieve this policy are required.<br>– 3.4.17 – project implications don't actually speak to all of the policy requirements. It only considers the first policy requirement of essential. The EA should demonstrate how all applicable OP policies are addressed, including the NHS policies. Additional details regarding proposed mitigation and enhancement measure are needed to demonstrate how aquatic and terrestrial habitat will be protected or enhanced. Significant vegetation and habitat removals are proposed. Since protection of these areas cannot be ensured, enhancement should occur.<br>– 3.4.17 – is there flooding on the site that limits egress? This was not substantiated earlier.<br>– 3.4.17 – 'both east and west end RESAs will be hardened' Does this counter the earlier statement re: creation of fish habitat? | ■ Section 2.3 and Table 9-1 were revised to include the broader range of policies in the City of Toronto Official Plan that are relevant to the RESA Project including policies related to airport development, lakefill, Natural Environment including Natural Heritage System and Environmentally Significant Areas, Green Space and Waterfront, and Land use designation (Parks and Natural Areas). Additionally, Table 9-1 has been updated with further details on the implications of these policies for the Project and how they will be addressed.<br>■ Section 2.3 and Table 9-1 were also revised to include further clarification on SASP 192 and provisions of SASP 194 including permitted uses, tripartite agreement as well as environmentally sensitive areas regulated by the agreement.<br>■ Natural Heritage System Policy Requirements: Section 6 of the Natural Heritage Effects Assessment has been updated, including Table 6-1, to meet the City of Toronto's Natural Heritage System Policy Section 3.4.11 and 3.4.13 requirements by discussing the effects of all three alternatives on the natural ecosystem, assessing relative differences in impact, and identifying mitigation and enhancement measures to restore and enhance the natural heritage system. Vegetation communities, wildlife, aquatic features and functions, the shoreline of Lake Ontario, and rare species have been assessed for all three RESA alternatives as outlined in Section 6 Potential Effects Assessment. These policy implications are also reflected in Table 9-1 in the Environmental Assessment Study Report.<br>■ Policy 3. 4.17: Habitat enhancement under Policy 3.4.17 is discussed, and further referenced to Tables 6-1 to 6-4 for further details. The terrestrial and aquatic habitats will be protected with the implementation of the mitigation, compensation /restoration measures, where feasible. Specific requirements and opportunities related to habitat compensation / offsetting will be developed during detailed design in consultation with the relevant regulatory agencies (e.g., Fisheries and Oceans Canada).<br>■ Flooding on site does not limit egress, since the majority of the site and access roads are above the 100-year water level.<br>■ The hardening of the east and west ends of the RESA will be through shoreline structure including armour stone breakwater, and it is not anticipated to prohibit the Project's ability to create fish habitat through design, offsetting / compensation as required to maintain regulatory compliance (Table 9.1 was revised to provide clarity on the hardening of east and west RESAs). |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **27** | Existing Conditions – 3.1 Natural Environment | ■ It is understood that the EA report is to be a summary of key findings from technical disciplines. As such, it is important that the summary accurately represents the key and most significant findings as well as provide an overall description that is consistent with the detailed technical report. This section of the EA report does not adequately meet the expectation described above. Important sensitivities and significant findings are missing or incomplete and representation of some information is missing important qualification. It is recommended that this section be reviewed / re-reviewed and edits to ensure that the summary reflects the content of the Natural Environment Report. | ■ Section 3.1 in the Environmental Assessment Study Report has been reviewed and edited to ensure that the summary reflects the content of the Natural Heritage Effects Assessment Report. |
| **28** | Existing Conditions – 3.1.1.1 | ■ Data collection - Existing information was the primary source of data for the EA. The 2024 field investigations were very limited (as justified through the Gap Analysis). While this report is a summary, a statement to this effect is important context to understanding the report. | ■ A summary statement has been added to clarify that existing information and previous targeted surveys for the 2017 AECOM is the primary source of data, and the single day site visit in August 2024 was limited to a gap analysis. |
| **29** | Figure 3-1 AND Figure 3-2 | ■ Remove 'RESA 3 Footprint' - the study area should be delineated, not the preferred alternative outline. This is a bias throughout the document. | ■ Figure 3-1 and Figure 3-2 have been revised accordingly with the RESA 3 footprint removed. |
| **30** | Existing Conditions – 3.1.1.2.2 | ■ "in vegetation communities since 2014, including the succession of the Little Bluestem Switchgrass Beachgrass Open Dune to the provincially rare Cottonwood Treed Dune community" - These are provincially rare communities, and as such are key sensitivities within the study area. This should be conveyed here (per the natural environment report) | ■ Text has been added to Section 3.1.1.2.2 to clarify the provincially rare and regionally rare communities present, as per the Natural Heritage Effects Assessment Report (Appendix B). |
| **31** | Existing Conditions – 3.1.1.2.3 | ■ City of Toronto NHS should be included / discussed here. | ■ Text in Section 3.1.1.2.2 has been added to discuss the City of Toronto's Natural Heritage System. |
| **32** | Existing Conditions – 3.1.1.2.4 | ■ This section should speak more broadly to wildlife. It is focused on birds, however there are other species groups of relevance.<br>■ Reference to monarchs - The natural environment report has limited discussion on the impact of tree and vegetation removals on Monarch Migration. Please address in that report and in the study report.<br>■ August 2024 field study - A single site visit was conducted in 2024. Surveys were focused on vegetation (ELC, inventory) and collected incidental observations of wildlife. The site visit occurred in August, outside of the typically accepted window for breeding bird surveys. Language and what information is pulled from the technical report is important. The statement here implies a level of survey that was not conducted. Reliance in the EA is on background and secondary source information as the primary tool for characterization and assessment of impacts. The field work was not intended to replace or update this information; observations were supplementary only. Language and content should be reviewed and revised to ensure information is reflective of the technical reporting.<br>■ "Terrestrial study still provides potential nesting opportunities…." paragraph - This statement is not wrong, but it is missing important context and the language may lead to inaccurate interpretations. In following from the preceding paragraph, this reads as though it is saying 'regardless of the few birds observed it still provides habitat'. As no detailed study was done for wildlife to update characterization of the area, such a statement is misleading. The first paragraph of this section which states that the area is important is all that needs to be stated. Similarly, there is evidence of high use by migrating Monarch and the study area provides suitable habitat for both stopover and for breeding (presence of milkweed).<br>■ 'For a detailed list of incidental wildlife observations…" paragraph - Only referencing the incidental work of 2024 is again misleading. The EA, per the gap analysis, is primarily relying on background work / secondary sources. This places too much weight on the single day of field work, which was (again) not focused on wildlife. This should be updated to reference 'a complete list of species known to occur in the area can be found in' and provide the general reference to the section in the detailed technical report only. | ■ Additional information has been added regarding other species groups and reference to relevant studies in Section 2.1 of the Natural Heritage Effects Assessment Report (Appendix B).<br>■ Of note, Section 3.1.1.2.4 is part of existing conditions and impacts are not addressed here. Monarch is treated as a Species of Conservation Concern and Confirmed Habitats of Species of Conservation Concern considered Significant Wildlife Habitat - Habitat for Monarch and Confirmed Seasonal Concentration Area – Migratory Butterfly Stopover Area Significant Wildlife Habitat is identified. Impacts to Monarch Habitat and associated Significant Wildlife Habitat are explicitly referenced and discussed in the Natural Heritage Effects Assessment Report (Appendix B), and Section 6.1.1 of the Environmental Assessment Study Report.<br>■ Wording has been updated to state that full species lists are referenced in previous reports and studies listed in Section 2.1 of the Natural Heritage Effects Assessment Report (Appendix B). Language has been updated to reduce the importance/weighting of the August 2024 single day site visit for data collection, and when referencing where the full list of 2024 incidental observations can be found in the Natural Heritage Effects Assessment Report (Appendix B).<br>■ The "still provides" sentence has been removed to eliminate inaccurate assumptions. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **33** | Existing Conditions – 3.1.1.2.5 | ■ This section combines and pulls information from the technical report in a way that doesn't fully represent the content / conclusions. Please review and revise. Comments will also be provided on the technical report re: some special concern species (e.g., Snapping Turtle).<br>■ A bullet should not be used as it implies a single type / item (as with a list). The text here mixes several SWH types.<br>■ Using 'species of conservation concern' - This is an SWH type / group similar to 'seasonal concentration areas'. A consistent approach to presenting the information would help clarify text and presentation of key information.<br>■ 'However, it is important to note…' paragraph –<br>– While there is a difference / distinction between activities and how this is interpreted re: habitat use (and thus designation / consideration within policy, etc.), this statement downplays the overall importance of the general area in several ways that are not entirely appropriate.<br>– Feeding and staging - these activities, particularly wrt waterfowl, if during migration periods, are indications of that habitat type (seasonal concentrations). As such, they should not be 'reduced' within the statement. A statement re: breeding opportunities would be appropriate - terrestrial habitats provided limited opportunities for nesting of these species.<br>– Remove the statement that there were no incidental observations. As the name implies and per earlier comments, referencing the 2024 'field investigations' in this way is inaccurate and misleading. | ■ Text has been revised. The Significant Wildlife Habitat summary has been copied from the Natural Heritage Effects Assessment Report (Appendix B) to ensure complete content, accuracy, and consistency.<br>■ The comments on the technical report have been addressed separately regarding Species of Conservation Concern (i.e., Snapping Turtle).<br>■ Statements downplaying the Significant Wildlife Habitats are removed and a neutral statement regarding limited nesting opportunities has been added.<br>■ Statement of "no incidental observations" has been removed. |
| **34** | Existing Conditions – 3.1.1.2.6 | ■ The statement about the Toronto Islands and Billy Bishop Toronto City Airport (2nd sentence) should be revised to use appropriate technical terminology. For example '… the area provides migratory stopover habitat for… they are not known to breed or use the study area for breeding or other life cycle requirements. X species (list) are rare migrants, meaning that they do not consistently or typically use the area as migratory stopover habitat'. Please engage with technical project team for appropriate language that more clearly represents the use(s).<br>■ 'suitable habitat potentially present in the Mineral Open Beach/Bar community. - This language should be revised. Field work was complete. Suitable habitat is present as it is consistent with areas where they are known to have recently bred. | ■ The second sentence regarding general migratory birds has been removed as this discussion is on Species at Risk and aligns with updates to the Natural Heritage Assessment Report.<br>■ The word "potentially" has been removed for Piping Plover habitat. |
| **35** | Description of Existing Conditions – 3.1.2.2.1 | ■ This paragraph is accurate, however as it is tied to potential for fish and fish habitat, it would be beneficial to add a statement re: habitat potential at each runway end. This becomes important for interpreting and understanding implications of proposed works and impact assessment. | ■ Revised to include the habitat potential at both ends of Runway 08/26. |
| **36** | Description of Existing Conditions – 3.1.2.2.2 | ■ Suggest an addition – Reference added to section for Species at Risk (see underlined text below) given last sentence states that most are not Species at Risk, reference to the appropriate section for Species at Risk should be provided.<br>■ "Most of these species are listed as "Not at Risk" under both the Endangered Species Act (ESA) and the Species at Risk Act. Please refer to Section 3.1.2.2.4 for information Aquatic Species at Risk." | ■ Suggested reference to Section 3.1.2.2.4 added for clarity. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **37** | Description of Existing Conditions – 3.1.2.2.4 | ■ Comments on this matter will also be provided in the technical report.<br>■ Clarification / consideration has been requested regarding the assessment of 'medium' potential for American Eel. The species has been observed / captured around the Toronto Islands over recent years and it is understood from the text that the east end of the runway provides suitable habitat for the species, which may indicate greater than 'moderate' potential for occurrence. | ■ Text was added to Section 3.1.2.2.4 to provide clarification regarding the determination of "medium" potential for American Eel. The text is intended to draw a distinction between presence of American Eel and utilization of the habitat by American Eel.<br>■ Based on the aquatic habitat assessed during the 2024 field surveys and considering the generalist nature and wide habitat usage of American Eel, suitable habitat off the east end of the runway is present for this species. Although recent records for the Toronto Islands indicate the presence of American Eel in the vicinity of the aquatic study area, the results of the aquatic habitat assessment do not indicate American Eel use of the area, nor do the results indicate the quality of the habitat present. For due diligence purposes, it is assumed that American Eel could occur within the aquatic study area and therefore may be impacted by the RESA Project. Section 3.1.2.2.4 has been revised to add additional context for clarification. |
| **38** | Table 4-2 | ■ B1. - This should include relative impact on provincially rare vegetation communities between alternatives.<br>■ B2 - 'General' should be removed. Effect on wildlife, including significant wildlife habitat is more inclusive.<br>■ B3 - Should the aquatic Species at Risk criteria include a statement re: habitats?<br>■ B6 - Should this language be reflected in the terrestrial description as well? | ■ The Evaluation Matrix has been updated as follows:<br>– B1- Revised the criteria and compared the relative impacts of each alternative on rare vegetation.<br>– B2- The word 'General' was removed.<br>– B3- Added.<br>– B6- Revised for consistency. |
| **39** | Description of Existing Environmental Conditions | ■ Non Use Values – this does not seem to be a comprehensive overview of non use values. For example, climate change is not mentioned. | ■ Section 3.2.3 was revised to expand the "non-use" values with more details/examples. The vulnerability of RESA Project to climate change has been studied as part of the climate change vulnerability assessment. |
| **40** | Summary of Evaluation – 4.2.6.2 | ■ Please refer to comments provided in the Natural Environment Report.<br>■ Detailed comments are provided re: the presentation and content of the evaluation in the detailed evaluation table provided in that report (which are carried into the evaluation table provided in Appendix M to this EA report).<br>■ Overall, the relative difference and substantial increase in impacts associated with RESA 3 are not clearly and adequately represented. | ■ Detailed comments to the Natural Heritage Effects Assessment Report (Appendix B) have been addressed.<br>■ The comments on the detailed evaluation table in the Natural Heritage Effects Assessment Report (Appendix B) have been carried over and addressed in the Evaluation Matrix (Appendix M). To avoid redundancy, the detailed evaluation table has been removed from the Natural Heritage Effects Assessment Report.<br>■ Section 4.2.6.2 has been revised to better reflect the relative differences among the alternatives and to clearly represent the increased impacts associated with RESA 3. |
| **41** | Summary of Evaluation – 4.2.6.2.1 | ■ Given that ecological considerations are a primary driver, this summary could better highlight other key aspects of the rationale - include a statement re: impacts to Species at Risk, relative impact (or avoidance) of rare vegetation communities, minimizing impacts to designated features, etc. | ■ Noted. The summary of effects on terrestrial and aquatic systems has been revisited and revised to explain the net effects of each alternative on terrestrial and aquatic ecosystems. Updates have been made to better reflect the relative differences among the alternatives and to clearly represent the increased impacts associated with RESA 3, including consideration of Species at Risk, rare vegetation communities, and designated natural features. |
| **42** | Summary of Evaluation – 4.2.6.3 | ■ Planning Policies and Land Use – 'all alternatives incorporate the policy direction of the City of Toronto Official Plan…' paragraph - This statement can't be made without a more fulsome assessment of applicable OP policy, including those in Section 3.4. | ■ We have completed a more detailed assessment of the applicable policies in the City of Toronto Official Planand updated this section accordingly. The policy analysis is outlined in Table 9-1, which provides a comprehensive review of the relevant policies and how the alternatives align. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **43** | Summary of Evaluation – 4.2.6.4 | ■ RESA 3 assessment – GHG impact should be described in a detailed manner, as it does not outline how big an impact this is.<br>■ Also, RESA 3 provides flood protection rather than flood proofing (which are different).<br>■ Overall – the climate change category ranking is presented as independent of other factors/trade offs. For example, what is the climate change impact of the habitat loss? The section requires adequate context or disclaimers on the extent of climate change impacts that were evaluated. | ■ We have added more context to explain and clarify the scope of the climate change analysis. We have also updated this section to provide further details on greenhouse gas emissions. Additional details on the greenhouse gas emissions impacts are provided in Section 6 (Table 6-13), and Air Quality Assessment Report (Appendix F).<br>■ We have revised the reference to "flood protection" in the context of RESA 3.<br>■ In terms of climate change and its impact on natural habitats, Toronto's Current and Future Climate Report (Lam et al, 2024) was reviewed in the context of the longevity of positive effects to the prolonged beach growth. The report states, "However, there are uncertainties in the longevity of these positive effects considering Toronto's changing climate (Lam et al., 2024). Predictions of increased flooding and erosion risk to shorelines of Lake Ontario and Toronto Island Park due to more intense precipitation events and rising temperatures (Lam et al., 2024) make future outcomes for Hanlan's Beach difficult to predict." This context was added to the Natural Heritage Effects Assessment Report, but analysis of how habitat loss would impact climate change was not in the scope of the Natural Heritage Effects Assessment Report. |
| **44** | Selection of Preferred RESA Alternative – 4.3 | ■ This text downplays the relative impact of RESA 3 over RESA 1 (or 2). RESA 3 has a substantially larger footprint, particularly relative to RESA 1. Notably, the relative impact area / footprint for RESA 3 is substantially greater in noted provincially rare habitat type(s) and within Species at Risk habitat (aquatic and terrestrial). The statement that there are 'minimal impacts on higher-quality habitats' is incorrect. It has a 29x larger footprint in the rare vegetation community over RESA1. There are edge effects that haven't been considered as well. Impacts to Species at Risk are also not well represented here.<br>■ Discussion of mitigation and oopportunities to create an enhancement are not well discussed in the EA documentation. Mitigation largely focuses on 'during construction', and there is no substantive discussion of planting, enhancement, offsetting, etc. opportunities. How can reviewers be confident that a net positive outcome (enhancement) will be achieved without information being provided as to how, where and how much may be needed.<br>■ It is understood and appreciated that at the EA stage, details and detailed plans will not be available / appropriate. However, as there should be an understanding of scope and scale of impact, there is the ability to identify the potential scope and scale of beneficial works that would be necessary.<br>■ A clear commitment should be made in the EA with guidance set out as to how the commitment to 'enhancement' will be achieved (in general terms appropriate to the EA). This is true regardless of the alternative selected, but becomes increasingly important where the preferred alternative will have the greatest environmental impact.<br>■ In addition, compensation measures referenced in this section is not detailed.<br>■ Finally, the last paragraph uses the word 'weighed against' which implies that the trade-offs were weighed against benefits, however the evaluation criteria was based on 'optimum balance of impacts that meet the study objectives'. As noted earlier, it is important to outline this in a very clear manner. | ■ The Evaluation Matrix (Appendix M) was updated to address the relative differences in impacts between the three alternatives. We have revisited and revised Section 4.3 to better explain the justification affecting the selection of the preferred alternative, specifically addressing the footprint differences, impacts on rare habitats, edge effects, and Species At Risk considerations.<br>■ Mitigation and enhancement and compensation measures for all three RESA alternatives have been added to Table 6-1, 6-2, 6-3 and 6-4 in the Environmental Assessment Study Report, and further discussed in Natural Heritage Effects Assessment Report (Appendix B).<br>■ Commitments regarding compensation / enhancement measures for impacts on aquatic and terrestrial habitats for all three RESA alternatives have been added to Table 11-1 in the Environmental Assessment Study Report.<br>■ The last paragraph was revised for better clarity on evaluation process (Refer to the response to comment 6 for further details on evaluation process). |
| **45** | Table 4-3 | ■ The 'drawbacks' and 'benefits' noted have no sense of impact or scale and thus it is difficult to assess their relative importance. The bulleted lists also do not correspond with the evaluation factors and criteria noted earlier so it appears that some matters were included and others omitted. | ■ The table was removed, as the evaluation matrix provides sufficient details regarding the drawbacks and benefits of each alternative. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **46** | Potential Environmental Effects, Mitigation Measures – 6.1 | ■ Comments will be provided in the natural environment technical report on potential environmental effects on mitigation.<br>■ Generally, there is a focus on during-construction mitigation with limited mitigation through operational periods post-construction.<br>■ Similarly, and as noted through earlier comments, there is very little information on how protection or enhancement is being achieved.<br>■ Providing clear information / recommendations for how protection or enhancement will be met, to a level appropriate for an EA, is required.<br>■ Based on information provided to date, confidence that this can and will be achieved is not met. | ■ Detailed comments regarding mitigation have been addressed in the Natural Heritage Effects Assessment Report (Appendix B), and Tables 6-1 to 6-4 Environmental Assessment Study Report.<br>■ Post construction mitigation has been included, where appropriate.<br>■ A compensation and enhancement column has been added to Tables 6-1 to 6-4 of the Natural Heritage Effects Assessment Report (Appendix B), which addresses all three RESA alternatives.<br>■ For an EA appropriate level, commitments have been made to complete enhancement/restoration measures proportional to the area of impact for each RESA alternative and suggested options for consideration as enhancements /restoration/compensation. Details of enhancement and restoration measures will be confirmed during detailed design and to the satisfaction of the City of Toronto but must also comply with all applicable airport safety regulations, ensuring that these measures do not inadvertently attract wildlife or pose bird hazard risks to airport operations. |
| **47** | Table 6-1 | **Natural Heritage Features**<br>■ Mitigation measures - How reasonable is 'minimize vegetation removal' as a mitigation measure? Is there flexibility / opportunity to remove less than stated? If no, then this is not a 'real' or practical measure. Mitigation measures - Is removing vegetation by hand-held equipment feasible or applicable? If the area is to be removed to accommodate development, then this is a moot point - it will become paved or otherwise permanently altered.<br>■ Net effects – no enhancement plantings to mitigate impacts?<br>■ Net effects – vegetation removal at the disturbed edges. The area is being directly reduced. What proportion of the candidate Area of Natural and Scientific Interest is being removed?<br>■ Net effects – 'the area of natural and scientific interest already abuts Billy Bishop Toronto City Airport, and the active airport has not impeded its function and integrity.' Where is this demonstrated through evidence? The EA both refers to the natural areas immediately near the airport as 'disturbed' and use is affected by operations and here it is stated that it has had no effect. The text appears to be using rationale that supports the desired outcome. It does not appear to be consistent.<br>■ Vegetation Communities and Regionally Rare Plants – mitigation measures. Re-vegetation of temporarily disturbed areas - are there planting details? Why only the temporarily disturbed sites? What about permanent removals and compensation/enhancement planting elsewhere?<br>**Wildlife and Wildlife Habitat – Genera**l<br>■ Fish and Wildlife Conservation Act is referenced as applicable legislation. It should be included here.<br>■ Net effect - There is direct removal of habitat. The proposed mitigation does not offset the loss of habitat and no enhancements are proposed to achieve City of Toronto policy.<br>■ Migratory Breeding Birds and Nesting - This section primarily speaks to breeding birds, however, the area is known for migratory use. Please revise to consider this.<br>**Significant Wildlife Habitat**<br>■ Mitigation measures compensation plantings - Text should be firmer / more directive. "It is recommended that"… or "Milkweed is to be included at a minimum rate of X for all meadow seeded areas" | **Natural Heritage Features**<br>■ Mitigation measures have been updated in Table 6-1 to include more practical mitigation measures. Enhancement and compensation measures have also been added to Tables 6-1 and 6-2 of the Natural Heritage Effects Assessment Report (Appendix B).<br>■ The proportion of the candidate Areas of Natural and Scientific Interest and all vegetation/habitat communities being removed has been calculated and added to Table 6-1 and discussed throughout the Natural Heritage Effects Assessment Report (Appendix B). Impacts to the Area of Natural and Scientific Interest, including, edge effects, have been included in the net effects assessment. Original inconsistent text without supporting evidence has been removed.<br>■ More details pertaining to mitigation measures with respect to compensation plantings are included in Table 6-1 of the Natural Heritage Effects Assessment Report (Appendix B), under 'Mitigation Measure(s)'. Details of enhancement and restoration measures (i.e., planting plants, invasive species removal strategies) shall be confirmed during detailed design and to the satisfaction of the City of Toronto but must also comply with all applicable airport safety regulations, ensuring that these measures do not inadvertently attract wildlife or pose bird hazard risks to airport operations. The regionally rare and provincially rare vegetation communities, Cottonwood Treed Dune or Mineral Open Beach Bar, cannot be replicated elsewhere.<br>**Wildlife and Wildlife Habitat- General**<br>■ Reference to Fish and Wildlife Conservation Act has been added. Wildlife habitat compensation and enhancement, including for migratory breeding birds, has been included where appropriate in context of active wildlife deterrence and safety regulations at Billy Bishop Toronto City Airport. Applicability of the Fish and Wildlife Conservation Act is included in Table 7-1 of the Natural Heritage Effects Assessment Report (Appendix B) and Table 11-2 of the Environmental Assessment Study Report.<br>**Significant Wildlife Habitat**<br>■ Significant Wildlife Habitat compensation references inclusion of Milkweed in native plantings for Monarch. Exact planting rates are not appropriate / feasible to provide at this time. Details of enhancement and restoration measures will be confirmed during detailed design and to the satisfaction of the City of Toronto but must also comply with all |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | ■ Net effects – please specify what will be removed, and at what proportion? In addition, i.e., it is affected as the 'edge'. This does not consider the new edge and how this will introduce impacts to areas that are currently buffered by the existing vegetation and separation from activity.<br>**Piping Plover**<br>■ Mitigation measures halting of work - language should be directive. Work within this area has the potential to harass this species at risk, which contravenes the ESA.<br>■ Mitigation measures consultation with MECP - Why has no consultation occurred to date? It is clear that work towards this has been in progress for an extended period of time. | applicable airport safety regulations, ensuring that these measures do not inadvertently attract wildlife or pose bird hazard risks to airport operations.<br>■ Proportions of each vegetation community and Area of Natural and Scientific Interest to be removed have been calculated and included throughout the Natural Heritage Effects Assessment Report (Appendix B). Edge effects have been included and discussed. Mitigation requires the preparation of a Beach/Dune Edge Management and Monitoring Plan for RESA 3 during detailed design that will identify planting of native dune grasses and other measures to stabilize sand and reduce soil erosion and other edge effects to be implemented during construction of RESA 3. Compensation or equivalent enhancement measures to beach and dune communities can ensure the vegetation removal does not result in long-term impacts to the remaining habitats and key ecological functions of these communities. Edge effects are not anticipated to be long-term with the implementation of the Beach and Dune Edge Management and Monitoring Plan and enhancement/restoration measures.<br>**Piping Plover**<br>■ Piping Plover – Mitigation measures are directive. Consultation with MECP and ECCC-CWS underway. |
| **48** | Table 6-2 | ■ Impacts to Fish and Fish Habitat and all references to the American Eel<br>■ Net effects rock break structure and the American Eel - If this 'potential' habitat is lower quality / less suitable, it seems less likely that it would be considered as offsetting, Consultation with DFO will inform. I would not rely on this to inform your net effects assessment.<br>■ Habitat compensation - Scope, scale, location, etc. is pending consultation. | ■ Acknowledged - it was not our intention to suggest here that we are relying or expecting that this would form part of the Project's compensation effort. Rather, we are acknowledging that some effort has been made to include design elements which may offer suitable habitat post-construction, and as such, this could be included in the negotiation with regulatory agencies regarding compensation requirements. |
| **49** | Net Effects – 6.1.2.2 | ■ There should be connection between any potential changes to currents, sediment transport and long-term water quality and fish habitat - including beyond the aquatic study area.<br>■ Comments on this will be provided in the technical report - Shortnose Cisco prefers deeper waters - are there any changes to currents or sediment transport that could affect suitable habitats as a result of the proposed work? | ■ The following text was added to Table 6-3 Environmental Assessment Study Report, the Natural Heritage Effects Assessment Report (Appendix B), and to the Evaluation Matrix (Appendix M): Changes in water currents and associated erosion or sediment deposition as a result of landmass expansion are anticipated to be negligible for all RESA alternatives and therefore, no long-term impacts to fish and fish habitat within or outside of the aquatic study area are anticipated. |
| **50** | Table 6-7 | ■ Potential effects - See earlier comment re: fish & fish habitat. Please relate technical study re: water currents, etc. and fish. | ■ Refer to our response to Comment #49 above. |
| **51** | Table 6-22 | ■ As noted in other comments this is not a comprehensive assessment of City policies. For example there is no mention of NHS policies or other broad environmental policies in 3.4 of the OP. Other comments on this table<br>■ Mitigation measures in section 6.1.1 are not detailed<br>■ Reference to NHS – why is this not mentioned in the policy analysis/conformity components elsewhere in the EA? | ■ The Natural Heritage System and other relevant City policies have been included in Table 6-23, and Chapter 9 – Table 9-1 (policy implications).<br>■ Mitigation measures in Section 6.1.1 have been revised for more detail.<br>■ Section 2.3.1 (City Official Plan policies), and Section 9 (Table 9-1), have been revised to include the Natural Heritage System and other relevant City of Toronto's policies. |
| **52** | Summary of Cumulative Effects – 8.3.1.3 | Mitigation measures<br>■ A set of commitments should be provided in the EA. What is the minimum level of compensation to achieve policy expectations? Consultation may exceed this value, but scale can be established at this time.<br>■ This summary speaks to lakefilling activities, but not terrestrial impacts or wildlife impacts.<br>Overall cumulative net effects:<br>■ This is an important point. Given this further information and clear commitments should be set out in the EA to quantify how this project will not contribute to degradation or overall loss and impacts. | ■ Chapter 8 (Cumulative Effects Assessment) was updated to include only mitigations/commitments specific to cumulative effects. All other mitigations/commitments specific to Project effects are listed throughout Chapters 6 and Chapter 11.<br>■ Terrestrial impacts (i.e., habitat loss, and the regional impact of various terrestrial habitat alterations and losses) have been considered and incorporated into the cumulative effect analysis.<br>■ Mitigations and commitments have been made clearer and added to a bullet list, with bold headings. Also details specific to RESA 1, RESA 2, and RESA 3 were added, where differences between the alternatives may exist. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **53** | 10.1 Consultation and Engagement | ■ Were MECP and DFO included in these consultations? It is not clear in the EA that they have been consulted re: Species at Risk and fish, and according to table 10-4 it seems MECP was only consulted to confirm no EA was required. | ■ Consultation pertaining to aquatic and terrestrial Species At Risk with the Ministry of the Environment, Conservation and Parks (i.e., through submission of an Information Gathering Form), and fish and fish habitat with the Fisheries and Oceans Canada (i.e., through submission of a Request for Review) is ongoing. Additionally, a letter was sent to Environment and Climate Change Canada – Canadian Wildlife Service, on April 2, 2025, to confirm if permits are required under the Species at Risk Act for Piping Plover. A copy of the correspondence with the regulatory agencies is included in Appendix O (Consultation Records). |
| **54** | Table 11-1 | ■ General - While it is understood that there is a permitting table, it is important that there is alignment between the two parts. Moreover, assumptions with regard to enhancement and offsetting or mitigation of impacts is assumed through the net effects assessment. Given these assumptions, it is important that a commitment to achieving a net enhancement be stated clearly with commitments to specific types of work and the overall scale so that the outcome is met.<br>■ Natural Environment – Vegetation - Additional commitments are needed to reflect recommendations and assumptions used in the impact assessment and net effects assessment mitigation. For example - restoration / habitat creation for offsetting (detailed plan, including implementation), planting plan for onsite using native and habitat appropriate species, etc., during construction delineation and management, protocols, etc.<br>■ Natural Environment – Species at Risk - Consultation with MECP to establish potential impacts and mitigation and/or permitting requirements. Other commitments are missing such as during construction protocols & training. Please review natural environment sections and update to reflect other assumptions for offsetting and net effects mitigation in the commitments. The net effects assessment is predicated on some activities occurring. As such, they should be reflected here.<br>■ Natural Environment – Aquatic Species and Habitat - Consultation with DFO and addressing aquatic species at risk are missing. Similar to terrestrial comments, commitments should include planting, design and implementation of offsetting, mitigation including habitat creation and/or enhancement. | ■ Table 11-1 (Commitments Table) in the Environmental Assessment Study Report has been updated to include mitigation, compensation and enhancement measures for the aquatic and terrestrial ecosystems tied to the scale of impact for each RESA alternative.<br>■ The restoration and planting plans provided are sufficiently detailed for the EA. The preparation of more detailed plans, including a Beach and Dune Edge Management Plan and Invasive Species Removals/Planting Plans are to be developed during detailed design, as appropriate.<br>■ Consultation with the regulatory agencies (i.e., Fisheries and Oceans Canada, Ministry of the Environment, Conservation and Parks, etc. has been added to the list of commitments in Table (11-1).<br>■ Species at Risk construction protocols and training has been included as a mitigation measure in Tables 6-1 and 6-2 Environmental Assessment Study Report. Net effects have been updated based on the activities and mitigation measures to occur for each alternative. |
| **55** | Table 11-2 | ■ General - Fish and Wildlife Conservation Act should be referenced and included in this table. Nests, including inactive nests, for some species of birds are protected under Fish and Wildlife Conservation Act and may require permitting to be removed. Additionally, other species may be protected under Fish and Wildlife Conservation Act and permitting may be required or mitigation / protocols required to comply with this legislation.<br>■ General – As noted above, Toronto Water infrastructure may be impacted and consultation may be required as a part of approvals/permits.<br>■ Fish and Wildlife Conservation Act - Fish and Wildlife Conservation Act provides protections for other species. Nests, including inactive nests, for some species of birds are protected under Fish and Wildlife Conservation Act and may require permitting to be removed. Additionally, other species may be protected under Fish and Wildlife Conservation Act and permitting may be required or mitigation / protocols required to comply with this legislation. | ■ Text has been added to Table 11-2 regarding the Fish and Wildlife Conservation Act and requirements, should any nests appear during construction, that require removal.<br>■ Consultation with Toronto Water has been included in Table 11-1 as part of the commitment for future work.<br>■ The description of Fish and Wildlife Conservation Act has been expanded to include the requirements relevant to the Project. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **56** | Heritage | ■ Heritage Planning Archaeology have reviewed the draft Marine Archaeological Assessment Report, dated December 20, 2024 and the draft Terrestrial Stage 1 Archaeological assessment report, dated December 19, 2024, and concur with the recommendations that the RESA study area can be cleared of further archaeological concern. Please refer to the relevant sections of the above report for advice on compliance with legislation should undocumented archaeological resources or human remains be encountered during construction activities. | ■ This requirement is covered under Section 4 "Advice on Compliance with Legislation" as part of the standard text. |
| **57** | Heritage | ■ It would be ideal to undertake a subsequent geotechnical assessment around the existing cross harbour tunnel to provide an additional opportunity to locate the "blue clay" layer that held the footprints embedded about 21 metres below lake surface was located approximately 40m southeast of the current eastern limits of the runway. Ideally, one or two boreholes should be placed as close as possible to the existing cross harbour tunnel in order assess the depth of bedrock in this location and the presence of any clay in this location at a depth of approximately 20m below surface. This can be used to assess the validity of reporting in the early 20th century and can help the City and the Ports Authority assess impacts in this area in relation to the reported finding of footprints below the surface of the harbour. | ■ Five boreholes were completed across the extent of the anticipated in-water impact area on the east end RESA, including one on the cross harbour tunnel itself, and four others located close to the tunnel. None of the offshore borings encountered the bedrock surface at a depth near 20 meters. The east RESA offshore boreholes 24-07 through 24-10 encountered the surface of the bedrock between 12.5m and 16m below lake surface. There were no major distinct clay beds here, but rather mostly native silts with some clay content interbedded with thin clay layers. These boreholes were thoroughly reviewed as part of the Marine Archaeological Assessment report. However, there was no indication of the blue clay layer being present within the study area based on the data collected from these boreholes. |
| **58** | Section 4.2.6.1 - Summary of Technical and Engineering Evaluation | ■ Under "Utility and Infrastructure Benefits" states that "…*Toronto Water is seeking to relocate the lines* [referring to existing water and wastewater infrastructure] *to avoid crossing under the runways, eliminating the need for costly and complex tunnelling, which poses a hazard to airport operations. City of Toronto Water and Toronto Hydro, are working with Ports Toronto to coordinate utility works being planned by both utility agencies in 2027 which can only be enabled through RESA 3* [the preferred alternative]…*"*<br>a. There is a 400 mm HDPE watermain installed in 2014 and two ductile iron sanitary forcemains, one 200 mm and another 300 mm, installed in 1977, crossing the airport's runways. Toronto Water is supportive of relocating the piped infrastructure to improve access for maintenance. However, Toronto Water has no capital plan in place to relocate this infrastructure. Please revise the language in Section 4.2.6.1 to read, "*<u>While Toronto Water has no capital plan in place to relocate this infrastructure,</u> Toronto Water <u>is supportive of the proponent relocating the piped infrastructure, specifically the sanitary forcemains.</u> crossing under the runways…*"<br>■ Section 4.2.6.1 further states that Toronto Water has utility works planned for 2027. Please clarify the language in this section, as Toronto Water has no capital plan for utility relocation in this area in 2027 or beyond. Additionally, while Toronto Water is supportive of relocating the infrastructure, there may be other alternative alignments beyond those shown in RESA 3. | ■ Section 4.2.6.1 - Utility and Infrastructure Benefits was revised to clarify Toronto Water's position. |
| **59** | Section 5.2.1.2 - Utilities | ■ Section notes that existing utilities must be either located and protected or relocated and that utilities requiring relocation or rehabilitation will be identified in the detailed design phase. Toronto Water must be consulted regarding the utilities requiring infrastructure protection, rehabilitation or relocation. | ■ A commitment is outlined in Table 11-1 to ensure that Toronto Water will be consulted regarding utilities that require infrastructure protection, rehabilitation, or relocation. |
| **60** | Section 5.2.2 - Marine Construction Activities | ■ Section notes that the construction methods will be determined by the successful design and/or contractor at the time of detailed design and construction planning based on the equipment, materials and labour available to them. Ensure that the designer and contractor are aware of the existing 2400 mm transmission main near the proposed east RESA. (see comment 15 as well). | ■ A commitment is outlined in Table 11-1 to ensure that the Project designer and/or contractor shall be aware of and consider the existing 2400 mm Toronto Water transmission watermain located under the breakwater footprint at the east RESA. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **61** | Table 11-1 - Commitments to Future Work | ■ Table has a line item stating that the detailed design shall finalize any necessary utility relocation or protection measures to prevent conflicts with the project footprint. Another line item notes that close coordination with utility companies shall be maintained throughout the construction phase to ensure the seamless integration of utilities within the project. Toronto Water must be consulted regarding the potential impacts on nearby water and wastewater infrastructure. | ■ Table 11-1 has been updated to incorporate consultation requirements with Toronto Water concerning potential impacts on nearby water and wastewater infrastructure. This includes identifying utilities that may need protection, rehabilitation, or relocation. |
| **62** | Natural Heritage | ■ See detailed comments provided embedded in the Natural Heritage Effects Assessment Report. | ■ Comments in the Natural Heritage Effects assessment Report (Appendix B) have been addressed individually and responded to. |
| **63** | Gap Analysis – Appendix A | ■ It is unclear why the City's letter outlining detailed comments on the 2015 draft EA scope is included as an Appendix, as it could be mis-interpreted or implies that the City's last formal comments on this matter were dated in 2015 (which does not acknowledge the many, more recent comments provided by the City through the RESA EA process). City staff recommend that the 2015 detailed comments be included in the body of the gap analysis (in the appropriate sections) recognizing that these issues were considered by PortsToronto in 2015. | ■ The intention was to provide a reference to the City's involvement and comments during the previous EA study for introduction of jets and runway extensions (2017 EA). The background also refers to the City's continued involvement as part of the Agency Advisory Committee in the 2017 EA. We have added a summary of the 2015 City comments on the Study Design Report in Section 1.1 of the Gap Analysis (Table 1-1), with clarification that these comments were acknowledged by PortsToronto and incorporated into the Environmental Assessment for the introduction of jets and the runway extension at Billy Bishop Toronto City Airport. |
| **64** | All Appendices | ■ As noted in comments 4 and 5, it is important for the entirety of the EA document including the various appendices to speak clearly about the anticipated impacts of RESA options 1 and 2. For example, the executive summaries of the appendices as currently written only speak to RESA 3, but should outline how the findings change if you move to RESA 1 or 2 (up, down, neutral). | ■ Technical Reports have been updated to include the detailed effects assessment of RESA 1 and RESA 2, in addition to RESA 3. |
| **65** | Air Quality and GHG emissions | ■ Please make note of the limitations of the Environmental Assessment study in terms of air quality and GHG emissions. For example, as noted by City staff in earlier comments on the Gap Analysis, the study did not consider embodied carbon. Further, for example, the assessment of GHG/air quality impacts of the access road can acknowledge a study limitation in that it does not contemplate changes to operations, but that there may be an increased in demand for vehicle crossings through the area if access is made easier. | ■ Clarification was added to the report that the greenhouse gas emissions analysis completed as part of the Environmental Assessment study focused on operational impacts including taxiway modifications and provision of a new access road. Embodied carbon emissions from the materials required to extend the RESA were not factored into the assessment because detailed information on material quantities, sourcing, and manufacturing processes is not available at this stage of the Project.<br>■ A clarification note has been added that the proposed improvement will not change the number of vehicles using the airside perimeter road to access the islands. |
| **66** | Air Quality – Appendix | ■ Please make note of the prior studies that have informed the work taken to date. This is outlined in the Gap Analysis (RWDI, Golder, University of Toronto air quality study), and for consistency City staff suggest it be noted here as well. | ■ Section 1 (Introduction) has been updated to incorporate findings from previous studies conducted by RWDI, Golder Associates, and the University of Toronto on air quality. |
| **67** | Noise – Appendix | ■ The executive summary is not clear about the findings in relation to each RESA option. Please add references to the RESA options in the executive summary so that its clear which ones (and their impacts) are being talked about. | ■ The Executive Summary was updated to include the effects assessment of three RESA Alternatives. |
| **68** | Noise – Appendix<br><br>Air Quality – Appendix<br><br>Executive Summary (all areas where construction management are noted) | ■ There are various locations in these appendices and the main exec summary where construction management is noted. For example, Noise Appendix - Section 3, notes the exceptions to the City's noise by-law exists for government work by PortsToronto. However, City Council's approval of RESA Option 1 is conditional on a construction management plan that acknowledges air, noise and other community concerns. Please amend all relevant sections (in executive summary or appendices) to clarify the City's decision on this issue. As noted in the staff report:<br>*… the proposed amendment to the Tripartite Agreement to permit landmass expansion for Option 1 be conditional on PortsToronto submitting for staff approval, a construction management plan that requires proactive consultation with the community and local businesses on anticipated works and makes best efforts to minimize community impacts* | ■ A detailed construction plan will be developed during detailed design. Relevant sections have been updated to include the requirement for a Construction Management Plan including:<br>– Section E.11 of the Executive Summary.<br>– Table 11-1 Commitments for Future Work.<br>– Section 11.3 Next Steps.<br>■ Additionally, the Commitments Table (Table 11-1) includes commitments for developing and implementation the followings factor specific management plan for construction of RESA:<br>– Construction Air Quality Management Plan.<br>– Construction Noise Quality Management Plan. |

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| | | *by employing measures such as limiting overnight work, following best practices for noise and sound induced vibration mitigation similar to the requirements in the City's noise by-law, and transporting materials and equipment from the Port Lands over water using barges as much as possible. It is also recommended that a traffic management plan be required for construction activities given the impact to the Port Lands and/or downtown Toronto, and due to the proximity with other large construction projects such as the Gardiner Expressway and transit related projects. PortsToronto has successfully employed a number of these measures on previous occasions including barging from the Port Lands during the airfield rehabilitation program which was well received by the local community.* | – Construction Traffic Management Plan. |
| **69** | Noise - Appendix | ■ Please note the source of the 1990 NEF on map (and points X and Y) in Figure 5 as the Tripartite Agreement. Also clarify if X and Y have been approximated (as they were previously hand drawn). | ■ Noted. The report and Figure 5 have been revised, and it has been indicated that X and Y markers are approximated from the original figure in the Tripartite Agreement. |
| **70** | Socio-Economic – Appendix | ■ Table 1-1 under recreational uses notes that there is 'willingness to tolerate the current levels…'. It is unclear why this is in quotation marks and what the source of the quote is. | ■ Comments/quotes are unattributed due to the small number of interviewee sample size. Confirmed this is mentioned in Methodology section and have removed quotations/adjusted wording in this section to not mis-lead the reader. |
| **71** | Socio-Economic – Appendix | ■ As with previous comments, the net effects of should recognize the different impacts of the different RESA options. | ■ The report has been updated to include the net effects of three RESA alternatives. |
| **72** | All documents | ■ The RESA 3 project scope is noted as including a 'small aircraft run-up pad reconfiguration' in the East End, and a 'small aircraft engine runup pad' on the west end. Please provide additional details on these items, including the operating scenario under which these pads would be used. | ■ We have incorporated additional details on these components in a new Sub-section (5.1.8) within Section 5 of the Environmental Assessment Study Report. This section now provides comprehensive information about the 'small aircraft run-up pad reconfiguration' in the East End and the 'small aircraft engine runup pad' on the west end. |
| **73** | Socio-Economic – Appendix | ■ Section 3.1 Residential Uses please re-check data sources. For example, the City in 2024 published a development pipeline report which outlines growth and planned growth in downtown and the central waterfront - https://www.toronto.ca/city-government/data-research-maps/research-reports/planning-development/development-pipeline/<br>■ Other reports can be found here - https://www.toronto.ca/city-government/data-research-maps/research-reports/planning-development/<br>■ For example - the existing text references a study from 2013. The existing text also notes that 4,000 units are planned for the waterfront, with the source being Waterfront Toronto, 2022 however these are only unit counts for one specific development (quayside). These may not accurately portray the expected growth along the entirety of the waterfront. | ■ Section 3.1 has been updated with recent reports/population projections. |
| **74** | Socio-Economic – Appendix | ■ Section 3.2 Recreational Uses. Please add a reference to the Toronto Island Park Master Plan. https://www.toronto.ca/city-government/planning-development/construction-new-facilities/parks-facility-plans-strategies/toronto-island-park-master-plan/ | ■ Section 3.2 has been updated with a reference to the Toronto Island Park Master Plan. |
| **75** | Socio- Economic – Appendix | ■ In the existing conditions section, please also reference the findings of the City's 2022 consultation on the 'next phase of waterfront revitalization' which provided insights on themes/priorities for further waterfront work.<br>■ Public engagement summary - https://www.toronto.ca/legdocs/mmis/2022/ex/bgrd/backgroundfile-228122.pdf<br>■ Indigenous engagement summary - https://www.toronto.ca/wp-content/uploads/2024/03/977d-CityPlanning-Next-Phase-of-Waterfront-Revitalization-IE-Summary-Report.pdf | ■ A reference to the findings has been added to Chapter 3 (Existing Conditions), Section 3.2 (Recreational Uses). |
| **76** | Marine Navigation - Appendix | ■ Incorrect and incomplete references to the City's ferries in section 1.5 existing conditions. For example, it does not list all the vessels and also it says the Ongiara is a PortsToronto ferry when it is actually a City ferry. Please review the entirety of this section. | ■ A correction was made regarding the Ongiara in the Section 1.5 (Existing Conditions) of the Marine Navigation Effects Assessment Report (Appendix I). All the City ferries have been listed as well. |

**City of Toronto Staff Full Comments**
**January 21, 2025**
**RESA Draft Environmental Assessment, circulated on January 10, 2025**

| # | Section | Comment | Project Team Response |
|---|---|---|---|
| **77** | Marine Navigation - Appendix | ■ Please reference and draw from the Waterfront Toronto Marine Use Strategy 2020 report in this appendix - https://www.waterfrontoronto.ca/our-projects/marine-use-strategy. This strategy outlines existing marine conditions, planned future improvements, and was developed in collaboration with PortsToronto. | ■ Reference to the Waterfront Toronto Marine Use Strategy 2020 report was added to the Marine Navigation Assessment Report (Appendix I). |
| **78** | Evaluation Matrix and elsewhere | ■ As previously noted, please clarify the runway crossings between the City vehicles crossing the runway versus other users (utilities, contractors, etc.). For example see table, under rationale for A1.2. | ■ The relevant sections in the Evaluation Matrix and the Environmental Assessment Study Report have been updated to provide further clarification regarding the users of the runway crossings, distinguishing between City vehicles and other users such as utilities, contractors, etc. |
| **79** | Evaluation Matrix | ■ Factor C8. Planning policies. RESA 2 and RESA 3 text does not acknowledge the breadth of City of Toronto Official Plan policies that apply to the airport. In particular, these sections note the site and area specific policies, but do not note the natural environment policies and impacts. Please correct this section to reflect. | ■ Comment noted. The details of assessment for Factor C8.1 has been revised to reflect the broader City of Toronto Official Plan Policies. |

## Rasouli, Saeideh

**From:** Jay Paleja <Jay.Paleja@toronto.ca>
**Sent:** November 1, 2024 10:46 AM
**To:** Angela Homewood; Heather Dennis; Stephen Denes
**Cc:** Novac, Katie; Brodkin, Christopher (TC/TC); Chum, Amanda (TC/TC); Quan, Darren (TC/TC); Leblanc, Maude-Emmanuelle (TC/TC); David Stonehouse; Meg St John
**Subject:** RESA EA

Hi Angela, Heather and Steve,

As promised, below are comments related to the EA. There may be additional comments and if so we will share ASAP.

As mentioned the below includes a re-iteration of comments provided via the TAC meeting, some questions of clarification, and thoughts following the public meeting. The main objective is to ensure that the EA continues to track towards meeting expectations.

Always happy to jump on a call if it could help. Have a great weekend!

Jay Paleja
Project Manager
Waterfront Secretariat, City Planning Division
C: 647-214-0458

--

*Technical Questions*

1. We appreciate that PortsToronto recognizes the need to comply with the City's Official Plan policies related to the Natural Environment, including those specific to natural heritage and lakefilling. We also recognize the work that has gone into the Draft EA Criteria and RESA EA Gap Analysis, and that additional studies, updated data and technical analysis are needed. However, it is not clear if or how this information would satisfy key policy requirements.
    a. Specifically, how will the EA demonstrate that terrestrial and aquatic habitat will be protected and enhanced and that the project will not create new or aggravate existing natural hazards (i.e., shoreline erosion and flooding). And from a natural heritage standpoint, how will the EA assess, mitigate, and enhance impacts on natural heritage features adjacent to and/or within the project area?
    b. Similar to the need to demonstrate no new, or aggravation of existing, natural hazards can you show the work that would support that all three RESA options specifically benefit Hanlan's Point Beach?
2. The summary of EA findings concludes that RESAs 2 and 3 would reduce flood risk (for the taxiway area) but this conclusion is unsubstantiated through the information presented in the EA findings. Could you elaborate on what information and analysis led to this conclusion and how it would satisfy the City's lakefilling policy requirements related to natural hazards?
3. The summary of EA findings concludes that RESAs 2 and 3 would reduce greenhouse gas emissions due to shorter taxi time and reduced idling. Were embodied carbon emissions from the material required to extend the RESA also factored into the assessment of climate change benefits and drawbacks?

4. Were the evaluation criteria used to determine the preferred RESA alternative based on a net tally of positive benefits vs. drawbacks, or were certain elements weighted, i.e., due to their assessed or perceived importance?

*Gap Analysis Report*

5. Airspace
    a. Can PortsToronto clarify the scope of airspace review that is a part of the RESA EA, and why there is a recommendation in the gap analysis to undertake such an extensive review of the Built Form and Land Use effects, specific to RESA? Our understanding is that apart from relocation of navigational aides (localizer) and possible introduction of new aids (PAPI), there would be no changes to airspace due to RESA implementation. Further, given that RESA will not result in changes to the Obstacle Limitation, Obstacle Protection and AZR Surface.
    b. Can PortsToronto clarify what this statement means, in particular the reference to May 2024 (page 88 of Gap Analysis) –" Review and compare the updated Airport Zoning Regulations (1985 vs May 2024); "
6. Process – there are a number of areas where City of Toronto requirements are referenced (tree by-law, etc.) and the analysis notes that further follow up will be required with the City. it would help to understand clearly what you need follow up on from city staff as a result of the gap analysis, so that the Waterfront Secretariat can coordinate inputs in a timely manner.

*Clarity in the Draft EA*

The following items would help improve clarity in the draft EA.

7. Process undertaken – please be clear on how the EA process and scope aligns with best practices, and aligns with the requirements with IAA and MECP.
    a. A similar approach to how it was described/shown in the 2017 EA, section 1.6.3 and figure 1-3, would be a good start.
    b. Please also include a checklist that compares PortsToronto's EA process and how it meets federal/provincial requirements for a scope and process related to a statutory EA.
    c. Additionally, please provide a clear statement that the EA process undertaken would have met statutory requirements, if it were a statutory EA.
    d. Finally, while we understand why it is described as 'voluntary' this is causing some confusion; please ensure it is noted that the EA is a City Official Plan requirement for lakefill.
8. Vehicle crossings of runway – please include in the draft EA the breakdown of the non-airport vehicles that cross the runway by category. The data does summarize based on category (city, contractors, utilities, TDSB, etc.) and it is important to provide this specificity to the public.
9. Air quality – we understand AECOM is doing quantitative analysis of construction impacts to air quality, but qualitative analysis of air quality impacts of other changes such as the relocation of the taxiways (based on the 2017 EA). The draft EA, and in particular the executive summary section, should be particularly clear about this issue and how it was reviewed (or not reviewed) in order to ensure that the community has a clear understanding of how it does (or does not) relate to the UofT study and previous air quality studies. If the 2017 EA is being relied upon for qualitative analysis, then it is important for it to be made public.
10. Hanlan's beach – as noted at the public meeting and aligned with point 1a above, it is important to clarify the impacts on the beach with respect to sediment movement and sand accumulation and clearly describe what is or is not a result of RESA implementation (as opposed to other work that may be ongoing or planned in the area).
11. Weighting of evaluation criteria – as noted at the public meeting and aligned with point 4 above, please ensure the draft EA clearly lays out the evaluation criteria and how the various areas were weighted/considered in order to reach the recommendation.

*Public Disclosure*

12. In order to instill confidence in the EA process, City staff strongly urges PortsToronto to make all of the background studies public and available in one centralized location (website). This includes the RESA Technical Study completed by AVIA NG, the inputs/background reports that fed into the Gap Analysis (such as the AECOM

2017 EA and others listed throughout the Gap Analysis), the Gap Analysis itself, and any other reports that may have been used/referenced through the process. This was also requested by members of the public at the October 15 meeting.

*City Public Engagement*

13. Many individuals referenced the findings of the City's public engagement process at the Oct 15 meeting. Please share reports with AECOM if they are not already aware.
    - Summary of public meeting - https://www.toronto.ca/legdocs/mmis/2024/ex/bgrd/backgroundfile-249035.pdf
    - Summary of survey - https://www.toronto.ca/legdocs/mmis/2024/cc/bgrd/backgroundfile-249289.pdf

# City of Toronto Comments, November 1, 2024

| Topic | # | Comment | Response |
|---|---|---|---|
| **Technical Questions** | **1a** | We appreciate that PortsToronto recognizes the need to comply with the City's Official Plan policies related to the Natural Environment, including those specific to natural heritage and lakefilling. We also recognize the work that has gone into the Draft EA Criteria and RESA EA Gap Analysis, and that additional studies, updated data and technical analysis are needed. However, it is not clear if or how this information would satisfy key policy requirements.<br><br>Specifically, how will the EA demonstrate that terrestrial and aquatic habitat will be protected and enhanced and that the project will not create new or aggravate existing natural hazards (i.e., shoreline erosion and flooding).<br><br>And from a natural heritage standpoint, how will the EA assess, mitigate, and enhance impacts on natural heritage features adjacent to and/or within the project area? | The Natural Heritage Effects Assessment Report, prepared as part of the Runway End Safety Area (RESA) Environmental Assessment (EA), identifies potential terrestrial and aquatic impacts associated with the Project through field and background information studies and consideration of areas of impact associated with the design footprint and construction methodology. Recommended mitigation measures to address each identified impact were then incorporated into the Natural Heritage Effects Assessment Report as part of an effects assessment. Please refer to the Natural Heritage Effects Assessment Report (RESA EA Study Report- Appendix A) for specific information related to environmental protection measures.<br><br>Regarding habitat enhancement, specific requirements and opportunities related to habitat compensation / offsetting will be developed with applicable regulatory agencies (e.g., Fisheries and Oceans Canada).<br><br>Regarding Natural Hazards, the study area is located in the Great Lakes-St. Lawrence system, where natural hazards such as flooding, erosion, and dynamic beach hazards are key concerns. These hazards are managed under the Provincial Policy Statement (2024) and Ministry of Natural Resources (MNR) Technical Guidelines (2001), which set requirements for identifying, avoiding, or mitigating risks during development.<br><br>The shoreline within the study area is largely artificial, and heavily reinforced with engineered structures, including seawalls and revetments. The shoreline at both the west and east end RESAs is already hardened, and the shoreline of the East Island is protected by a large rock, located approximately 500 metres to the west of the west end RESA. Therefore, the dynamic beach hazard does not apply at this site as the artificial shoreline is protected by existing structures.<br><br>The RESA project will address the erosion hazard as both the east and west RESAs will be hardened. The design of RESA will not create any new erosion hazards, nor will it exacerbate existing erosion hazards as the design does not lead to any significant increases in velocities or shear stresses that could lead to increased erosion within the study area. Furthermore, the only area that may see small increases in velocities is the Western Channel, which has a hardened shoreline.<br><br>For flooding hazard please refer to **Response 2**. |

| Topic | # | Comment | Response |
|---|---|---|---|
| **Technical Questions** | **1b** | Similar to the need to demonstrate no new, or aggravation of existing, natural hazards can you show the work that would support that all three RESA options specifically benefit Hanlan's Point Beach? | Previous sediment transport modelling and air photo analysis has determined the sediment transport regime, with sand that flows northwesterly being trapped by the extension of the west end RESA in all three RESA alternatives. Extending and protecting the landmass at the west end of Runway 08/26 will increase the storage capacity of sand on Hanlan's Point Beach. This will cause an initial reduction in the volume of sand bypassing the end of runway and depositing in the Western Channel. The beach will continue to prograde in a westerly direction as sand is trapped by the RESA landmass. This in turn will provide a possible source of sand for updrift nourishment as part of the Gibraltar Point Sand Management Plan.<br><br>For further details refer to Marine Physical Effects Assessment study prepared as part of RESA EA project (RESA EA Study Report- Appendix C). |
| **Technical Questions** | 2 | The summary of EA findings concludes that RESAs 2 and 3 would reduce flood risk (for the taxiway area) but this conclusion is unsubstantiated through the information presented in the EA findings. Could you elaborate on what information and analysis led to this conclusion and how it would satisfy the City's lakefilling policy requirements related to natural hazards? | The flooding hazard limit is defined as the 100-year flood level plus an allowance for wave uprush and other water-related hazards. TRCA has adopted a 100-year flood level of 76.2 metres IGLD1985 for Toronto Harbour. The existing shore walls at either end of the runway have a low free board (approximate elevation of 76.5 metres) and will be significantly overtopped by wave action at the 100-year flood level. RESA 2 and RESA 3 will raise the crest elevation of the shore protection, reducing the impact of wave action or overtopping water flooding the site. As for the shorelines in the vicinity of the RESA study area, it is not expected that the design will create any new flooding hazards, nor exacerbate existing flooding hazards as the design will not increase the water levels. Further, the realignment of Taxiway D increases the taxiway elevation by approximately 300 millimetre in compliance with Canadian airport design standards, from the current elevation of 76.2 metres to 76.5 metres (to be confirmed with ongoing preliminary design), adding freeboard above the projected 100-year flood level. The increased elevation of the taxiway will be supplemented with gravity and natural drainage infrastructure within the infield grass areas to maintain existing infiltration and drainage patterns towards the lake. |
| **Technical Questions** | 3 | The summary of EA findings concludes that RESAs 2 and 3 would reduce greenhouse gas emissions due to shorter taxi time and reduced idling. Were embodied carbon emissions from the material required to extend the RESA also factored into the assessment of climate change benefits and drawbacks? | The greenhouse gas (GHG) emissions analysis completed as part of the EA study focused on operational impacts, including reduced emissions from shorter taxi times and decreased idling. Embodied carbon emissions from the materials required to extend the RESA were not factored into the assessment because detailed information on material quantities, sourcing, and manufacturing processes is not available at this stage of the Project. |

| Topic | # | Comment | Response |
|---|---|---|---|
| **Technical Questions** | 4 | Were the evaluation criteria used to determine the preferred RESA alternative based on a net tally of positive benefits vs. drawbacks, or were certain elements weighted, i.e., due to their assessed or perceived importance? | The selection of the preferred RESA alternative was based on a Reasoned-Argument (trade-off) approach. Under this methodology, each alternative was systematically reviewed against established criteria, including safety, operational efficiency, natural environment, socio-economic benefits, climate change, cost, and constructability.<br><br>The assessment highlighted how each alternative could maximize beneficial outcomes (e.g., improved safety, reduced environmental impact) and minimize potential negative effects (e.g., ecological disturbance) in its unmitigated state. These potential effects were then compared in a qualitative ranking from "Most Preferred" to "Least Preferred." While certain criteria naturally carried more influence (for example, safety requirements within an airport context), the process did not rely on a predefined numeric weighting. Instead, the final determination focused on the overall balance of trade-offs aligned with the Project's priorities and community expectations. This approach allowed to consider each alternative's relative strengths and weaknesses transparently. The alternative that best met the full suite of criteria, across safety, environmental considerations, cost, and other factors, was ultimately recommended as the preferred RESA alternative. |
| **Gap Analysis Report** | 5a. | Airspace<br><br>Can PortsToronto clarify the scope of airspace review that is a part of the RESA EA, and why there is a recommendation in the gap analysis to undertake such an extensive review of the Built Form and Land Use effects, specific to RESA? Our understanding is that apart from relocation of navigational aides (localizer) and possible introduction of new aids (PAPI), there would be no changes to airspace due to RESA implementation. Further, given that RESA will not result in changes to the Obstacle Limitation, Obstacle Protection and AZR Surface. | While no changes to the airspace are contemplated with the RESA project, the relocation of the localizer under RESA 2 and RESA 3 results in a slight change in the final approach course to Runway 26 from the east. The existing localizer is oriented such that the final approach course is slightly south of the runway alignment. The proposed RESA alternatives and all associated new infrastructure will respect the existing Obstacle Limitation Surfaces (OLS) and Obstacle Protection Surfaces (OPS) and will not change their level of protection or geometrics. According to Avia NG, no changes are expected to the airspace, and no impacts to the Toronto Island Airport Zoning Regulations (AZR) are anticipated. As a result, no additional review or updates regarding the project's compatibility with OLS, OPS, and AZR surfaces have been conducted. |
| **Gap Analysis Report** | 5b | Airspace<br><br>Can PortsToronto clarify what this statement means, in particular the reference to May 2024 (page 88 of Gap Analysis) –" Review and compare the updated Airport Zoning Regulations (1985 vs May 2024); | Statement removed from final report after confirmation of no change. |
| **Gap Analysis Report** | 6 | Process<br><br>There are a number of areas where City of Toronto requirements are referenced (tree by-law, etc.) and the analysis notes that further follow-up will be required with the City. it would help to understand clearly what you need follow-up on from city staff as a result of the gap analysis, so that the Waterfront Secretariat can co-ordinate inputs in a timely manner. | Upon further review, it was determined that no tree or noise by-laws apply to the project. However, the City of Toronto's traffic by-laws will be followed during construction. |

| Topic | # | Comment | Response |
|---|---|---|---|
| **Clarity in the Draft EA** | 7a | The following items would help improve clarity in the draft EA.<br>Process undertaken – please be clear on how the EA process and scope aligns with best practices, and aligns with the requirements with IAA and MECP.<br>A similar approach to how it was described/shown in the 2017 EA, section 1.6.3 and figure 1-3, would be a good start. | The EA being conducted as part of the RESA Project is a voluntary non-statutory EA, as the project is not a physical activity under the Federal *Impact Assessment Act*, and airport projects are not subject to the Provincial *EA Act*. The EA Study Report includes a figure (**Figure 1-3**) that clearly compares the key steps of the environmental assessment process for the RESA project with the corresponding requirements of the Federal Impact Assessment (IAA) and Provincial EA (MECP) processes. To align with best practices and previous approaches, the EA process followed a transparent and inclusive methodology. This included multiple opportunities for review and comment throughout the preparation of the EA Study Report. The engagement process enabled input from the public, Indigenous communities, stakeholders, and agencies, ensuring feedback and comments were received and addressed appropriately. |
| **Clarity in the Draft EA** | 7b | Please also include a checklist that compares PortsToronto' s EA process and how it meets federal/provincial requirements for a scope and process related to a statutory EA. | Figure 13: EA Key Steps – Federal, Provincial and the Project, which was prepared initially for the 2017 EA, has been updated and included in the draft EA to explain how the EA process meets federal/provincial requirements for scope and process. |
| **Clarity in the Draft EA** | 7c | Additionally, please provide a clear statement that the EA process undertaken would have met statutory requirements, if it were a statutory EA. | Like a statutory EA, this EA involved the collection of baseline data, the identification, assessment, and evaluation of alternatives, and the evaluation of the environmental impacts and identification of proposed mitigation measures associated with the preferred alternative. The EA also included a comprehensive public and agency consultation process, and an Indigenous engagement process. |
| **Clarity in the Draft EA** | 7d | Finally, while we understand why it is described as 'voluntary' this is causing some confusion; please ensure it is noted that the EA is a City Official Plan requirement for lakefill. | The EA Study Report clarifies that under Section 3, Policy 17 of the City of Toronto's Official Plan (2024), an EA is required for any lakefilling projects in Lake Ontario to protect or enhance water quality and quantity, and terrestrial and aquatic habitats. |
| **Clarity in the Draft EA** | 8 | Vehicle crossings of runway – please include in the draft EA the breakdown of the non-airport vehicles that cross the runway by category. The data does summarize based on category (city, contractors, utilities, TDSB, etc.) and it is important to provide this specificity to the public. | There are nearly 120 categories of non-airport vehicles that the runway crossing data outlines, which is unreasonable to be displayed. Non-airport vehicles that cross the runway include City of Toronto. City of Toronto contractors, City of Toronto utilities (garbage, water, hydro, Rogers/Bell), TRCA, City of Toronto Library and Toronto District School Board. |
| **Clarity in the Draft EA** | 9 | Air quality – we understand AECOM is doing quantitative analysis of construction impacts to air quality, but qualitative analysis of air quality impacts of other changes such as the relocation of the taxiways (based on the 2017 EA). The draft EA, and in particular the executive summary section, should be particularly clear about this issue and how it was reviewed (or not reviewed) in order to ensure that the community has a clear understanding of how it does (or does not) relate to the UofT study and previous air quality studies. If the 2017 EA is being relied upon for qualitative analysis, then it is important for it to be made public. | In response to multiple public requests at Public Meeting and Open House No. 2, the quantitative Air Quality Assessment study for the current RESA project now covers both the operational and construction phases of the preferred RESA alternative.<br>The 2017 EA and University of Toronto study were reviewed; however, they were not used in the assessment for the current RESA project. This determination was made since the implementation of the RESA will not introduce any new changes to the aircraft emissions from the current conditions. Air traffic volumes, frequency of flights, and types of aircraft will remain unchanged. For more information on the methodology and results of the Air Quality Assessment, please refer to the RESA EA Study Report – Appendix F. |

| Topic | # | Comment | Response |
|---|---|---|---|
| **Clarity in the Draft EA** | 10 | Hanlan's beach – as noted at the public meeting and aligned with point 1a above, it is important to clarify the impacts on the beach with respect to sediment movement and sand accumulation and clearly describe what is or is not a result of RESA implementation (as opposed to other work that may be ongoing or planned in the area). | Please refer to the **Response 1b** above. |
| **Clarity in the Draft EA** | 11 | Weighting of evaluation criteria – as noted at the public meeting and aligned with point 4 above, please ensure the draft EA clearly lays out the evaluation criteria and how the various areas were weighted/considered in order to reach the recommendation. | The EA Study Report comprehensively details the evaluation criteria applied to assess the RESA alternatives and presents a detailed analysis of the Reasoned-Argument evaluation results. It includes a clear ranking of each alternative and provides a justification of the trade-offs made in selecting the preferred alternative. |
| **Clarity in the Draft EA** | 12 | Public Disclosure<br>In order to instill confidence in the EA process, City staff strongly urges PortsToronto to make all of the background studies public and available in one centralized location (website). This includes the RESA Technical Study completed by AVIA NG, the inputs/background reports that fed into the Gap Analysis (such as the AECOM 2017 EA and others listed throughout the Gap Analysis), the Gap Analysis itself, and any other reports that may have been used/referenced through the process. This was also requested by members of the public at the October 15 meeting. | The Gap Analysis Memorandum, which summarizes key insights from these and other studies, will be appended to the EA document.<br>PortsToronto is reviewing with Tripartite Agreement partners whether these documents should be posted publicly, along with the Draft EA for public review. |
| **Clarity in the Draft EA** | 13 | City Public Engagement<br>1. Many individuals referenced the findings of the City's public engagement process at the Oct 15 meeting. Please share reports with AECOM if they are not already aware.<br>■ Summary of public meeting - https://www.toronto.ca/legdocs/mmis/2024/ex/bgrd/backgroundfile-249035.pdf<br>■ Summary of survey - https://www.toronto.ca/legdocs/mmis/2024/cc/bgrd/backgroundfile-249289.pdf | Noted. |

# O5.4 Toronto and Region Conservation Authority

**Note:** The Toronto and Region Conservation Authority has been an active member of the Technical Advisory Committee, providing input throughout the Environmental Assessment Study. Records of the consultation with the Technical Advisory Committee can be found in Appendix O.3.

**Subject:** RE: PortsToronto public consultation regarding RESA - July 17
**Sent:** 7/5/2024, 11:15:26 AM
**From:** Angela Homewood<AHomewood@portstoronto.com>
**To:** Brynn Coey; Stephen Denes
**Cc:** Heather Dennis; Lee Thomas; Bernhard Schropp; Rasouli, Saeideh; Grueneis, Karl
**Attachments:** DSG-2024-07-02-RESA-CommNotice-4-60733457.pdf

---

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello Brynn,
As a follow up to Steve's email, just thought I would send along our Public Notice that went into 2 local papers, the Toronto Star in yesterday's paper, and in L'Express which will be in Saturday's paper, due to our French language posting requirement.
Thank you,
-Angela-

---

**From:** Stephen Denes <SDenes@portstoronto.com>
**Sent:** July 4, 2024 12:45 PM
**To:** Brynn Coey <Brynn.Coey@trca.ca>
**Cc:** Angela Homewood <AHomewood@portstoronto.com>; Heather Dennis <HDennis@portstoronto.com>; Lee Thomas <Lee.Thomas@aviang.ca>; Bernhard Schropp <Bernhard.Schropp@aviang.ca>; Saeideh Rasouli <saeideh.rasouli@aecom.com>; Karl Grueneis <Karl.Grueneis@aecom.com>
**Subject:** PortsToronto public consultation regarding RESA - July 17

Hi Brynn,

The first public meeting for the RESA project will be held on July 17 during two sessions: 2-4 p.m. and 6-8 p.m. The meeting will be held at George Brown College's Waterside Campus, 51 Dockside Drive. Here is the announcement of the event.

You are encouraged to attend. By that point, I hope we can have the framework of an agreement in place. Also, your period fish survey would be about to get underway.

Steve

**Stephen Denes**
***Project Lead – RESA | Chargé de projet – RESA***
T: 416-863-2006 | C: 647-209-8816
E: sdenes@portstoronto.com
Website: PortsToronto.com
207 Queens Quay West, Suite 500, Toronto ON M5J 1A7

PORTS TORONTO

# MEETING SUMMARY

## Runway End Safety Area

## TRCA Scope Definition and Logistics

| | | | |
|---|---|---|---|
| **Date:** | July 8, 2024 | **Project #:** | 23BBT-10MCP |
| **Time:** | 9:00 am | **Location:** | Zoom |
| **Attendees:** | PortsToronto (PT) – Steve Denes, Angela Homewood, Heather Dennis, Chris Pearce, Julien Vachon<br>TRCA – Brynn Coey, Rick Portiss, Brian Graham<br>Avia NG – Bernhard Schropp, Lee Thomas<br>AECOM – Saeideh Rasouli, Karl Grueneis, Brian McGill | | |
| **Invited:** | Attendees + Bojan Drakul, Michael MacWilliam (PT) | | |
| **Distribution:** | Attendees, (by email) | | |
| **Prepared By:** | S. Denes | | |

The following is a summary of the items discussed during the meeting. Note that the first number in the Item numbering (e.g. "1.1") indicates the overall project meeting number.

| ITEM | DESCRIPTION | ACTION BY |
|---|---|---|
| **1.1** | All attendees introduced themselves and their affiliation with the project. | |
| **1.2** | TRCA wanted to understand the overall concept of construction regarding the RESAs, including information on barging operations, lakefill process, timing and phasing between the two runway ends. PT provided a high-level concept of construction operations involving the in-water works. The consultant's recommended approach is to build the perimeter breakwater first and then import fill into the "lagoon." With the critical timing of compliance, it is anticipated that work will be done at both ends of the runway simultaneously. | |
| **1.3** | TRCA concurred that the best approach would be as presented by PT. The base construction may only take place during approved periods during the year and outside of fish spawning times in the spring and fall. Building cells can be permitted during restricted periods with the approval of DFO. TRCA can assist with those negotiations. | |
| **1.4** | DFO will need to issue authorization for compensation of loss of aquatic habitat. TRCA can conduct fish rescues in cells as the construction area is cut off from the lake. TRCA can also assist with letter of credit to ensure habitat compensation. | |
| **1.5** | Avia NG will provide TRCA a current plan that shows the current concept of the extent of disturbance due to the construction of the RESAs. | Avia |
| **1.6** | Brian McGill of AECOM asked several questions regarding information about marine habitat including:<br>- Inquiry on fish community surveys and fish telemetry data; as well as substrate and vegetation surveys of the lakebed, noting that this information will inform the DFO Request for Review (RfR).<br>- TRCA timeline to provide this information, emphasizing the importance of having this data in time for EA development and permit application. | |

| ITEM | DESCRIPTION | ACTION BY |
|---|---|---|
| **1.7** | TRCA will be conducting survey activities at and near the airport the last two weeks of July. They will be conducing fish surveys using electrofishing. Other surveys are planned for this fall and next spring. | TRCA |
| **1.8** | TRCA is looking to get substrate data in August with their side-scanning sonar apparatus. They would have this information ready in time to make the DFO permit application. Telemetry should be done by the time we talk to Mississaugas of the Credit First Nation and Six Nations of the Grand River. | TRCA |
| **1.9** | TRCA does not foresee that a permit from their IPP group would be needed, since the airport is exempt from TRCA's jurisdiction. TRCA will follow up and confirm. | TRCA |
| **1.10** | Preferred times to conduct aquatic habitat surveys is daytime, but some can be done at night. Electrofishing typically takes 20 minutes at each end. Substrate survey is a continuous activity and requires a substantial time in the survey area. Avia and TRCA to coordinate day vs. night activities. Avia will prepare plan of construction operations (PCOs) for various investigations and task associated with the preliminary engineering and environmental assessment. | Avia, TRCA |

Meeting adjourned at approximately 10:15 am.

*The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.*

Prepared by:
Stephen Denes, Project Lead – RESA
T: (416) 863-2006 | C: 647-209-8816
email: sdenes@portstoronto.com

P:\lpe\Capital Projects\YTZ\RESA 23BBT-10MCP\T - Meetings\TRCA\Scope Definition and Logistics - TRCA - 20240708.docx

# O5.5 Transport Canada

**Comment-Response Table:**
**Transport Canada Comments in Environmental Study Report**
**February 3, 2025**

| Section | PDF Page | TC Comment | Project Team Response |
|---|---|---|---|
| **Overall Document** | - | ■ Recognizing that the environmental assessment will now be published after signing the Tripartite Agreement, the sequencing of milestones and ongoing developments on the RESA Project must be reflected somehow. In addition, careful consideration should be given to the verb tense throughout the document. While it's reasonable to identify a preferred option, in this case RESA 3, any section of the assessment should not presume the chosen option at any point in time as a decision was made amongst the Tripartite Partners based on additional factors (e.g. timeline). Some proposals have been identified in the table.<br>■ While the environmental assessment concludes that RESA 3 is the preferred option, based on an evaluation of key criteria, readers should be in a position to quickly get a sense of the weighting assigned to these criteria. As currently written, some could question whether they were all of equal value as different criteria could often carry varying levels of significance depending on the project's objectives, regulatory requirements, and stakeholder priorities, etc. Some could argue that the conclusion falls short as a result as the environmental assessment risks misrepresenting the comparative strengths and weaknesses of the options. For instance, environmental protection may be of paramount importance in this context, while other factors such as cost-effectiveness might be secondary. Without precise information earlier on about how the criteria were weighted, the conclusions drawn about Option 3 could be interpreted as an opinion.<br>■ In addition, there are areas where there does not seem to be sufficient information to draw a conclusion. This could further exacerbate the weighting concern identified above.<br>■ The impacts of the different alternatives are not clear. Recommend demonstrating how the changes are incremental between the 3 alternatives. | ■ We've reviewed the verb tense throughout (particularly in Section 5 of the EA Study Report which is focused on RESA3) to ensure consistency, avoiding any assumptions about the chosen option.<br>■ While no quantitative weighting system was applied, the evaluation of each alternative was conducted using the reasoned argument method which is a transparent, qualitative approach to evaluate the alternatives. This method considers the impacts and benefits on the natural, social, economic, and cultural environments, as well as project infrastructure and cost. It also takes into account the specific project context to ensure alignment with the project needs and objectives (specific to this Project: compliance with aviation regulations; safety enhancement, and operation efficiency). It also incorporates stakeholder input (specific to this Project: concerns related to lakefilling, noise and air quality impacts, protection of Hanlan's Point Beach, etc.). The method considers how mitigation measures, compensation strategies, and enhancement opportunities influence the overall evaluation. Residual effects—those that remain after applying these measures—are a key component of the assessment, helping to inform and justify the final decision. The method uses a defensible reasoning to support informed and balanced decision-making. The approach involves a structured discussion that balances trade-offs and provides a clear rationale for why one option is preferred over others. We have revised 4.2.5, 4.2.6 and 4.2.7 in the Environmental Assessment Study Report to clarify the process for evaluating alternatives and selecting the preferred alternative.<br>■ Incremental changes and effects are now mentioned for all three alternatives, throughout the document. |
| **Statement of Qualifications and Limitations** | 2 | ■ This section includes a statement outlining that some information ''may be based on information provided to AECOM which has not been independently verified''.<br>■ Perhaps the inclusion of such a reference is a standard practice, but it would be good to identify throughout the assessment which information provided to AECOM was not verified and provide a quick rationale to inform the readers as to why the information/claims were not substantiated to avoid questions around the legitimacy of some sections. | ■ We understand your concern regarding the inclusion of unverified information. The statement about unverified data is a standard disclaimer that we include to ensure transparency, particularly when relying on third-party data or sources not subject to independent verification. However, providing a detailed rationale for each piece of unverified information may not be feasible within the scope of this Environmental Assessment Study. Instead, we aim to ensure that the overall methodology is clear, and that the data used, whether verified or not, are appropriately referenced. This approach aids in maintaining the integrity of the report while ensuring clarity for the readers. |
| **Executive Summary** | 4 | ■ Given the ongoing sequencing, a statement should be included upfront outlining that despite the outcome of the environmental assessment, a decision needs (had) to be made amongst the Tripartite Partners taking into consideration additional factors.<br>■ In addition, to get ahead of potential criticism, perhaps it would be good to also include a statement upfront stressing that the environmental assessment is working from the baseline of current operations, which would be maintained with RESA, and is not meant to compare the state of the environment if there was no airport.<br>■ "Although there are no regulatory requirements under the federal or provincial acts that define the EA process for the project" – recommend changing "define" to "mandate".<br>■ "This EA aims to identify a preferred RESA alternative, evaluate its environmental impacts…" – Isn't it meant to evaluate the environmental impacts of a number of options in order to identify a preferred alternative? | ■ Text has been added to the Executive Summary (E.11) and Section 11.3 (Next Steps) of the Report as follows:<br>– Despite the outcome of the present Environmental Assessment, a decision was required amongst the Tripartite Partners to amend the Tripartite Agreement, completed on January 28, 2025. The amended agreement provides the conditions required to achieve compliance with Transport Canada mandated RESA. Among the other conditions outlined in the amended agreement, PortsToronto shall develop a RESA construction management plan that minimizes community impacts including overnight work and shall develop a traffic management plan related to construction activities, prior to the commencement of construction, and to the satisfaction of the City, acting reasonably. PortsToronto will now collaborate with City staff and Transport Canada to implement RESA based on the terms outlined in the January 2025 Tripartite Amending Agreement. |

| Section | PDF Page | TC Comment | Project Team Response |
|---|---|---|---|
| | | | ■ Added the following statement to Section E1 in the Executive Summary, and Section 1-1 Introduction:<br>– This Environmental Assessment is conducted based on the existing operational baseline, which will be maintained with the implementation of the RESA. It is not intended, nor should it be interpreted, as a comparison of the environment in the absence of the airport.<br>■ Text revised to "mandate", as suggested.<br>■ For clarity we have revised the text revised in Sections E.1 (Executive Summary) and 1.1 (Introduction) as follows:<br>– This Environmental Assessment aims to identify a short-list of alternatives, evaluate their environmental effects, and identify the preferred RESA alternative. It also outlines mitigation and monitoring measures, compensation plan and commitments for future work. The Environmental Assessment seeks a clear understanding of both the positive and negative effects of implementing RESA at Billy Bishop Toronto City Airport. The findings are expected to inform and engage the public and potentially affected stakeholders and provide information to support decision-making on the design and construction of the preferred alternative while ensuring compliance with Transport Canada regulations, City of Toronto Official Plan policies, and approval and permitting required by federal, provincial and municipal authorities. |
| **E5 Preferred Alternative** | 13-14 | ■ A major focus of RESA 3 during discussions was the unrestricted access road but it's not mentioned in the options description. Curious why not.<br>■ While RESA 3 is identified as the preferred option, any references to potential construction should probably be conditional to be more neutral and avoid confusion, something like: It is anticipated that the construction of RESA 3 could be completed in two phases [...] Construction could be expected to [...]. | ■ Unrestricted airside roads are mentioned in Section E.5 of the Executive Summary, as follows: Unrestricted airside roads around both ends of Runway 08/26, which allows airport and non-airport vehicles to circumvent the controlled runway environment, eliminating the need for Control Tower permissions currently in place. This reduces the risk of runway incursions, which supports the Transportation Safety Board of Canada's Watchlist.<br>■ Text regarding construction revised, as suggested. |
| **1.0 Introduction** | 40 | ■ In the second paragraph of the introduction, it states "*The purpose of the Project is compliance with Canadian Aviation Regulations (CARs), Subsection 300.01 – RESA, published in January 2022*." It should state, "The purpose of the Project is compliance with Canadian Aviation Regulations (CARs), Part III, Subpart 2, Division VI – Runway End Safety Area (RESA), published …". | ■ Text revised, as suggested, in Section 1.0. |
| **1.2.2 Tripartite Agreement** | 44 | ■ It would be preferable to conclude the section at the beginning of p.44 by outlining that any amendments to the Tripartite Agreement require the approval of all signatories and then create a subsequent section to reference the City Council decision. As currently written, it could create confusion for the readers, implying that only this decision was required to move forward with the amendments. | ■ Text revised, as suggested, in Section 1.2.2. This section has also been updated to incorporate the recent amendment to the Tripartite Agreement. |
| **1.4.1 Purpose and Need of the Project** | 44-45 | ■ The second paragraph notes that "PortsToronto is also exploring opportunities to enhance airport operational safety", but then the following paragraphs are very firm that the project "will provide environmental and community benefits". Now that RESA 1 is the plan, this should be adjusted. | ■ Text has been revised, as suggested, for further clarity and neutrality to: Additionally, the Project will explore opportunities to reduce air emissions and ground-based noise, during operation, along the lakefront through more efficient use of taxiways, adding sound attenuation noise walls and providing unrestricted perimeter airside road access around the runway ends. |
| **1.4.2 Transport Canada's RESA Requirements** | 45 | ■ Edits are required for clarity to outline that while the RESA regulations were registered on December 21, 2021, they came into force on January 5, 2022. | ■ Text has been revised, as suggested, for further clarity. |
| **1.6.1 Federal Impact Assessment Act** | 49-50 (as well as flowchart on p.53) | ■ Given the ongoing sequencing of the publication of the draft environmental assessment (e.g., in few weeks from now), perhaps this section should be updated to reflect ongoing developments (e.g., formal designation request of November 2024 and upcoming decision; s.82 process and upcoming outcome). | ■ Section 1.6.1. and 1.6.1.2 have been updated to incorporate the Designation Request, the IAAC's decision, and Section 82 Impact Assessment Act process and outcomes.<br>■ Figure 1-3 (Environmental Assessment Process flow chart updated to include the Section 82 Impact Assessment Act process. |

**Comment-Response Table:**
**Transport Canada Comments in Environmental Study Report**
**February 3, 2025**

| Section | PDF Page | TC Comment | Project Team Response |
|---|---|---|---|
| **1.6.1.2 Section 82 of the IAA** | 49 | ■ The second paragraph states, “For this Project, the water lots around the airport lands are owned by PortsToronto. Under PortsToronto’ s Letters Patent[2], Section 82 of the IAA is not triggered for these areas.”<br>■ For greater clarity on why s.82 is not triggered, we recommend changing these sentences to: “For this Project, the majority of the affected land area, as well as the water lots around the airport lands, are owned by PortsToronto. Under PortsToronto ’s Letters Patent[2], these lands and waterlots are held as non-federal properties, therefore, Section 82 of the IAA is not triggered for these areas.” | ■ Text revised, as suggested. |
| **1.6.1.2 Section 82 of the IAA** | 50 | ■ The draft EA states: “To meet their joint requirements under Section 82 of the IAA, PortsToronto and Transport Canada will rely on this EA document to determine if the Project components on Transport Canada’s land could cause adverse environmental effects.” This is no longer accurate. In order to meet timelines, we have done a standalone s.82 report. Therefore, we recommend the following wording: “To meet their joint requirements under Section 82 of the IAA, PortsToronto and Transport Canada have undertaken an Environmental Effects Evaluation to determine if the Project components on Transport Canada’s land could cause adverse environmental effects.” | ■ Text revised, as suggested. |
| **3.2.7.1 Data Collection** | 90-91 | ■ The last traffic analysis was done in 2016. While airport operations haven’t changed, presumably there are other factors that have changed in the area that would be worth reflecting but it concludes “no update was needed for the Project”. Potential risk area that could be challenged? | ■ Implementing RESA will not alter operations at BBTCA, including no increase in movements, addition of destinations, or passenger activity. As a result, the traffic impact analysis from 2016 remains conservative. The Section was revised to include the following text to clarify the approach and need for the traffic study as part of this Environmental Assessment:<br>– Since the data from the previous studies were deemed sufficient for this project, no new traffic data were collected or deemed necessary to evaluate the potential impacts of the RESA on the surrounding transportation network and road users. PortsToronto is currently completing a traffic and passenger analysis based on traffic surveys conducted in December 2023, and August 2024. It is anticipated that a comprehensive transportation and mobility program will be undertaken as part of future works in the immediate area, including the Airport Comprehensive Plan, as well as during the detailed design stage of this Project for the purpose of assessing temporary traffic conditions during construction works. |
| **4.2.2 Step 2: Screening of Long Listed RESA Alternatives** | 112 | ■ No reference to maintain existing MEZ – understood that was a key principle during the RESA options review. | ■ Protection of Marine Exclusion Zones has been added to the screening criteria. |
| **4.2.2.1 Screened Alternatives** | 113 | ■ “Alternatives 4,5,6 and 6B” – notes that these alternatives will “enhance environmental considerations” – alternative 4 will not. | ■ Addressed. Revised the text to clarify that the environmental enhancements are specific to Alternatives 5, 6 and 6B. |
| **4.2.2.1.3 Alternative 3: EMAS** | 114-115 | ■ Regulatory compliance – There is no evidence to suggest that the installation of EMAS would face uncertainty in regulatory approval. EMAS is an option for compliance identified by Transport Canada. https://www.gazette.gc.ca/rp-pr/p2/2022/2022-01-05/html/sor-dors269-eng.html | ■ We revised this section for further clarity on potential uncertainty. Here is the revised text:<br>– While this alternative meets Transport Canada’s RESA requirements, as the first Engineered Materials Arresting Systems installation in Canada, it would require Transport Canada to acknowledge acceptance of Federal Aviation Administration’s AC *150/5220-22 Engineered Materials Arresting Systems for Aircraft Overruns*, including the Federal Aviation Administration 45-day return-to-service requirement and no runway closure due to damaged Engineered Materials Arresting Systems. Furthermore, Transport Canada’s Advisory Circular AC 300-007 defers to an external government aviation authority (i.e., the United States Federal Aviation Administration) for Engineered Materials Arresting Systems planning, design, installation, and maintenance standards. While this offers clear direction at this time, it introduces future unknown risks due to changes in those standards and regulations which would be beyond the control of Transport Canada. |

**Comment-Response Table:**
**Transport Canada Comments in Environmental Study Report**
**February 3, 2025**

| Section | PDF Page | TC Comment | Project Team Response |
|---|---|---|---|
| **4.2.6.3.1 Summary of Ranking in Socio-Economic Category** | 130 | ■ When referring to idling, recommend noting it is vehicle, including truck idling, not aircraft. | ■ The text has been revised. |
| **5.1.2 Utility Conduit** | 136 | ■ There is no information as to why this is important. Recommend additional information be provided. | ■ Added additional context (text below) to explain the importance:<br>– This utility conduit will improve the coordination of public utilities, including water, sewer, and electrical connections, enabling future upgrades and ensuring uninterrupted service to both the airport and the broader Toronto Islands community. Relocating existing utilities currently running under the airport runways will facilitate easier access for maintenance, emergency works, and addressing utility failures, which are ongoing operational concerns for both City and Airport staff. Additionally, according to PortsToronto 's communication with Toronto Hydro (October 2024), the dedicated conduit will support future infrastructure upgrades and provide long-term benefits to both airport operations and the wider Islands community. |
| **5.2 Constructability and Staging** | 139 | ■ While RESA 3 is identified as the preferred option, any references to potential construction should probably be conditional to be more neutral and avoid confusion, something like: It is anticipated that the construction of RESA 3 could be completed in two phases [...] Construction could be expected to [...]. | ■ Revised text in Section 5.2, as suggested, to reflect neutrality. |
| **8.2.1 Airport Past, Current and Future Projects** | 195 | ■ Suggest to some edits to the following statement for clarity:<br>■ ‘’Looking ahead, the airport plans to introduce US Customs and Border Protection Preclearance by 2025, carry out critical infrastructure upgrades ~~funded by Transport Canada~~, for which the Government of Canada invested $30 million in June 2023, in addition to ongoing updates to the airport’s master plan to guide future growth and development, ensuring continued modernization and enhanced passenger experience.’’ | ■ Revised as suggested. |
| **Table 10-4: Summary of Agencies Consultation** | 232 | ■ The table outlines some meetings that have taken place between PortsToronto and other agencies, but also includes a reference regarding the correspondence from PortsToronto to the City seeking all signatories to the Tripartite Agreement to engage collaboratively to facilitate the review process and update of the agreement. Understanding that the goal is not to have an exhaustive list of all the discussions, perhaps a footnote could be added outlining a generic statement, something like the following:<br>– Interactions between the Tripartite partners on this project are multifaceted to allow PortsToronto to undertake the necessary steps to deliver RESA within the timeframe mandated by the *Canadian Aviation Regulations*. As co-signatories to the Tripartite Agreement, Transport Canada, the City of Toronto, and PortsToronto have been actively engaging through working group meetings to identify a path forward for the various components associated with the project. | ■ As per PortsToronto' s direction, we have removed the correspondence records between the City and PortsToronto regarding the Tripartite Agreement Amendment, as they were part of a working group independent of the EA. We have also added Transport Canada’s proposed text to Section 10.6 of the report. |
| **11.3 Next Steps** | 237 | ■ Given the ongoing sequencing of milestones on this file (e.g., environmental assessment will be published after announcement of selected option), perhaps the last paragraph of this section should be modified to remove the reference to the City Council decision and include a generic statement outlining that despite the outcome of the environmental assessment, a decision needs (had) to be made amongst the Tripartite Partners taking into consideration additional factors. | ■ Text revised, as suggested, in Section 11.3, as follows<br>– Despite the outcome of the present Environmental Assessment, a decision was required amongst the Tripartite Partners to amend the Tripartite Agreement, completed on January 28, 2025. The amended agreement provides the conditions required to achieve compliance with Transport Canada mandated RESA. Among the other conditions outlined in the amended agreement, PortsToronto shall develop a RESA construction management plan that minimizes community impacts including overnight work and shall develop a traffic management plan related to construction activities, prior to the commencement of construction, and to the satisfaction of the City, acting reasonably. PortsToronto will now collaborate with City staff and Transport Canada to implement RESA based on the terms outlined in the January 2025 Tripartite Amending Agreement. |

## Rasouli, Saeideh

**From:** Di Giuseppe, Marilena <marilena.digiuseppe@aecom.com>
**Sent:** July 15, 2025 4:03 PM
**To:** Bice, Courtney (she,her | elle,la) (TC/TC) <courtney.bice@tc.gc.ca>
**Cc:** Angela Homewood <AHomewood@portstoronto.com>; Stephen Denes <SDenes@portstoronto.com>; Lee Thomas <Lee.Thomas@aviang.ca>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Leblanc, Maude-Emmanuelle (TC/TC) <maude-emmanuelle.leblanc@tc.gc.ca>; Quan, Darren (TC/TC) <darren.quan@tc.gc.ca>; Bernhard.Schropp <Bernhard.Schropp@aviang.ca>; Jane Graham <jgraham@shoreplan.com>; Gonzalez Toledo, Nelson <Nelson.GonzalezToledo@aecom.com>
**Subject:** RE: [External/Externe]: Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Project – Requirements under the CNWA NPP

Hello Courtney, good afternoon,
I hope all is well.

Please be advised that the *Canadian Navigable Waters Act* (CNWA) application for the proposed infill required for the RESA project has been submitted to the NPP External Submission Site today. Refer also to the attached confirmation email and application cover letter.

Please do not hesitate to reach out if you have any questions or need additional information.

Kind Regards,

**Marilena Di Giuseppe**, M.A.Sc.
Environmental Planner, AECOM

M +1-416-518-7612
Marilena.DiGiuseppe@aecom.com

**Out of Office on Wednesdays**

AECOM Canada ULC.
105 Commerce Valley Drive West, 8h Floor
Markham, ON L3T 7W3
Canada

T: 905.886.7022
F: 905.538.8076
www.aecom.com

Transport Canada, Marine Office, Ontario Region
100 S Front St, 1st Floor
Sarnia, ON N7T 2M4
519-383-1863
NPPONT-PPNONT@tc.gc.ca

July 15, 2025

***Project #***
60733457

Dear Transport Canada, Marine Office, Ontario Region:

## RE: Canadian Navigable Waters Act - Navigation Protection Program Application for Approval: Billy Bishop Toronto City Airport Runway End Safety Area Project

On behalf of PortsToronto, the owner and operator of the Billy Bishop Toronto City Airport, an application for approval is being submitted under the Canadian Navigable Waters Act (CNWA) Navigation Protection Program (NPP) for the proposed infill works associated with the construction of a Runway End Safety Area (RESA) at Billy Bishop Toronto City Airport.

Per our previous correspondence dated January 31, 2025 (refer to attachment "LET_Correspondence with Transport Canada NPP" uploaded in the portal under "Supporting Documents-Other Government Agencies Involved"), it is understood that the proposed infill constitutes a "work" as defined under the CNWA and is located within Lake Ontario, a scheduled navigable waterway. As such, an approval would be required under the CNWA. This application is submitted in accordance with this requirement.

The RESA project is being undertaken to comply with the Canadian Aviation Regulations, introduced in January 2022, specifically Part III, Subpart 2, Division VI – RESA (sections 302.600 to 302.604), which mandates RESAs for airports serving over 325,000 commercial passengers annually. At Billy Bishop Toronto City Airport, RESA requirements only apply to the primary runway, Runway 08/26, as it is the only runway that is engaged in scheduled air service for the purpose of carrying passengers. The RESAs will be constructed at both ends of Runway 08/26, and are designed to enhance aviation safety without extending the runway, altering aircraft types, or increasing airport operations. The Marine Exclusion Zone boundaries and protection levels will remain unchanged.

PortsToronto, has completed an Environmental Assessment (EA) for the implementation of RESA for Runway 08/26 at Billy Bishop Toronto City Airport to comply with the aforementioned new Canadian Aviation Regulations. Although there are no regulatory requirements under the federal or the provincial acts that mandate an EA process for the Project, a Section 82 evaluation under the Impact Assessment Act was required for the Project components that fall on Transport Canada-owned land. The Section 82 review was completed, and on January 27, 2025, Transport Canada and PortsToronto issued the Notice of Determination, where it was deemed that the Project is not likely to cause significant adverse environmental effects on federal land (refer to attachment "LET_Notice of Determination-Transport Canada" uploaded in the portal under "Supporting Documents-Other Government Agencies Involved"). Additionally, in the City of Toronto's Official Plan (2024), policies exist for projects where lake filling in Lake Ontario shall undertake an EA, which have also been considered for this project. The draft EA Study Report was posted for public review and comment on May 30, 2025 (refer to attachment "RPT_RESA EA Study Report_Draft" uploaded in the portal under "Supporting Documents-Environmental Review Information"). The public review period ended on July 7, 2025, and the project team is currently reviewing and responding to the comments received.

The project is progressing under a design-build procurement model, with design completion currently at approximately 30% (preliminary stage). The design-build contractor is expected to be awarded the detailed design and construction phases by September 2025. The design-build contractor will be required to complete the detail design within the current in-water project footprint limits established during preliminary design.

Construction is scheduled to occur between July 2026 and September 2028. All in-water works associated with the construction of the east and west breakwater revetments is scheduled to begin on July 16, 2026, and is anticipated to be completed to above the water line by March 14, 2027. All work associated with infilling and construction of the landmass extensions will occur in isolation of flowing water behind the permanent breakwater revetments.

In support of this application, the following materials have been included, which are provided directly in the application for approval (uploaded via the NPP online portal) and also listed here:

**Mandatory Documents:**

- Map showing location of project:
  - MAP_Site Map-RESA Project Location.
- Design drawings:
  - DWG_PortsToronto RESA PDR Design Drawings, Dated June 2025.

**Supporting Documents:**

- Body of Water Information:
  - RPT EA Appendix C_RESA EA_Marine Physical Effects Assessment_Draft.
  - RPT EA Appendix D_RESA_EA_Water Quality Effects Assessment_Draft.
- Land Use/Ownership Information:
  - RPT Preliminary Design Appendix B - Airport Legal Boundary Mapping.
- Body of Water Use Information:
  - RPT EA Appendix I_RESA EA_Marine Navigation Effects Assessment_Draft.
- Impacts, Obstructions, and Mitigation Plans:
  - RPT EA Appendix I_RESA EA_Marine Navigation Effects Assessment_Draft.
- Environmental Review Information:
  - RPT_DRAFT RESA EA Study Report_Draft.
- Operation, Maintenance and Marking Plans:
  - RPT CYTZ RESA - Final Preliminary Design Report.
  - RPT CYTZ RESA Final PDR - Appendix J - Constructability Report.
  - MEM-2025-07-15_BBTCA-RESA-TC-NPP-Application-Project Description
- Photographs of Work Site and Body of Water:
  - LOG_Photolog-RESA-June 2025.
- Indigenous Consultation:
  - RESA-Indigenous Consultation Log, July 2025.
- Other Government Agencies Involved:
  - Notice of Determination-Transport Canada.
  - LET_Correspondence with Transport Canada NPP.
  - LET_IAAC Designation Request and Decision.
  - LET-Correspondence with MNR-PLA-Private Lands.
  - DFO_RfR_PortsToronto RESA_2025-06-13.

Also note that construction activities extending into the water, including within the Marine Exclusion Zone (MEZ), require authorization from PortsToronto's Harbour Master. This authorization, obtained under Port Authorities

Operations Regulations, requires approval from water lot owners, coordination with Billy Bishop Airport and NAV CANADA, and compliance with safety and navigation protocols. These include a safety plan, use of personal floatation devices (PFDs), proper lighting and marking of marine equipment, removal of equipment after work, issuing navigation notices, and notifying the Harbour Master when the project is complete.

We appreciate your consideration of the application and look forward to your review. Should you require any additional information or clarification, please do not hesitate to contact undersigned at your convenience.

Kind Regards,



Marilena Di Giuseppe
Environmental Planner, AECOM
Marilena.DiGiuseppe@aecom.com

cc: Stephen Denes, RESA Project Lead, PortsToronto
Angela Homewood, Environmental Projects Lead, PortsToronto
Lee Thomas, RESA Project Lead, Avia NG
Karl Grueneis, RESA Project Manager, AECOM
Saeideh Rasouli, RESA Deputy Project Manager, AECOM

**Rasouli, Saeideh**

**From:** NWAR-ESS <nwaress@notification.canada.ca>
**Sent:** July 15, 2025 3:52 PM
**To:** Di Giuseppe, Marilena
**Subject:** Application for approval submitted

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious



Your Application for Approval to the Navigation Protection Program (NPP) has been successfully submitted.

From: Marilena Di Giuseppe

Located on: Lake Ontario, Toronto (City), Ontario

For: Infill

Your project information has been sent to your regional Navigation Protection Program office for review.

An NPP officer will be in contact to advise you of the next steps.

If you wish to view your submitted application, you may login to your existing External Submission Site account.



## Di Giuseppe, Marilena

**From:** Bice, Courtney (she,her | elle,la) (TC/TC) <Courtney.Bice@tc.gc.ca>
**Sent:** February 20, 2025 4:03 PM
**To:** Di Giuseppe, Marilena
**Cc:** Angela Homewood; Stephen Denes; Lee Thomas; Rasouli, Saeideh; Grueneis, Karl; Leblanc, Maude-Emmanuelle (TC/TC); Quan, Darren (TC/TC)
**Subject:** RE: [External/Externe]: Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Project – Requirements under the CNWA NPP

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

UNCLASSIFIED / NON CLASSIFIÉ

i Marilena,

ve added responses below in red.

Thank you,

*Courtney Bice*
A/Manager | Gestionnaire
Navigation Protection Program | Programme de protection de la navigation
Transport Canada | Transports Canada
100 Front St. S., Sarnia ON N7T 2M4
519-381-7844 | courtney.bice@tc.gc.ca
Government of Canada | Gouvernement du Canada

Transport Canada has introduced new fees for services, under the *Canadian Navigable Waters Act,* as part of the Fee Modernization initiative. Find out more at: Canada Gazette, Part 2, Volume 158, Number 14: Canadian Navigable Waters Act Fees Regulations

Transports Canada introduit une nouvelle structure de redevances, en vertu de la *Loi sur les eaux navigables canadiennes,* dans le cadre de l'initiative de modernisation des frais. Plus d'informations ici: La Gazette du Canada, Partie 2, volume 158, numéro 14 : Règlement sur les droits relatifs à la Loi sur les eaux navigables canadiennes

**From:** Di Giuseppe, Marilena marilena.digiuseppe aecom.com
**Sent:** Monday, February 10, 2025 5 05 PM
**To:** Bice, Courtney (she,her elle,la) (TC TC) Courtney.Bice tc.gc.ca
**Cc:** Angela omewood A omewood portstoronto.com Stephen Denes SDenes portstoronto.com Lee Thomas Lee.Thomas aviang.ca Rasouli, Saeideh saeideh.rasouli aecom.com Grueneis, Karl Karl.Grueneis aecom.com Leblanc, Maude-Emmanuelle (TC TC) maude-emmanuelle.leblanc tc.gc.ca Quan, Darren (TC TC) Darren.Quan tc.gc.ca
**Subject:** RE External Externe Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Project Requirements under the CNWA NPP

UNCLASSIFIED / NON CLASSIFIÉ

ello Courtney,

Thank you very much for your email. We really appreciate your guidance on this matter.
We have a few more questions for you, as follows

1. Would it be possible to know the current timelines for review and approval of NPP submissions As the RESA Project is very time sensitive, and construction is set to begin as early as Fall 2025, with in-water activity scheduled for Spring 202 , we would like to understand if there are any schedule implications.
   Typical processing time for an application for approval is 50- 0 working days, plus an additional 30 calendar days for our advertising and public comment period. Additionally, the application will be referred to our ndigenous Relations nit for review. f they determine that consultation is required, the timeline may be extended. Please keep in mind, these are the timelines if we determine that an approval is required. f we determine that the work meets the no interference criteria, a letter will be sent and the file will be closed.
2. Regarding the schedule, given the time sensitivity of this project, if we proceed with submitting our application based on the 0 design and later need to resubmit due to design modifications, would we be able to expect a shorter review timeline for the resubmission
   nfortunately, no. The same review process would need to be followed, we d essentially just be starting again.
3. Regarding the design modifications, our understanding is that only the components of the project related to in-water work (components potentially interfering with navigability) are relevant to the NPP application. For example, if there are modifications to the on-land components of the project, resubmission of the application wouldn t be necessary. s this correct
   Yes, that is correct. Anything that is taking place in, on, over, under, through or across is subject to the CNWA. Any project components taking place on land do not require approval by the NPP.
4. Are there different approval timelines for a determination versus a permit approval
   f we determine that the work will not interfere, that decision is made at screening (once the application has been submitted) and you will be notified within a couple business days that approval is not required.
5. Based on the current fee schedule for application fees (located here Canada Ga ette, Part 2, olume 15 , Number 1 Canadian Navigable Waters Act Fees Regulations), we understand that the RESA Project likely fits within Category 3. s this correct
   Yes, that is correct. Fees are required to be paid if an approval is required. f we determine that the work will not interfere with navigation, no fees are required.

Thank you for all your guidance and assistance.

wish you a wonderful evening.

Kind Regards,

Marilena

**Marilena Di Giuseppe**, M.A.Sc.
Environmental Planner

M 1- 1 -51 - 12
Marilena.DiGiuseppe aecom.com

**Out of Office on Wednesdays**

---

**From:** Bice, Courtney (she,her elle,la) (TC TC) Courtney.Bice tc.gc.ca
**Sent:** Wednesday, February 5, 2025 10 13 AM
**To:** Di Giuseppe, Marilena marilena.digiuseppe aecom.com
**Cc:** Angela omewood A omewood portstoronto.com Stephen Denes SDenes portstoronto.com Lee Thomas Lee.Thomas aviang.ca Rasouli, Saeideh saeideh.rasouli aecom.com Grueneis, Karl Karl.Grueneis aecom.com Leblanc, Maude-Emmanuelle (TC TC) maude-emmanuelle.leblanc tc.gc.ca Quan, Darren (TC TC) darren.quan tc.gc.ca
**Subject:** RE External Externe Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Project Requirements under the CNWA NPP

UNCLASSIFIED / NON CLASSIFIÉ

Good morning Marilena,

Apologies, should have provided information about how to submit an application in my original email! You re correct, applications are submitted through the External Submission Site.

We do require final design drawings to make a determination under the Act. Reason being- if something changes, you may be required to submit again for review.

appy to discuss further if you d like.

Thank you,

*Courtney Bice*
A/Manager | Gestionnaire
Navigation Protection Program | Programme de protection de la navigation
Transport Canada | Transports Canada
100 Front St. S., Sarnia ON N7T 2M4
519-381-7844 | courtney.bice@tc.gc.ca
Government of Canada | Gouvernement du Canada

Transport Canada has introduced new fees for services, under the *Canadian Navigable Waters Act,* as part of the Fee Modernization initiative. Find out more at: Canada Gazette, Part 2, Volume 158, Number 14: Canadian Navigable Waters Act Fees Regulations

Transports Canada introduit une nouvelle structure de redevances, en vertu de la *Loi sur les eaux navigables canadiennes,* dans le cadre de l'initiative de modernisation des frais. Plus d'informations ici: La Gazette du Canada, Partie 2, volume 158, numéro 14 : Règlement sur les droits relatifs à la Loi sur les eaux navigables canadiennes

---

**From:** Di Giuseppe, Marilena marilena.digiuseppe aecom.com
**Sent:** Tuesday, February 0 , 2025 30 PM
**To:** Bice, Courtney (she,her elle,la) (TC TC) Courtney.Bice tc.gc.ca
**Cc:** Angela omewood A omewood portstoronto.com Stephen Denes SDenes portstoronto.com Lee Thomas Lee.Thomas aviang.ca Rasouli, Saeideh saeideh.rasouli aecom.com Grueneis, Karl Karl.Grueneis aecom.com Leblanc, Maude-Emmanuelle (TC TC) maude-emmanuelle.leblanc tc.gc.ca Quan, Darren (TC TC) Darren.Quan tc.gc.ca
**Subject:** RE External Externe Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Project Requirements under the CNWA NPP

UNCLASSIFIED / NON CLASSIFIÉ

Good Afternoon Courtney,

Thank you for your timely response and comprehensive email regarding the Runway End Safety Area (RESA) Project. Your detailed guidance on the application process under the CNWA NPP is greatly appreciated.

Your explanation of how the landmass extension infill project is considered a work rather than a Prohibited Activity under the CNWA is particularly helpful. We are grateful for your clarification on subsections 21-22(1) and 22(2), especially the distinction between materials that float and those that sink, and where the prohibition applies and does not apply.

The information you have provided on the application requirements for Lake Ontario, being on the Schedule to the Act, is extremely valuable. We will ensure our application includes all the necessary components, including

i. A completed application with project details, construction methodology, anticipated navigation impacts, temporary works information, etc.
ii. Plan and Profile view drawings.
iii. Map.

Could you please advise if we are still required to submit our approval application via the NPP External Submission Site online

We understand that the NPP will review the project thoroughly, considering both the construction impacts and the final infill, even though the work is taking place within the Marine Exclusion one (ME ). We acknowledge that Transport Canada retains the authority under section of the CNWA to determine if the work will interfere with navigation, and that this determination requires a complete application with associated drawings.

Based on our current project timeline and the guidance you have provided, we anticipate submitting the application for the RESA Project by April 2025. Please note that we will not have final design drawings available at that time but can provide follow-up to our application once those are available. The Project Team is diligently working to gather all the

required information and prepare the necessary documents. Given the firm RESA compliance deadline of uly 12, 202 , the construction is anticipated to start as early as Fall 2025. We would greatly appreciate any advice or considerations that could help expedite the review process by the Navigation Protection Program Team.

Once again, thank you for your guidance and clear explanations. Your assistance is greatly appreciated in helping us navigate this process effectively.

Please be informed that, as per PortsToronto s request, we are keeping the policy staff from Transport Canada (Maude Leblanc and Darren Quan) both cc d on this email, apprised of our application process.

Should you have any further advice or if there is additional information we should be aware of, please do not hesitate to inform us.

Kind Regards,

**Marilena Di Giuseppe**, M.A.Sc.
Environmental Planner

M 1- 1 -51 - 12
Marilena.DiGiuseppe aecom.com

**Out of Office on Wednesdays**

---

**From:** Bice, Courtney (she,her elle,la) (TC TC) Courtney.Bice tc.gc.ca
**Sent:** Friday, anuary 31, 2025 3 AM
**To:** Di Giuseppe, Marilena marilena.digiuseppe aecom.com
**Cc:** Angela omewood A omewood portstoronto.com Stephen Denes SDenes portstoronto.com Lee Thomas Lee.Thomas aviang.ca Rasouli, Saeideh saeideh.rasouli aecom.com Grueneis, Karl Karl.Grueneis aecom.com
**Subject:** RE External Externe Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Project Requirements under the CNWA NPP

UNCLASSIFIED / NON CLASSIFIÉ

Good morning Marilena,

oey forwarded me your email ve been working on the RESA project so can provide you with some information.

The infill for this project would be considered a work as defined under the *Canadian Navigable Waters Act* (CNWA), rather than a Prohibited Activity . Subsection 21-22(1) of the *Canadian Navigable Waters Act* (CNWA) prohibits throwing or depositing of sawdust, edging, slabs, bark (we call this the floaty bits ) and prohibits throwing or depositing of stone, gravel, earth, cinder, materials that are liable to sink (we call this the sinky bits ). owever, subsection 22(2) states the following

> **(2)** The prohibition in subsection (1) does not apply with respect to the dumping of fill **done in compliance with an approval issued under subsection 7(6).**

n plain language, NPP can approve the dumping of fill as part of an approval, rather than requiring a Governor in Council exemption.

Lake Ontario is found on the Schedule to the Act, so this work would require an approval under the CNWA. An application for approval includes the following

i. A completed application, which includes details on the project, construction methodology, anticipated impacts to navigation, temporary works, etc.
ii. Plan and Profile view drawings
iii. Map

NPP will review the project to determine the impacts to navigation, which includes the impacts of the construction itself, and the final infill. While the work is taking place within the ME , it is still changing the natural clearances available, so an application is required. TC does have the authority under section of the CNWA to determine that the work will not interfere with navigation, however a completed application and associated drawings are required to make that determination. f TC determines that the work would not interfere with navigation, an approval would not be required, and no further action would be taken by the NPP.

f you have any additional questions, please let me know.

Thank you,

*Courtney Bice*
A/Manager | Gestionnaire
Navigation Protection Program | Programme de protection de la navigation
Transport Canada | Transports Canada
100 Front St. S., Sarnia ON N7T 2M4
519-381-7844 | courtney.bice@tc.gc.ca
Government of Canada | Gouvernement du Canada

Transport Canada has introduced new fees for services, under the *Canadian Navigable Waters Act*, as part of the Fee Modernization initiative. Find out more at: Canada Gazette, Part 2, Volume 158, Number 14: Canadian Navigable Waters Act Fees Regulations

Transports Canada introduit une nouvelle structure de redevances, en vertu de la *Loi sur les eaux navigables canadiennes*, dans le cadre de l'initiative de modernisation des frais. Plus d'informations ici: La Gazette du Canada, Partie 2, volume 158, numéro 14 : Règlement sur les droits relatifs à la Loi sur les eaux navigables canadiennes

---

**From:** Di Giuseppe, Marilena marilena.digiuseppe aecom.com
**Sent:** Wednesday, anuary 2 , 2025 3 53 PM
**To:** immer, oey (TC TC) joey. immer tc.gc.ca
**Cc:** Angela omewood A omewood portstoronto.com Stephen Denes SDenes portstoronto.com Lee Thomas Lee.Thomas aviang.ca Rasouli, Saeideh saeideh.rasouli aecom.com Grueneis, Karl Karl.Grueneis aecom.com NPP ONT PPN ONT NPPONT-PPNONT tc.gc.ca
**Subject:** External Externe Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Project Requirements under the CNWA NPP

Dear oey immer,

**RE: Billy Bishop Toronto City Airport (BBTCA) Runway End Safety Area (RESA) Project – Requirements under the Canadian Navigable Waters Act (CNWA) Navigation Protection Program (NPP)**

On behalf of PortsToronto, the owner and operator of Billy Bishop Toronto City Airport (BBTCA), we are sending this letter to request guidance and direction to ensure that our team pursues the correct avenue under the Navigation Protection Program (NPP), for PortsToronto s Runway End Safety Area (RESA) project.

**Project Background**

A Runway End Safety Area (RESA) is required to be constructed at BBTCA ( the Project ). The Proponent of this Project is PortsToronto. The purpose of the Project is compliance with Canadian Aviation Regulations (CARs), Part , Subpart 2, Division Runway End Safety Area (RESA), sections 302. 00 to 302. 0 RESA, published in anuary 2022, which mandate RESAs for airports serving over 325,000 commercial passengers annually. A RESA is an area adjacent to, or on, a runway designed to reduce the severity of damage to an aeroplane in the event that the aeroplane undershoots or overruns the runway. At BBTCA, the RESA requirements apply to both ends of the primary runway, Runway 08/26, which enables commercial aircraft use.

The Project Study Area encompasses all BBTCA lands involved in the RESA implementation, including the Marine Exclusion one (ME ). The Project Study Area is illustrated in **Attachment 1- Study Area Map.** The construction of RESAs, as well as any additional improvements, will not lengthen the primary runway, will not facilitate the use of new aircraft, and will not increase operations at the BBTCA. The boundaries and size of the existing Marine Exclusion Zone (ME ) will also remain unchanged.

Although there are no regulatory requirements under the federal or the provincial acts that define an EA process for the Project, a Section 82 evaluation under the Impact Assessment Act (IAA) is required for all Project components that fall on Transport Canada-owned land. The Section 82 review is complete, with no comments received and the Notice of Determination has been posted to the Impact Assessment Agency of Canada s registry at Runway End Safety Area - Billy Bishop Toronto City Airport.

n the City of Toronto s Official Plan (202 ), policies exist for projects where lake filling in Lake Ontario shall undertake an EA, which needs to be considered. As such, PortsToronto has undertaken a non-statutory voluntary EA process for the RESA project at BBTCA. A draft EA Study Report was prepared in December 202 and is currently under review. The EA findings are expected to inform and engage the public and potentially affected stakeholders and provide information to support decision-making on the design and construction of the preferred alternative while considering the impacts of all three alternatives. The key goal is to ensure compliance with Transport Canada regulations, City of Toronto Official Plan policies, and approval and permitting required by federal, provincial and municipal authorities.

The airport sits on 210 acres of land on Toronto sland. The Toronto Port Authority owns .5 of the land with 1 5 acres the City of Toronto owns 20 of the land with 2 acres and Transport Canada owns 1.5 of the land with 3 acres. The ownership of the lands is as follows

- On land, includes the areas noted in Area A (owned by Toronto Ports Authority), Areas D and E (owned by Transport Canada) and Areas B and C (owned by City of Toronto), which is depicted in **Attachment 2- Land Ownership**.
- n the water, includes the area noted in the water lots at each end of the runway (owned by the Toronto Port Authority) which is depicted in **Attachment 3- Water lot Ownership**.

**NPP Requirements and Next Steps**

The construction of the RESAs on Runway 08/26 includes a landmass extension of approximately 60 m from the seawall by approximately 120-13 m wide ( , 00 $m^2$) on the east end, and approximately 3- m from the seawall by approximately 122-13 m wide ( , 0 $m^2$) on the west end of the runway. Please note that the measurements are approximate at this stage, as the design is still in progress and is subject to refinement. Landmass extensions will require depositing fill materials into Lake Ontario. Additionally, the in water activities also include construction of an armoured stone breakwater structure along both the east and west ends of Runway 0 2 to protect the RESAs from ice and wave spray.

After completing the online Project Review Tool and reviewing the NPP guidelines, we screened the Project under the Canadian Navigable Water Act (CNWA). t was deemed that the Project does not fall under the **Minor Works** category, nor does it fall within the listed **Major Works** projects as well. We have deduced the following steps, from reviewing the CNWA NPP guidelines and requirements herein, and would appreciate guidance and feedback with respect to the next steps

- Step 1. An exemption application to be submitted and approved before proceeding with the NPP application. Our understanding is that the Project is subject to Sections 22(1), and 24(1) of the CNWA due to the nature of the works and the materials being deposited

    - *Section 22 (1) of the CNWA provides as follows: No person shall throw or deposit or cause, suffer or permit to be thrown or deposited any stone, gravel, earth, cinders, ashes or other material or rubbish that is liable to sink to the bottom in any water, any part of which is navigable or flows into any navigable water, where there is not a minimum depth of 36 metres of water at all times, but nothing in this section shall be construed so as to permit the throwing or depositing of any substance in any part of a navigable water if it is prohibited under any other federal Act.*
    - *Section 24 (1) of the CNWA provides as follows: The Governor in Council may, by order, exempt from the application of any of section 21 to 23, any rivers, streams or waters, in whole or in part, if the Minister receives an application for an exemption and the Governor in Council is satisfied that it would be in the public interest.*

- Step 2: Submission of an application for a permit under the NPP. With regards to this second step please review our following notes:

    - All in-water works for the Project will be taking place within the already established MEZ where navigation is currently strictly prohibited (refer to **Attachment 1**). Your insight would be appreciated on how this aspect of the Project lends to the two-step application process listed above. For instance, would the course of the application process under the NPP be changed and could the Project be exempted from the CNWA NPP outright, since navigation will technically not be affected in an area of Lake Ontario where it is already prohibited (i.e., within the MEZ).
    - Additionally clarification and direction from Transport Canada would be appreciated on the category that this unique Project would fall within for the purposes of pursuing our application (if identified required), since it is not a **Minor Works** project, nor does it fall under the listed **Major Works** projects.

We appreciate your consideration and review and look forward to your response and direction on the project requirements under CNWA. Our team is available at your convenience to discuss details with you further in a

meeting, where we could share more information on the Project and confirm the appropriate steps to satisfy the NPP requirements. Thank you in advance for your assistance with this matter.

Kind Regards,

**Marilena Di Giuseppe**, Hon. BSc, MASc
Environmental Planner, IAP, Canada

M +1-416-518-7612
marilena.digiuseppe@aecom.com

**Out of Office on Wednesdays**

**AECOM**
105 Commerce Valley Drive West
6th Floor
Markham, Ontario L3T 7W3, Canada
T +1-905-886-7022
aecom.com

**Delivering a better world**

LinkedIn | Twitter | Facebook | Instagram



**Notice of Determination**

**[Toronto, ON] – [January 27, 2025]** – The authorities have determined that the proposed project, "Runway End Safety Area – Billy Bishop Toronto City Airport", is not likely to cause significant adverse environmental effects.

This determination was based on a consideration of the following factors:

- impacts on rights of Indigenous peoples;
- Indigenous knowledge;
- community knowledge;
- comments received from the public; and
- technically and economically feasible mitigation measures.

Mitigation measures taken into account for this determination are as follows:

Vegetation:

- Clearly delineate vegetation clearing zones (i.e., using silt or tree protection fencing) on both construction drawings and in the field prior to clearing and grading.

- Where appropriate, construction fencing and/or silt fencing should be installed and maintained to clearly define the construction footprint and prevent accidental damage or intrusion to adjacent vegetation communities.

- An Erosion and Sediment Control Plan should be developed to ensure no sedimentation enters adjacent vegetation communities.

- Temporarily disturbed areas should be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities.

- All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations.

Wildlife:

- Develop and implement a Wildlife and Species at Risk Encounter Protocol. If wildlife is encountered, measures should be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities should be ceased or reduced, and wildlife should be encouraged to move off-site and away from the construction area on its own. A qualified Biologist should be contacted if the wildlife does not leave on its own.

- Train construction personnel to prevent a wildlife encounter from occurring, including the following: no personnel shall approach, feed or harass wildlife; food waste will be properly stored and disposed of; and vehicles will yield to wildlife.

Migratory Breeding Birds and Nests:

- All works must comply with the Migratory Birds Convention Act (MBCA), including removing trees and vegetation outside of the bird nesting period (April 1 to August 31).

- If activities are proposed to occur during the general nesting period, a breeding bird and nest survey should be undertaken prior to required activities. Nest searches by an experienced searcher are required and should be completed by a qualified biologist no more than 48 hours prior to vegetation removal. An appropriate-sized buffer where no construction activities are to occur should be established around an active MBCA protected nest until the young have fledged and the nest is deemed no longer active by a qualified biologist.

- If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.

- All stockpiled materials of soil, overburden or similar materials are to be maintained at 70 degrees or less by sloping off stockpiles to create a slot angle that will not support nesting breeding birds during the breeding bird season (April 1 to August 31).

Soil, Sediment and Water Quality:

- A Spill Prevention and Response Plan should be developed and adhered to.

- Spills should be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan.

- Refuelling and equipment maintenance/cleaning stations should be located within a centralized location on-site, and be at least 30 m away from wetlands, watercourses, waterbodies or other site drainage features.

- All chemical transfer, fuelling, and vehicle maintenance should be conducted within the refuelling station areas.

- An emergency response kit should be made available at each re-fuelling station in case of a spill. All construction vehicles and equipment should also be equipped with a spill kit suitable for the vehicle or equipment.

- All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, or attached soil potentially containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site.

- All on-site crew members operating construction vehicles should be appropriately trained in handling a potential spill and have Workplace Hazardous Materials Information System training.

- An Erosion and Sediment Control Plan should be developed to ensure no sedimentation enters Lake Ontario.

Air Quality

Construction Phase:

- Install screening and/or barriers at practical locations within the air quality study area to decrease wind driven emissions of particulates.

- Prior to commencement of construction, a detailed Construction Air Quality Management Plan should be prepared.

- Develop a Communications Protocol and a Complaints Protocol to address any air-quality related concerns raised during the construction.

- Make use of dust suppressors such as water sprays.

Operation Phase:

- Implement idling reduction programs to limit vehicle emissions, particularly for trucks, tugs, and other vehicles operating at BBTCA and along the airside perimeter road.

Noise:

- Maintain equipment in an operating condition that prevents unnecessary noise, including but not limited to, effective muffler systems, properly secured components, and lubrication of moving parts.

- Restrict idling of equipment to the minimum necessary to perform the specific work.

- Ensure vehicles employed continuously on site for an extended period of time (two days or more) are fitted with broad-band sound back-up alarms, rather than tonal alarms.

- Avoid unnecessary revving of engines and switch off equipment when not required (do not idle).

- Minimize drop heights of materials.

- Use construction equipment compliant with noise level specifications in MECP publications NPC-115 and NPC-118.

The authorities are satisfied that that the carrying out of the project is not likely to cause significant adverse environmental effects.

Therefore, the authorities may carry out the project, exercise any power, perform any duty or function, or provide financial assistance to enable the project to be carried out in whole or in part.

Transport Canada / Transports Canada

4900 Yonge St. 3rd Floor
Toronto ON M2N 6A5

Your file / Votre référence

Our file / Notre référence
5151-1-180
RDIMS Number / Numéro de SGDDI
20421640

**VIA EMAIL**

July 12, 2024

Warren Askew
Vice President, Airport
PortsToronto
#500 - 207 Queens Quay West,
Toronto, ON M5J 1A7
WAskew@portstoronto.com

Dear Warren Askew,

Thank you for your letter dated June 28, 2024. Transport Canada appreciates the ongoing efforts by PortsToronto to ensure compliance with the *Canadian Aviation Regulations* (CARs), including regulatory obligations related to Runway End Safety Areas (RESA).

Per the letter of June 28, 2024, Billy Bishop Toronto City Airport (BBCTA) confirmed that it handled more than 325,000 passengers (emplaned and deplaned) in both the 2022 and 2023 calendar years. In addition, on July 4, 2024, Statistics Canada published the *Airport Activity Survey*, which provides estimates of passengers emplaned and deplaned at Canadian airports. However, Statistics Canada is prohibited by law from releasing any information it collects which could identify any person, business, or organization. For this reason, the number of passengers emplaned and deplaned at BBCTA was not published.

Consequently, and in accordance with subsection 302.600(4) of the CARs, I am writing to notify PortsToronto that based on information collected by Transport Canada, in partnership with Statistics Canada under the Electronic Collection of Air Transportation Statistics (ECATS) initiative, BBCTA has surpassed the passenger volume threshold during a period of two consecutive calendar years, as set out in subsection 302.600(1) of the CARs. This requires PortsToronto, as the airport owner and operator, to comply with the RESA regulatory requirements within three years of the date of this letter.

Furthermore, in accordance with subsection 302.603 of the CARs, please ensure notification to the Minister of Transport no later than 90 days before the Monday, July 12, 2027, deadline of the manner in which PortsToronto intends to comply with RESA regulatory requirements.

Transport Canada recognizes that RESA implementation at BBCTA is complex. Transport Canada remains committed to working with both PortsToronto and the City of

Toronto to advance a path forward. As part of this effort, I look forward to participating in the community consultation sessions on July 17, 2024, being hosted by PortsToronto.

Finally, as you advance with RESA implementation, please do not hesitate to contact Ovais Mateen, Acting Technical Team Lead Operations Specialties via phone at 416-414-0350 with any questions specific to RESA requirements and/or during preparation of the Plan of Construction Operations.

Kind regards,

MEGeorge

Marcia George
Regional Director
Civil Aviation, Ontario Region

Cc: RJ Steenstra, President and CEO, PortsToronto
Serge Bijimine, Assistant Deputy Minister, Transport Canada
Duwayne Williams, Regional Director General, Transport Canada
Imi Waljee, Acting Regional Director General, Transport Canada
Félix Meunier, Director General Civil Aviation, Transport Canada
Paul Johnson, City Manager, City of Toronto

## Rasouli, Saeideh

**From:** Stephen Denes <SDenes@portstoronto.com>
**Sent:** July 4, 2024 3:36 PM
**To:** Rasouli, Saeideh; Grueneis, Karl; Lee Thomas; Bernhard Schropp
**Cc:** Heather Dennis; Angela Homewood
**Subject:** FW: Public Meeting Notice published and RESA Website Live
**Attachments:** DSG-2024-07-02-RESA-CommNotice-4-60733457.pdf; DSG-2024-07-02-RESA-CommNotice-FR-60733457.pdf

FYI and records.

Steve
647-209-8816 (cell)

---

**From:** Angela Homewood <AHomewood@portstoronto.com>
**Sent:** Thursday, July 4, 2024 10:20 AM
**To:** Voortman, John (TC/TC) <John.Voortman@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>; Novak, Katie (she,her | elle,la) (TC/TC) <Katie.Novak@tc.gc.ca>; Brodkin, Christopher (TC/TC) <christopher.brodkin@tc.gc.ca>; Chum, Amanda (TC/TC) <Amanda.Chum@tc.gc.ca>; Quan, Darren (TC/TC) <Darren.Quan@tc.gc.ca>; Bryan Bowen <Bryan.Bowen@toronto.ca>; Jay Paleja <Jay.Paleja@toronto.ca>; Meg St John <Meg.StJohn@toronto.ca>; Warren Askew <WAskew@portstoronto.com>; Deborah Wilson <deborah.wilson@portstoronto.com>; Bojan Drakul <BDrakul@portstoronto.com>; Stephen Denes <SDenes@portstoronto.com>; Glynys Jones <GJones@portstoronto.com>; Heather Dennis <HDennis@portstoronto.com>; Peter MacLeod <peter@masslbp.com>; Sarah Yaffe <sarah@masslbp.com>
**Subject:** Public Meeting Notice published and RESA Website Live

Good Morning All,
Our Communications Team, with the support from our RESA consulting team (Avia NG & AECOM), have published the public meeting notice in two local papers, the Toronto Star (in today's paper) and L'Express (Saturday's paper). Under the EA process requirements, public notices must be posted in two local papers, with the required details including a map of the study area. PortsToronto has an added requirement to issue the notice in a French paper. I have attached both notices for documentation requirements which AECOM will be including in their files and in the EA report.

In addition, the website went live today safecleanquiet.ca
The FAQs on the website are based on the feedback we received from Transport Canada and the City of Toronto during our Working Group meetings back in May when we were planning to have our first public meeting in June.

Thank you and please let me know if you have any questions.
-Angela-

# O5.6 Environment and Climate Change Canada

## Rasouli, Saeideh

**From:** Wildlife Ontario (ECCC) <wildlifeontario@ec.gc.ca>
**Sent:** October 10, 2025 10:37 AM
**To:** Anevich, Megan
**Cc:** deCatanzaro,Rachel (elle | she, her) (ECCC); permislep / sarapermits (ECCC); Registre LEP / SARA Registry (ECCC); Rasouli, Saeideh; Gonzalez Toledo, Nelson; Hropach, Olga; Dunford,Wendy (ECCC)
**Subject:** RE: Request for Confirmation of Species at Risk Act (SARA) Permitting Requirements at the Billy Bishop Toronto City Airport

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hi Megan – thank you for reaching out for clarification. Your interpretation is correct. Individuals and active nests of Piping Plover are protected on non-federal land under both SARA and the MBCA, however conducting activities outside of the active season (i.e., when plovers are not present; the active season is typically early April to late August, but could vary from year to year) would avoid contravening these prohibitions.

Kind regards,

Canadian Wildlife Service
Permit Office
335 River Road
Ottawa, Ontario, K1V 1C7
Tel: 613-990-8355
Fax: 613-990-8400
E-mail: wildlifeontario@ec.gc.ca

---

**From:** Anevich, Megan <megan.anevich@aecom.com>
**Sent:** Tuesday, October 7, 2025 1:50 PM
**To:** Wildlife Ontario (ECCC) <wildlifeontario@ec.gc.ca>
**Cc:** Dunford,Wendy (ECCC) <Wendy.Dunford@ec.gc.ca>; deCatanzaro,Rachel (elle | she, her) (ECCC) <Rachel.DeCatanzaro@ec.gc.ca>; permislep / sarapermits (ECCC) <permislep-sarapermits@ec.gc.ca>; Registre LEP / SARA Registry (ECCC) <sararegistry@ec.gc.ca>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Gonzalez Toledo, Nelson <Nelson.GonzalezToledo@aecom.com>; Hropach, Olga <Olga.Hropach@aecom.com>
**Subject:** RE: Request for Confirmation of Species at Risk Act (SARA) Permitting Requirements at the Billy Bishop Toronto City Airport

Some people who received this message don't often get email from megan.anevich@aecom.com. Learn why this is important

Good afternoon,

Thank you for your detailed response regarding the applicability of the Species at Risk Act (SARA) and the Migratory Birds Convention Act (MBCA) to the Billy Bishop Toronto City Airport Runway End Safety Area (RESA)

project. We also appreciate the resources and guidance you shared concerning the description of Piping Plover residence and the federal guidelines to avoid harming migratory birds.

We would like to confirm our understanding of Environment and Climate Change Canada's (ECCC) guidance regarding federal permitting requirements for the project. As noted, the BBTCA RESA project is located predominantly on non-federal lands, and known occurrences of Piping Plover individuals and nests in the vicinity of the project site are also situated on non-federal lands. Additionally, no critical habitat for the species has been identified under SARA at the project site. Based on this, we understand that a permit under SARA is not required for the project. However, we recognize that individuals, nests, and eggs of Piping Plover remain protected under MBCA, and as such, to avoid a contravention of the federal MBCA and SARA, activities that could result in disturbance, harm, or destruction of nests or individuals will be planned to occur outside of the species' active breeding season (April 1st to August 31). This is currently captured in the EA as a commitment. Also the project team will ensure that this timing will be included in the Issue for Construction Package for the contractor. We would appreciate your confirmation of the above understanding.

We would also like to note that the Ontario Ministry of the Environment, Conservation and Parks (MECP) has reviewed the project's Information Gathering Form and confirmed that an Endangered Species Act (ESA) permit is not required for Piping Plover, as the project will not impact Piping Plover habitat.

Thank you,

Megan

**Megan Anevich**
*she, her, hers*

Ecologist, Environment
M 416-509-4305
megan.anevich@aecom.com

**AECOM**
201- 45 Goderich Road
Hamilton ON L8E 4W8, Canada
T 416-509-4305
aecom.com

**Delivering a better world**
LinkedIn | Twitter | Facebook | Instagram

***Upcoming Vacation – Oct 13-17 and Oct 27-29***

---

**From:** Wildlife Ontario (ECCC) <wildlifeontario@ec.gc.ca>
**Sent:** April 9, 2025 12:49 PM
**To:** Anevich, Megan <megan.anevich@aecom.com>
**Cc:** Dunford,Wendy (ECCC) <Wendy.Dunford@ec.gc.ca>; deCatanzaro,Rachel (elle | she, her) (ECCC) <Rachel.DeCatanzaro@ec.gc.ca>; permislep / sarapermits (ECCC) <permislep-sarapermits@ec.gc.ca>; Registre LEP / SARA Registry (ECCC) <SARAregistry@ec.gc.ca>
**Subject:** FW: Request for Confirmation of Species at Risk Act (SARA) Permitting Requirements at the Billy Bishop Toronto City Airport

Hello Megan,
Thank you for reaching out to the Canadian Wildlife Service with your inquiry about SARA permitting for the Piping Plover in relation to the Billy Bishop Toronto City Airport Runway End Safety Area project (BBTCA RESA). The Piping Plover is listed as Endangered under the federal *Species at Risk Act* (SARA) and is protected under the *Migratory Bird Convention Act* (MBCA). It is also listed as Endangered under the Ontario *Endangered Species Act* (ESA).

The responsibility for wildlife conservation in Canada is a shared responsibility between the federal, provincial, and territorial governments. The federal SARA was designed to work collaboratively with provincial and territorial legislation to protect species at risk. Under SARA, the federal government is responsible for migratory birds and aquatic species at risk wherever they occur, as well as terrestrial species at risk found on federal lands. Under the circumstances noted above, certain SARA prohibitions, protecting individuals and residences (e.g., nests or dens) of endangered, threatened and extirpated species apply automatically.

The MBCA and its regulations (MBR 2022) protect migratory birds and prohibit the disturbance or destruction of migratory bird nests when they contain a viable egg or a migratory bird (young or adult). Schedule 1 of MBR 2022 provides year-round nest protection for 18 species. The legislation and regulations apply to all lands and waters in Canada, regardless of ownership. Environment and Climate Change Canada (ECCC) is responsible for administering the MBCA on behalf of the federal government.

In Ontario, on non-federal lands, the provincial ESA typically provides automatic protection to individuals and habitat of provincially listed species at risk. As you are aware, the provincial Ministry of Environment, Conservation and Parks (MECP) is responsible for administering the ESA and overseeing any permits or authorizations.

With regards to your situation, we note that the BBTCA RESA is located predominately on non-federal lands and that Piping Plover individual and nest occurrences in the vicinity of the project are located on non-federal lands. As you note, there is presently no legally protected critical habitat under SARA for Piping Plover at the site. However, there is federal protection for individuals and nests/eggs of these species under SARA and the MBCA, including protection from disturbance. For clarity, ECCC recommends that to avoid a contravention of the federal MBCA and SARA, any site activities that could affect individuals or cause disturbance, damage or destruction of nests of Piping Plover be undertaken outside of the active breeding season for the species. Please note, there is no permitting mechanism under the MBCA to authorize the incidental disturbance or incidental destruction of nests.

A description of residence for Piping Plover is available at: https://sararegistry.gc.ca/virtual_sara/files/rd_Piping_Plover_0505_e.pdf. Active nests of the species are protected as residences under SARA.

With respect to disturbance or harm to nesting birds, the principal risk factors are location and time of year. ECCC publishes a web site (https://www.canada.ca/en/environment-climate-change/services/avoiding-harm-migratory-birds/reduce-risk-migratory-birds.html) to aid in the planning of activities in order to reduce the risk of detrimental effects to migratory birds, their nest and eggs, in accordance with the purpose of the MBCA.

Guidance on general nesting periods can be found on the ECCC web site: https://www.canada.ca/en/environment-climate-change/services/avoiding-harm-migratory-birds/general-nesting-periods.html

With respect to provincial protections, including potential protection of Piping Plover habitat (beyond the nest/residence), we encourage you to consult with MECP for advice.

We also wanted to note that, in terms of process, the question of SARA permitting should have been addressed prior to Transport Canada concluding the s82 process. Issuance of a SARA permit would mean that ECCC also becomes a federal authority for the s82 and also would need to sign off on the determination.

If after reading through the information above you have additional questions, please contact our regional office by telephone (613-990-8355) or by email at wildlife.ontario@ec.gc.ca.

Kind regards,

Canadian Wildlife Service
Permit Office
335 River Road
Ottawa, Ontario, K1V 1C7
Tel: 613-990-8355
Fax: 613-990-8400
E-mail: wildlifeontario@ec.gc.ca

---

**From:** Anevich, Megan <megan.anevich@aecom.com>
**Sent:** Wednesday, April 2, 2025 1:25 PM
**To:** Registre LEP / SARA Registry (ECCC) <SARAregistry@ec.gc.ca>
**Cc:** Hropach, Olga <Olga.Hropach@aecom.com>; Lee Thomas <Lee.Thomas@aviang.ca>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Di Giuseppe, Marilena <marilena.digiuseppe@aecom.com>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Stephen Denes <SDenes@portstoronto.com>; Angela Homewood <AHomewood@portstoronto.com>; McGill, Brian (Kitchener) <Brian.McGill@aecom.com>
**Subject:** Request for Confirmation of Species at Risk Act (SARA) Permitting Requirements at the Billy Bishop Toronto City Airport

You don't often get email from megan.anevich@aecom.com. Learn why this is important

Good Afternoon,

On behalf of PortsToronto, the owner and operator of Billy Bishop Toronto City Airport (BBTCA), AECOM Canada ULC. is requesting to confirm if any federal permitting requirements under the *Species at Risk Act, 2002* (SARA) are required for Piping Plover (*Charadrius melodus melodus*), in relation to the implementation of Runway End Safety Areas (RESAs) at the BBTCA on the Toronto Islands in Toronto, Ontario.

Please see attached letter for specific details, including Figures, that provides context for the request.

If you could please provide confirmation by April 30, 2025, it would be much appreciated.

Thank you,

Megan

**Megan Anevich**
*she, her, hers*

Ecologist, Environment
M 416-509-4305
megan.anevich@aecom.com

**AECOM**
201- 45 Goderich Road
Hamilton ON L8E 4W8, Canada
T 416-509-4305
aecom.com

**Delivering a better world**
LinkedIn | Twitter | Facebook | Instagram

AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Canada

T: 905.886.7022
F: 905.538.8076
www.aecom.com

Environment and Climate Change Canada
Canadian Wildlife Service
4905 Dufferin St.
North York, ON
M3H 5T4

April 2, 2025

***Project #***
60733457

**Subject:** Request for Confirmation of *Species at Risk Act* (SARA) Permitting Requirements at the Billy Bishop Toronto City Airport for the implementation of Runway End Safety Areas (RESA)

To Whom it May Concern,

On behalf of PortsToronto, the owner and operator of Billy Bishop Toronto City Airport (BBTCA), we are sending this letter to request guidance and to confirm if any federal permitting requirements under the *Species at Risk Act, 2002* (SARA) are required for the implementation of Runway End Safety Areas (RESAs) at the BBTCA on the Toronto Islands in Toronto, Ontario.

**Project Overview**

A Runway End Safety Area (RESA) is required to be constructed at BBTCA ('the Project'). The Proponent of this Project is PortsToronto. The purpose of the Project is compliance with *Canadian Aviation Regulations (CARs), Part III, Subpart 2, Division VI – Runway End Safety Area (RESA), sections 302.600 to 302.604–RESA*, published in January 2022, which mandate RESAs for airports serving over 325,000 commercial passengers annually. A RESA is an area adjacent to, or on, a runway designed to reduce the severity of damage to an aeroplane in the event that the aeroplane undershoots or overruns the runway. At BBTCA, the RESA requirements apply to both ends of the primary runway, Runway 08/26, which enables commercial aircraft use.

The Project Study Area encompasses all BBTCA lands involved in the RESA implementation, including the Marine Exclusion Zone (MEZ). The Project Study Area is illustrated in **Attachment 1- Study Area Map.** The construction of RESAs, as well as any additional improvements, will not lengthen the primary runway, will not facilitate the use of new aircraft, and will not increase operations at the BBTCA. The boundaries and size of the existing MEZ will also remain unchanged.

As the operation of airports falls under the federal government's jurisdiction, there is no requirement at the provincial level for PortsToronto to complete an Environmental Assessment (EA) under the Ontario Environmental Assessment Act (EAA). The Project also does not meet the criteria of a designated project under the Physical Activities Regulations under the Impact Assessment Act (IAA). Although there are no regulatory requirements under the federal and provincial acts that mandate an EA process for the Project, a Section 82 evaluation under the Impact Assessment Act (IAA) is required for all Project components that fall on Transport Canada-owned land. The Section 82 review is complete, with no comments received and the Notice of Determination has been posted to the Impact Assessment Agency of Canada's registry at Runway End Safety Area - Billy Bishop Toronto City Airport.

In the City of Toronto's Official Plan (2024), policies exist for projects where lake filling in Lake Ontario shall undertake an EA, which needs to be considered. As such, PortsToronto has undertaken a non-statutory/voluntary EA process for the RESA project at BBTCA. A draft EA Study Report was prepared in December 2024 and is currently under review. The EA findings are expected to inform and engage the public

and potentially affected stakeholders and provide information to support decision-making on the design and construction of the preferred alternative while considering the impacts of all three alternatives. The key goal is to ensure compliance with Transport Canada regulations, City of Toronto Official Plan policies, and approval and permitting required by federal, provincial and municipal authorities.

***Species at Risk Act* (SARA) Permitting Determination**

The footprint of the proposed RESA in relation to the associated candidate Piping Plover habitat community, Mineral Open Beach/Bar (BBO1), is attached for reference (**Attachment 2 – ELC Field Map and Attachment 3 – Piping Plover Category 2 Habitat**).

In drafting the *Natural Heritage Effects Assessment Report* for the EA, AECOM identified previous nesting records of Piping Plover (*Charadrius melodus melodus)* on Hanlan's Beach, outside of the BBTCA boundary. Data from the Natural Heritage Information Centre indicated there was a Piping Plover observation in 2023 on Hanlan's Beach located outside of the BBTCA, approximately 467 m south of the edge of the proposed RESA footprint. The proposed RESA land footprint is limited to the BBTCA grounds and does not extend into the beach and dune communities that extend south towards Hanlan's Beach. Additionally, the BBTCA actively deters bird nesting on the BBTCA grounds for airport safety regulations, which means Piping Plover use of the airport grounds is unlikely and would be deterred. Based on AECOM's effects assessment, impacts to Piping Plover and its habitat are not anticipated for the works associated with proposed RESA.

Given that Piping Plover is listed as Endangered under Schedule 1 of the SARA and also protected under the *Migratory Birds Convention Act, 1994*, but there is no critical habitat identified for this species in Ontario based on the *Recovery Strategy for the Piping Plover (Charadrius melodus melodus) in Canada*, AECOM's understanding is that protections under Sections 32 and 33 are limited to the individual species and its residence (i.e., nest scratch), respectively. The residence (i.e., nest scratch) is assumed to be more than 450 m away from proposed construction activities, with abundant nesting habitat elsewhere along Hanlan's Beach. As such, there is low likelihood of the species occurring within the active BBTCA grounds. Thus, it is AECOM's understanding that the proposed works are not in contravention of SARA and therefore a permit under Section 73 is not required.

AECOM would greatly appreciate guidance from Environment Canada and Climate Change – Canadian Wildlife Services (CWS) to confirm our understanding of the SARA permitting requirements for Piping Plover. We would also like to confirm if CWS is the sole regulatory agency for all Species at Risk for this project and if consultation with the MECP is required for permitting requirements under the provincial *Endangered Species Act, 2007*. If you could please confirm our assessment by April 30, 2025, it would be much appreciated.

If you require any additional information to assist in your determination, please do not hesitate to contact the undersigned. We are committed to ensuring full compliance with all applicable regulations and appreciate your assistance in this matter.

Thank you for your time and consideration. We look forward to your response.

Sincerely,
**AECOM Canada Ltd.**



Olga Hropach
Senior Terrestrial Ecologist and Environmental Manager
Olga.hropach@aecom.com

Encl.
cc:







Legend

- Roads
- Railways
- Airport Boundary
- Project Study Area
- Marine Exclusion Zone (Remains Unchanged)

Data Sources:
Contains Information licensed under the Open Government License Ontario.

**PortsToronto RESA EA**

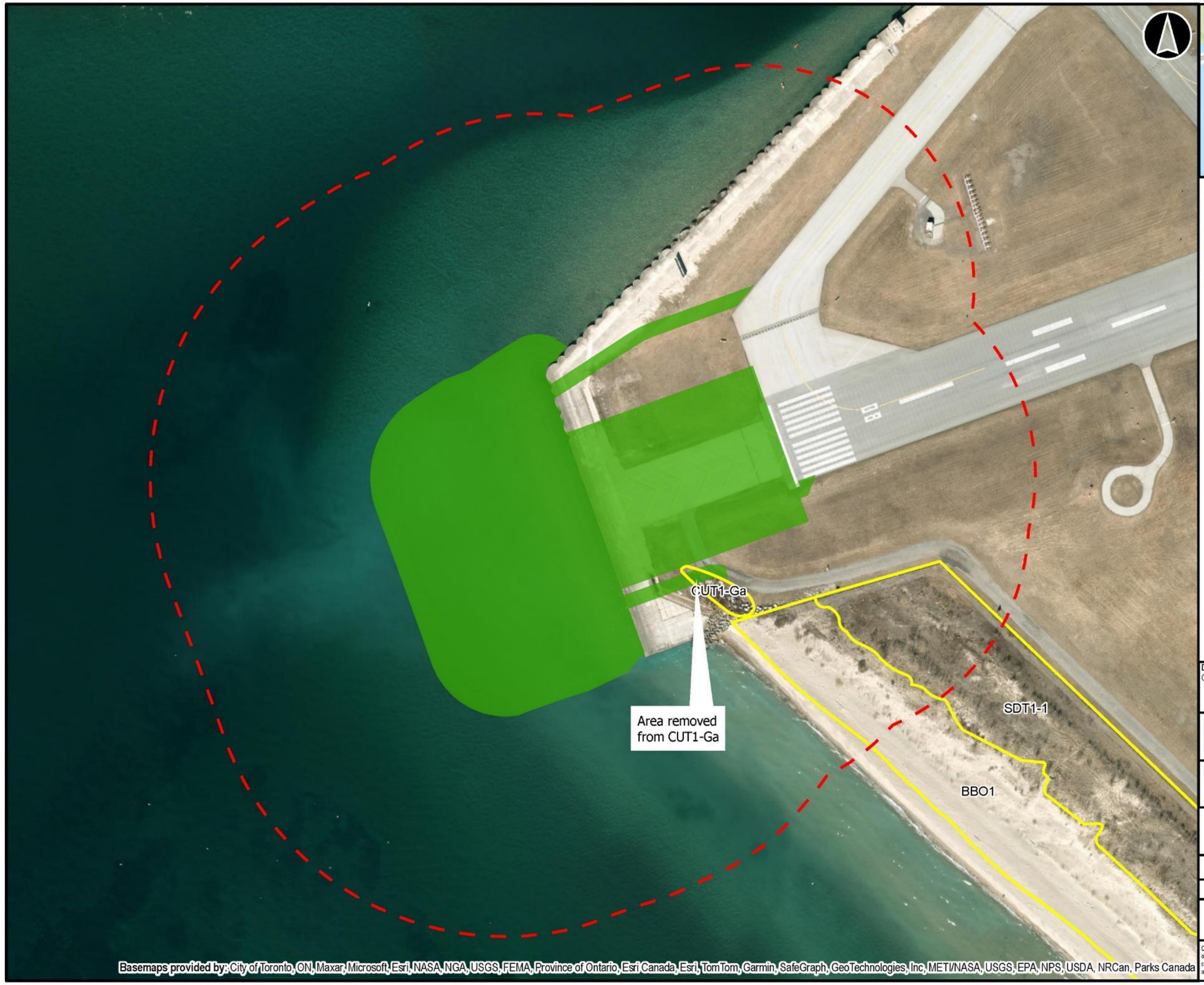
**Project Study Area**

NAD 1983 UTM Zone 17N

| Jun, 2024 | 1:14,000 |
|---|---|
| P:04010299 | Rev:00 |

AECOM

Contains Information licensed under the Open Government License Ontario. This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.







## LEGEND

- RESA 1 Buffer (120m)
- Ecological Land Classification (ELC)
- RESA 1 Footprint

ELC Description

- BBO1: Mineral Open Beach/Bar
- CUT1-Ga: Cultural Willow Deciduous Thicket
- SDT1-1: Cottonwood Treed Dune

Data Sources:
Contains Information licensed under the Open Government License Ontario.

**Airport Runway End Safety Areas (ESA) at Billy Bishop City of Toronto**

**Ecological Land Classification (ELC)**

0 50 100 M

NAD 1983 UTM Zone 17N

| | |
|---|---|
| Mar, 2025 | 1:2,000 |
| P:60733457 | Rev:00 |

**Figure 1**

AECOM

Contains Information licensed under the Open Government License Ontario. This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.







**LEGEND**

- RESA 1 Buffer (120m)
- Ecological Land Classification (ELC)
- RESA 1 Footprint

ELC Description

CUH: Cultural Hedgerow

CUT1-Gb: Willow Deciduous Thicket

Data Sources:
Contains Information licensed under the Open Government License Ontario.

**Airport Runway End Safety Areas (ESA) at Billy Bishop City of Toronto**

**Ecological Land Classification (ELC)**

0 50 100 M

NAD 1983 UTM Zone 17N

| | |
|---|---|
| Mar, 2025 | 1:2,000 |
| P:60733457 | Rev:00 |

**Figure 1**

AECOM

Contains Information licensed under the Open Government License Ontario. This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.







**LEGEND**

- RESA 1 Footprint
- Piping Plover Observation (2023-05-27)
- Piping Plover Observation 500 m Buffer
- Category 2 Habitat for Piping Plover
- Ecological Land Classification (ELC)

ELC Description

- BBO1: Mineral Open Beach/Bar
- CUH: Cultural Hedgerow
- CUM1a: Mineral Cultural Meadow
- CUT1-Ga: Cultural Willow Deciduous Thicket
- CUW1: Mineral Cultural Woodland
- SDT1-1: Cottonwood Treed Dune

Data Sources:
Contains Information licensed under the Open Government License Ontario.

**Airport Runway End Safety Areas (ESA) at Billy Bishop City of Toronto**

**Piping Plover Habitat**

0 75 150 300 M

NAD 1983 UTM Zone 17N

| | |
|---|---|
| Mar, 2025 | 1:4,688 |
| P:60733457 | Rev:00 |

**Figure 4**

AECOM

Basemaps provided by: Esri, NASA, NGA, USGS, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, NRCan, Parks Canada, City of Toronto, ON, Maxar

Contains Information licensed under the Open Government License Ontario. This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

# O5.7 Ministry of Natural Resources

## Rasouli, Saeideh

**From:** Scientific Collection Permits Aurora (MNR) <scp.aurora@ontario.ca>
**Sent:** September 22, 2025 9:39 AM
**To:** Di Giuseppe, Marilena
**Cc:** Grueneis, Karl; Rasouli, Saeideh; Gonzalez Toledo, Nelson; Angela Homewood; Stephen Denes; Heather Dennis; Bernhard Schropp; Edward Abreu; Jane Graham
**Subject:** RE: Inquiry Regarding Lakes and Rivers Improvement Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Good morning,

Thank you for your patience while the project was reviewed for requirements under the LRIA.

The Ministry is of the position that the LRIA would not apply to the RESA Project at Billy Bishop Toronto City Airport.

Should you have any other questions, please reach out.

Kind regards,
**MNRF Aurora Work Center**
Regional Operations Division
Ministry of Natural Resources and Forestry | Ontario Public Service
905-713-7400 | scp.aurora@ontario.ca

Ontario

*Taking pride in strengthening Ontario, its places and its people*

**Please Note:** As part of providing accessible customer service, please let us know if you have any accommodation needs or require communication supports or alternate formats.

---

**From:** Scientific Collection Permits Aurora (MNR)
**Sent:** September 3, 2025 9:54 AM
**To:** Di Giuseppe, Marilena <marilena.digiuseppe@aecom.com>
**Cc:** Grueneis, Karl <karl.grueneis@aecom.com>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; 'Nelson.GonzalezToledo@aecom.com' <Nelson.GonzalezToledo@aecom.com>; 'AHomewood@portstoronto.com' <AHomewood@portstoronto.com>; Stephen Denes <sdenes@portstoronto.com>; Heather Dennis <hdennis@portstoronto.com>; 'Bernhard.Schropp@aviang.ca' <Bernhard.Schropp@aviang.ca>; 'Edward.Abreu@aviang.ca' <Edward.Abreu@aviang.ca>; 'jgraham@shoreplan.com' <jgraham@shoreplan.com>

**Subject:** RE: Inquiry Regarding Lakes and Rivers Improvement Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

Good morning,

Thank you for your email.

The proposed project will be reviewed for potential requirements under the LRIA, and this office will be in touch with you soon.

Kindly,
**MNRF Aurora Work Center**
Regional Operations Division
Ministry of Natural Resources and Forestry | Ontario Public Service
905-713-7400 | scp.aurora@ontario.ca

**Ontario**

*Taking pride in strengthening Ontario, its places and its people*

**Please Note:** As part of providing accessible customer service, please let us know if you have any accommodation needs or require communication supports or alternate formats.

---

**From:** Di Giuseppe, Marilena <marilena.digiuseppe@aecom.com>
**Sent:** Monday, August 18, 2025 3:38 PM
**To:** NRISC (MNR) <NRISC@ontario.ca>
**Cc:** Grueneis, Karl <Karl.Grueneis@aecom.com>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Gonzalez Toledo, Nelson <Nelson.GonzalezToledo@aecom.com>; Angela Homewood <AHomewood@portstoronto.com>; Stephen Denes <SDenes@portstoronto.com>; Heather Dennis <HDennis@portstoronto.com>; Bernhard Schropp <Bernhard.Schropp@aviang.ca>; Edward Abreu <Edward.Abreu@aviang.ca>; Jane Graham <jgraham@shoreplan.com>
**Subject:** Inquiry Regarding Lakes and Rivers Improvement Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Dear Sir/Madam,

**Re: Inquiry Regarding Lakes and Rivers Improvement Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport**

On behalf of PortsToronto, the owner and operator of Billy Bishop Toronto City Airport (BBTCA), we are sending this email to seek clarification regarding the applicability of the *Lakes and Rivers Improvement Act* (LRIA) to PortsToronto's Runway End Safety Area (RESA) Project at BBTCA. The project involves the construction of RESAs, which will require work to be conducted within PortsToronto water lots adjacent to the existing airport boundary on the east and west ends.

**Project Background**
A RESA is required to be constructed at BBTCA ('the Project'). The Proponent of this Project is PortsToronto. The purpose of the Project is compliance with Canadian Aviation Regulations (CARs), Part III, Subpart 2, Division VI – Runway End Safety Area (RESA), sections 302.600 to 302.604– RESA, published in January 2022, which mandate RESAs for airports serving over 325,000 commercial passengers annually. A RESA is an area adjacent to, or on, a

runway designed to reduce the severity of damage to an aeroplane in the event that the aeroplane undershoots or overruns the runway. At BBTCA, the RESA requirements apply to both ends of the primary runway, Runway 08/26, which enables commercial aircraft use.

**Project Study Area**
The Project Study Area encompasses all BBTCA lands involved in the RESA implementation, including the Marine Exclusion Zone (MEZ). The Project Study Area is illustrated in **Attachment 1 – Study Area Map.** The construction of RESAs, as well as any additional improvements, will not lengthen the primary runway, will not facilitate the use of new aircraft, and will not increase operations at the BBTCA. The boundaries and size of the existing MEZ will also remain unchanged.

Although there are no regulatory requirements under the federal or the provincial acts that define an EA process for the Project, a Section 82 evaluation under the Impact Assessment Act (IAA) is required for all Project components that fall on Transport Canada-owned land. The Section 82 review is complete, with no comments received; and on January 27, 2025 the Notice of Determination was posted to the Impact Assessment Agency of Canada's registry, available at Runway End Safety Area - Billy Bishop Toronto City Airport.

In the City of Toronto's Official Plan (2024), policies exist for projects where lake filling in Lake Ontario shall undertake an EA, which needs to be considered. As such, PortsToronto has undertaken a non-statutory/voluntary EA process for the RESA project at BBTCA. A draft EA Study Report was prepared in May 2025 and was published for public review and comment on June 2, 2025. The comment period ended on July 7, 2025. The Project team is currently addressing the comments received, with the final EA Study Report expected to be released in Fall 2025. The EA findings are expected to inform and engage the public and potentially affected stakeholders and provide information to support decision-making on the design and construction of RESA while ensuring compliance with Transport Canada regulations, City of Toronto Official Plan policies, and approval and permitting required by federal, provincial and municipal authorities.

**Land and Water Lots Ownership**
The airport sits on 210 acres of land on Toronto Island. The Toronto Port Authority owns 78.5% of the land with 165 acres; the City of Toronto owns 20% of the land with 42 acres; and Transport Canada owns 1.5% of the land with 3 acres. The ownership of the lands is as follows:

- On land, includes the areas noted in Area A (owned by Toronto Port Authority), Areas D and E (owned by Transport Canada) and Areas B and C (owned by City of Toronto), which is depicted in **Attachment 2- Land Ownership**.
- In the water, includes the area noted in the water lots at each end of the runway (owned by the Toronto Port Authority) which is depicted in **Attachment 3 – Water Lot Ownership**.

Further to correspondence with the MNR in March and April 2025, concerning the applicability of the *Public Lands Act* to the Project, it was confirmed by the MNR that PortsToronto lands are considered "private lands" under the *Public Lands Act*, and therefore, no permit is required for the Project under this legislation.

**In-Water Works**
The RESA project involves the construction of safety areas at both ends of Runway 08/26, which will extend into Lake Ontario. The in-water work will include:
- Lakebed improvement within the Project footprint.
- Construction of breakwater structures.
- Placement of fill material to create the extended runway safety areas.

The landmass expansion will be constructed through the placement of clean, granular fill material within the confines of (i.e., behind) armour stone breakwater revetments. Each breakwater revetment will fully enclose the area of extended landmass on both the east and west ends of the runway and will provide structural stability and shoreline protection for each extension.

To accommodate the proposed components and ensure aeronautical airspace clearances over the new infrastructure, the approximate dimensions of landmass extensions based on the preliminary design include:

East (Above Water Level):

- Approximately 72 m long (i.e., from the existing seawall) x approximately 135 m wide (average).
- Included in the 72 m length is approximately 60 m of new landmass surface.
- Total top length of proposed breakwater is approximately 240 m.

East (Below Water Level):

- Approximately 100 m long (i.e., from the existing seawall) x approximately 200 m wide.
- Total in-water footprint approximately 18,555 $m^2$.

West (Above Water Level):

- Approximately 100 m long (i.e., from the existing seawall) x approximately 145 m wide (average).
- Included in the 100 m length is approximately 63 m of new landmass surface.
- Total top length of proposed breakwater is approximately 295 m.

West (Below Water Level):

- Approximately 111 m long (i.e., from the existing seawall) x approximately 190 m wide.
- Total in-water footprint approximately 19,897 $m^2$

The total in-water footprint for the Project is approximately 38,452 $m^2$.

The breakwater structure on the west end would be raised to 79.5 m above sea level, about 4 m above threshold at Runway 08/26, to prevent wave overtopping and water spray. The breakwater at the east end (Inner Harbour) will be raised to 77 m above sea levels, approximately less than 1 m above the threshold, since there is no need to control any waves or water spray. Note that the elevation of the runway threshold on the west end is 75.5 m and on the east end it is 76.2 m.

The breakwater will be constructed in a U-shape to enclose the East and West RESA expansions. It will consist of multiple layers: a core berm, filter stone layer, and armour stone layer. The first step involves placing the core berm material. After the core berm is in place, filter stone will be added to protect and retain the slope of the core material. This layer is crucial for the stability of the structure. The third step involves placing armour stones on the outer slope above the filter layer. Once the protective outer layers are in place, clean bulk fill will be placed behind the protected berm. The construction will be carried out in stages, repeating these steps until the rock work and fill operations are above the waterline.

***Lakes and Rivers Improvement Act* (LRIA) Applicability Determination**

We understand that the LRIA regulates the construction, alteration, and maintenance of dams and other works (e.g., water crossings, enclosures, channelizations, cables, and pipelines) where such works could impact the natural functions of a lake or river.

Based on the information outlined above regarding the Project's in-water activities, and the fact that the RESA project supports the operation of an airport under federal jurisdiction, we believe the LRIA may not apply. However, we would like to confirm this understanding and would greatly appreciate your insights on the following:

1. Is the RESA project at Billy Bishop Toronto City Airport subject to the *Lakes and Rivers Improvement Act*?
2. If so, which specific provisions of the LRIA would apply?
3. Are there any particular considerations or requirements we should be aware of, given the Project's location and nature?

If you require any additional information to assist in your determination, please do not hesitate to contact us. The

Project Team is committed to ensuring full compliance with all applicable regulations and we appreciate your assistance in this matter.

Thank you for your time and consideration. We look forward to your response.

Kind Regards,

**Marilena Di Giuseppe**, Hon. BSc, MASc
Environmental Planner, IAP, Canada

M +1-416-518-7612
marilena.digiuseppe@aecom.com

**Out of Office on Wednesdays**
Upcoming Vacation: September 2 – September 19

**AECOM**
105 Commerce Valley Drive West
8th Floor
Markham, Ontario L3T 7W3, Canada
T +1-905-886-7022
aecom.com

**Delivering a better world**

LinkedIn | Twitter | Facebook | Instagram



## Di Giuseppe, Marilena

**From:** Tom, Michelle (MNR) <Michelle.Tom@ontario.ca>
**Sent:** April 8, 2025 11:21 AM
**To:** Di Giuseppe, Marilena
**Cc:** NRISC (MNR); Rasouli, Saeideh; Grueneis, Karl; Lee Thomas; Stephen Denes; Heather Dennis
**Subject:** RE: Inquiry Regarding Public Lands Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Hello Marilena,

It's my pleasure to help. My apologies for any confusion in my previous email.

The lands owned by PortsToronto are considered private lands, and would not require a permit under the Public Lands Act.

Please let me know if you have any questions.

Kindly,
**Michelle Tom** (she/her)
IRM Technical Specialist | Aurora Work Centre
Ministry of Natural Resources
michelle.tom@ontario.ca
(289) 221-6801




*Taking pride in strengthening Ontario, its places and its people*

**Please Note:** As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

---

**From:** Di Giuseppe, Marilena marilena.digiuseppe aecom.com
**Sent:** Monday, April , 2025 3 0 PM
**To:** Tom, Michelle (MNR) Michelle.Tom ontario.ca
**Cc:** NR SC (MNR) NR SC ontario.ca Rasouli, Saeideh saeideh.rasouli aecom.com Grueneis, Karl Karl.Grueneis aecom.com Lee Thomas Lee.Thomas aviang.ca Stephen Denes SDenes portstoronto.com eather Dennis Dennis portstoronto.com
**Subject:** RE nquiry Regarding Public Lands Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

ello Michelle,
Thank you kindly for your response to our inquiry.  t is very helpful and we greatly appreciate it.

We would also like to clarify that PortsToronto, the land owner, is a government business enterprise established under the *Canada Marine Act*.  t is financially self-sufficient and receives no funding from the federal, provincial, or municipal governments.  t operates in accordance with the *Canada Marine Act*, Letters Patent issued by the Federal Minister of Transport, in addition to a series of specific policies and procedures.  n this case, are PortsToronto lands considered private lands  under the *Public Lands Act*, as PortsToronto is a government business enterprise

Thank you for your assistance with this matter.  We look forward to your response.

Kind Regards,

**Marilena Di Giuseppe**, M.A.Sc.
Environmental Planner

M  1- 1 -51 -  12
Marilena.DiGiuseppe  aecom.com

**Out of Office on Wednesdays**

---

**From:** Tom, Michelle (MNR)  Michelle.Tom  ontario.ca
**Sent:** Monday, March 31, 2025 3 33 PM
**To:** Di Giuseppe, Marilena  marilena.digiuseppe  aecom.com
**Cc:** NR SC (MNR)  NR SC  ontario.ca
**Subject:** RE  nquiry Regarding Public Lands Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

Hello Marilena,

Thank you for your patience while I reviewed the Runway End Safety Area Project documents you had provided.

If the proposed works are taking place entirely on private land, there would be no permitting requirement for this project under the Public Lands Act.

This does not release you of the responsibility for obtaining any other permits or authorizations that may be required under federal, provincial, or municipal legislation. For example, permits or authorizations under the Fisheries Act, Conservation Authorities Act, etc.

Please let me know if you have any questions.

Kindly,
**Michelle Tom** (she/her)
IRM Technical Specialist | Aurora Work Centre
Ministry of Natural Resources
✉ michelle.tom@ontario.ca
☎ (289) 221-6801

Ontario

*Taking pride in strengthening Ontario, its places and its people*

**Please Note:** As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

---

**From:** Scientific Collection Permits Aurora (MNR)
**Sent:** Friday, March 2 , 2025 11 32 AM
**To:** marilena.digiuseppe aecom.com marilena.digiuseppe aecom.com
**Subject:** RE nquiry Regarding Public Lands Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

Good morning, Marilena,

Thank you for your email and enquiry regarding the proposed RESA Project at the Billy Bishop Airport lands.

A staff member has been assigned to your request and will be reviewing your questions, the project and provided documentation. They will reach out to you directly for a follow up or with any questions.

Regards,
**MNRF Aurora Work Center**
Regional Operations Division
Ministry of Natural Resources and Forestry | Ontario Public Service
905-713-7400 | scp.aurora@ontario.ca

**Ontario**

*Taking pride in strengthening Ontario, its places and its people*

**Please Note:** As part of providing accessible customer service, please let us know if you have any accommodation needs or require communication supports or alternate formats.

---

**From:** NR SC (MNR) NR SC ontario.ca
**Sent:** Friday, March 21, 2025 15 AM
**To:** Scientific Collection Permits Aurora (MNR) scp.aurora ontario.ca
**Subject:** FW nquiry Regarding Public Lands Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

Hello,

The following email was received at the Natural Resources Information and Support Centre (NRISC). Please respond directly to the client or have someone in your area respond, and cc the NRISC for our information; alternatively, you may provide us with a response to forward to the client.

Regards,

**NRISC web reader - IR**
**********

Natural Resources Information and Support Centre
Ministry of Natural Resources
300 Water Street

Peterborough, ON K9J 3C7
Tel: 1-800-667-1940 / 1-800-387-7011
TTY: 1-866-686-6072
NRISC@ontario.ca

Ontario

Messages sent by email are not secure. If you choose to provide your personal information, it will not be encrypted, nor will our response be encrypted. Alternatively, you can phone 1-800-667-1940 between 8:30AM and 5:00PM, Monday through Friday.

**From:** Di Giuseppe, Marilena marilena.digiuseppe aecom.com
**Sent:** Thursday, March 20, 2025 25 PM
**To:** NR SC (MNR) NR SC ontario.ca
**Cc:** Grueneis, Karl Karl.Grueneis aecom.com Rasouli, Saeideh saeideh.rasouli aecom.com Lee Thomas Lee.Thomas aviang.ca Angela omewood A omewood portstoronto.com Stephen Denes SDenes portstoronto.com
**Subject:** nquiry Regarding Public Lands Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Dear Sir/Madam,

**Re: Inquiry Regarding Public Lands Act Applicability - Runway End Safety Area (RESA) Project at Billy Bishop Toronto City Airport**

On behalf of PortsToronto, the owner and operator of Billy Bishop Toronto City Airport (BBTCA), we are sending this email to seek clarification regarding the applicability of the Public Lands Act to Ports Toronto's Runway End Safety Area (RESA) Project at BBTCA. The project involves the construction of RESAs, which will require work to be conducted within water lots adjacent to the existing airport boundary on the east and west ends.

**Project Background**

A Runway End Safety Area (RESA) is required to be constructed at BBTCA ('the Project'). The Proponent of this Project is PortsToronto. The purpose of the Project is compliance with Canadian Aviation Regulations (CARs), Part III, Subpart 2, Division VI – Runway End Safety Area (RESA), sections 302.600 to 302.604– RESA, published in January 2022, which mandate RESAs for airports serving over 325,000 commercial passengers annually. A RESA is an area adjacent to, or on, a runway designed to reduce the severity of damage to an aeroplane in the event that the aeroplane undershoots or overruns the runway. At BBTCA, the RESA requirements apply to both ends of the primary runway, Runway 08/26, which enables commercial aircraft use.

The Project Study Area encompasses all BBTCA lands involved in the RESA implementation, including the Marine Exclusion Zone (MEZ). The Project Study Area is illustrated in **Attachment 1 – Study Area Map.** The construction of RESAs, as well as any additional improvements, will not lengthen the primary

runway, will not facilitate the use of new aircraft, and will not increase operations at the BBTCA. The boundaries and size of the existing MEZ will also remain unchanged.

Although there are no regulatory requirements under the federal or the provincial acts that define an EA process for the Project, a Section 82 evaluation under the Impact Assessment Act (IAA) is required for all Project components that fall on Transport Canada-owned land. The Section 82 review is complete, with no comments received and the Notice of Determination has been posted to the Impact Assessment Agency of Canada's registry at Runway End Safety Area - Billy Bishop Toronto City Airport.

In the City of Toronto's Official Plan (2024), policies exist for projects where lake filling in Lake Ontario shall undertake an EA, which needs to be considered. As such, PortsToronto has undertaken a non-statutory/voluntary EA process for the RESA project at BBTCA. A draft EA Study Report was prepared in December 2024 and is currently under review. The EA findings are expected to inform and engage the public and potentially affected stakeholders and provide information to support decision-making on the design and construction of the preferred alternative while considering the impacts of all three alternatives. The key goal is to ensure compliance with Transport Canada regulations, City of Toronto Official Plan policies, and approval and permitting required by federal, provincial and municipal authorities.

## Land and Water Lots Ownership

The airport sits on 210 acres of land on Toronto Island. The Toronto Port Authority owns 78.5% of the land with 165 acres; the City of Toronto owns 20% of the land with 42 acres; and Transport Canada owns 1.5% of the land with 3 acres. The ownership of the lands is as follows:

- On land, includes the areas noted in Area A (owned by Toronto Port Authority), Areas D and E (owned by Transport Canada) and Areas B and C (owned by City of Toronto), which is depicted in **Attachment 2- Land Ownership**.
- n the water, includes the area noted in the water lots at each end of the runway (owned by the Toronto Port Authority) which is depicted in **Attachment 3 – Water lot Ownership** and **Attachment 4 – RESA Site Plan Over R-Plan 66R-28881** drawing.

### Public Lands Act Applicability Determination

We would like to confirm whether this project is subject to the *Public Lands Act* and if a permit application would be required, given the following information

- The land and water lots where the project works will be taking place are owned leased by PortsToronto (formerly Toronto Port Authority).
- The project is related to operation of the airport which falls under Federal government jurisdiction .
- The project involves infilling to create the landmass extensions, as described above.
- The total area of the water lots affected is approximately 1 ,3 0 $m^2$. The construction of the RESAs on Runway 0 2 includes a landmass extension of approximately 0 m from the seawall by approximately 120-13 m wide ( , 00 $m^2$) on the east end, and approximately 5 m from the seawall by approximately 122-13 m wide ( , 0 $m^2$) on the west end of the runway. Please note that the measurements are approximate at this stage, as the design is still in progress and is subject to refinement. Landmass extensions will require depositing fill materials into Lake Ontario.

We would greatly appreciate your guidance on the following questions

- s the RESA Project at Billy Bishop Airport subject to the Public Lands Act, given that the project is related to operation of the airport, and the land and water lots are owned leased by PortsToronto
- f the project is subject to the Act, what type of permit or authori ation would be required
- Are there any specific considerations that may apply to our project, given its nature and location

f you require any additional information to assist in your determination, please do not hesitate to contact us. We are committed to ensuring full compliance with all applicable regulations and appreciate your assistance in this matter.

Thank you for your time and consideration. We look forward to your response.

Kind Regards,

**Marilena Di Giuseppe**, Hon. BSc, MASc
Environmental Planner, IAP, Canada

M +1-416-518-7612
marilena.digiuseppe@aecom.com

**Out of Office on Wednesdays**

**AECOM**
105 Commerce Valley Drive West
6th Floor
Markham, Ontario L3T 7W3, Canada
T +1-905-886-7022
aecom.com

**Delivering a better world**

LinkedIn | Twitter | Facebook | Instagram

# O5.8 Fisheries and Oceans Canada

## Rasouli, Saeideh

**From:** Taylor, Jess (she, her / elle, la) (DFO/MPO) <Jess.Taylor@dfo-mpo.gc.ca>
**Sent:** July 3, 2025 10:17 AM
**To:** McGill, Brian (Kitchener)
**Cc:** Hancock, Hannah (DFO/MPO); Stephen Denes; Angela Homewood; Heather Dennis; Lee Thomas; Bernhard.Schropp; Edward Abreu; Rasouli, Saeideh; Grueneis, Karl; Ingriselli, Amy
**Subject:** 25-HCAA-01217: Infill, Lake Ontario, Toronto - RESA

**Follow Up Flag:** Follow up
**Flag Status:** Completed

**This Message Is From an External Sender**

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

Unclassified - Non-Classifié

Hi Brian,

Thanks for following up. Yes, we received it and it's been assigned to me as the assessing biologist. I've included the formal email below, please reach out to me if you have any questions.

Hello Brian McGill,

The following project has been sent to the Fish and Fish Habitat Protection Program Regulatory Review unit in Burlington for site-specific review.

File Title: Infill, Lake Ontario, Toronto - RESA
DFO File number: 25-HCAA-01217

A biologist from the Regulatory Review Unit will be contacting you shortly. For your information, the Manager for Regulatory Review is:

William Glass
William.Glass@dfo-mpo.gc.ca

Please note that should DFO determine that your proposed project requires a *Fisheries Act* Authorization, regulated timelines will apply. Following submission of an Application for Authorization, DFO will respond within 60 days regarding whether the application is complete or incomplete. When a complete Application for Authorization has been received, DFO will issue the *Fisheries Act* Authorization or inform the proponent of its refusal to do so, within 90 days of the date upon which the application was deemed complete. These regulated timelines may be stopped with

notification from DFO. Further information is available at http://www.dfo-mpo.gc.ca/pnw-ppe/reviews-revues/request-review-demande-d-examen-005-eng.html.

Thanks,

Jess

**Jess Taylor**
she/her | elle/la
Fish and Fish Habitat Protection Biologist | Biologiste
Ontario and Prairie Region | Ontario et Prairie Région
Fisheries and Oceans Canada | Pêches et Océans Canada
jess.taylor@dfo-mpo.gc.ca

---

**From:** McGill, Brian (Kitchener) <Brian.McGill@aecom.com>
**Sent:** Thursday, July 3, 2025 8:40 AM
**To:** Taylor, Jess (she, her / elle, la) (DFO/MPO) <Jess.Taylor@dfo-mpo.gc.ca>
**Cc:** Hancock, Hannah (DFO/MPO) <Hannah.Hancock@dfo-mpo.gc.ca>; Stephen Denes <SDenes@portstoronto.com>; Angela Homewood <AHomewood@portstoronto.com>; Heather Dennis <HDennis@portstoronto.com>; Lee Thomas <Lee.Thomas@aviang.ca>; Bernhard.Schropp <Bernhard.Schropp@aviang.ca>; Edward Abreu <Edward.Abreu@aviang.ca>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Ingriselli, Amy <Amy.Ingriselli@aecom.com>
**Subject:** RE: Request for Project Review - Billy Bishop Toronto City Airport - Runway End Safety Area (RESA) Implementation for Runway 08/26, Toronto, Ontario

Some people who received this message don't often get email from brian.mcgill@aecom.com. Learn why this is important

Good morning Jess,

I hope this email finds you well.

I wanted to follow up on our Request for Review submission for the Billy Bishop Toronto City Airport – Runway End Safety Area (RESA) Implementation project in Toronto, ON, submitted on June 13 (see below), and confirm you received our submission package.

Should you have any questions or require additional information, please let us know.

Best Regards,
Brian

**Brian McGill,** B.Sc., CAN-CISEC
Senior Environmental Inspector and Aquatic Biologist
Impact Assessment and Permitting, Canada
M +1-519-505-4453
brian.mcgill@aecom.com

VACATION ALERT: June 30 – July 4, 2025 (Inclusive)

---

**From:** McGill, Brian (Kitchener)
**Sent:** June 13, 2025 5:30 PM
**To:** FisheriesProtection@dfo-mpo.gc.ca

**Cc:** jess.taylor@dfo-mpo.gc.ca; Hancock, Hannah <Hannah.Hancock@dfo-mpo.gc.ca>; Stephen Denes <sdenes@portstoronto.com>; Angela Homewood <AHomewood@portstoronto.com>; Heather Dennis <hdennis@portstoronto.com>; Lee Thomas <Lee.Thomas@aviang.ca>; Bernhard.Schropp <bernhard.schropp@aviang.ca>; Rasouli, Saeideh <saeideh.rasouli@aecom.com>; Grueneis, Karl <Karl.Grueneis@aecom.com>; Ingriselli, Amy <Amy.Ingriselli@aecom.com>; Smelt, Brandon <brandon.smelt@aecom.com>
**Subject:** Request for Project Review - Billy Bishop Toronto City Airport - Runway End Safety Area (RESA) Implementation for Runway 08/26, Toronto, Ontario

Good afternoon,

Please find attached a completed Request for Review form and supplemental information for the Billy Bishop Toronto City Airport – Runway End Safety Area (RESA) Implementation project in Toronto, Ontario.

The Billy Bishop Toronto City Airport (BBTCA) is owned and operated by PortsToronto (the proponent) and is located in the City of Toronto, on the Toronto Islands. The Project is necessary in order to comply with new Canadian Aviation Regulations and is in response to Transport Canada's safety standards for Runway End Safety Areas (RESA). RESA are designated areas of open space at both ends of runways, designed to reduce damage to aircraft in cases where aircraft overrun or undershoot the runway.

The project will involve expanding the landmass at both the east and west ends of Runway 08/26 and will be constructed through the placement of clean, granular fill material within the confines of (i.e., behind) armour stone breakwater revetments. Each breakwater revetment will fully enclose the area of extended landmass on both the east and west ends of the runway and will provide structural stability and shoreline protection for each extension.

To conserve file size, design drawing sheets relevant to this assessment have been extracted and are attached above. The complete design package can be provided at your request.

Should you have any questions or require additional information, please contact me via this email address or at my mobile number (1-519-505-4453).

Best Regards,
Brian

**Brian McGill,** B.Sc., CAN-CISEC
Senior Environmental Inspector and Aquatic Biologist
Impact Assessment and Permitting, Canada
M +1-519-505-4453
brian.mcgill@aecom.com

**AECOM**
50 Sportsworld Crossing Road
Suite 290, West Entrance
Kitchener, ON N2P 0A4, Canada
T +1-519-650-5313
aecom.com

**Delivering a better world**

LinkedIn | Twitter | Facebook | Instagram

# O5.9 Ministry of Citizenship and Multiculturalism

**Ministry of Citizenship and Multiculturalism (MCM)**

Archaeology Program Unit
Heritage Operations Branch
Citizenship, Inclusion and Heritage Division
5th Floor, 400 University Ave.
Toronto ON M7A 2R9
Tel.: (519) 488-7174
Email: jason.stephenson@ontario.ca

**Ministère des Affaires civiques et du Multiculturalisme (MCM)**

Unité des programme d'archéologie
Direction des opérations du patrimoine
Division de la citoyenneté, de l'inclusion et du patrimoine
5e étage, 400 ave. University
Toronto ON M7A 2R9
Tél. : (519) 488-7174
Email: jason.stephenson@ontario.ca

Ontario

Sep 10, 2025

Sherri Pearce (P316)
AECOM
410 - 250 York London ON N6A 6K2

**RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Runway End Safety Area, Billy Bishop Toronto City Airport, 2 Eireann Quay, City of Toronto, formerly the Township of York, York County, Ontario.", Dated Aug 7, 2025, Filed with MCM on Aug 15, 2025, MCM Project Information Form Number P316-0558-2024, MCM File Number 20EA055**

Dear Sherri Pearce (P316):

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18.[1] This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 *Standards and Guidelines for Consultant Archaeologists* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment of the study area as depicted in Figure 2 of the above titled report and recommends the following:

AECOM's Stage 1 background study for the Additional Lands Billy Bishop Toronto City Airport Runway End Safety Areas Study Area has determined that the potential for the recovery of pre- and post-contact Indigenous and 19th century settler archaeological resources within the Study Area has been removed due to natural areas being subject to extensive and intensive deep land alterations, as well as the remaining land consisting of a manufactured landmass. Based on these findings, the following recommendations are made:

The Study Area does not retain any archaeological potential. No impacts to land based archaeological resources by the proposed undertaking are anticipated and no further archaeological assessment is recommended.

The Ministry of Citizenship and Multiculturalism is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As no further archaeological assessment is recommended, archaeological concerns for the Additional Lands Billy

Bishop Toronto City Airport Runway End Safety Areas Study Area, located on the Toronto Islands, adjacent to the Toronto Waterfront, within the Geographic Township of York South West, City of Toronto, York County, Ontario, have been fully addressed.

Please note that this archaeological assessment report has been written to meet the requirements of the Ministry of Citizenship and Multiculturalism's Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011); however, properties that are subject to archaeological assessment are not considered cleared for ground disturbance activities until the associated report has been reviewed and accepted by the Ministry of Citizenship and Multiculturalism. In order to maintain compliance with the Ministry of Citizenship and Multiculturalism and the Ontario Heritage Act (1990b), no ground disturbing activities are to occur until the proponent and approval authority receive a formal letter from the Ministry of Citizenship and Multiculturalism stating that the recommendations provided herein are compliant and that the report has been accepted into the Ministry of Citizenship and Multiculturalism register of archaeological reports.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 *Standards and Guidelines for Consultant Archaeologists* and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Jason Stephenson
Archaeology Review Officer

cc. Archaeology Licensing Officer
Heather Dennis,PortsToronto
TBD TBD,Ministry of the Environment, Conservation and Parks

[1]*In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.*

**Ministry of Citizenship and Multiculturalism**
**Archaeology Program Unit**
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Floor, 400 University Ave.
Toronto, ON, M7A 2R9
Tel: (437) 339-9197
Email: andrea.williams@ontario.ca

**Ministère des Affaires civiques et du Multiculturalisme**
**Unité des programmes archéologique**
Direction du patrimoine
Division de la citoyenneté, de l'inclusion et du patrimoine
5e étage, 400 ave. University
Toronto, ON, M7A 2R9
Tél: (437) 339-9197
Email: andrea.williams@ontario.ca

Ontario

September 12, 2025

Scarlett Janusas
janusasscarlett@gmail.com

**RE: Review and entry into the Ontario Public Register of Archaeological Reports: Marine archaeological assessment report entitled, "*Marine Archaeological Assessment Runway End Safety Areas Billy Bishop Toronto City Airport Centre Island, City of Toronto, Ontario*", Dated July 30, 2025, Filed on July 30, 2025, Licence number 2024-30**

Dear Ms. Janusas:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18.* This review has been carried out in order to determine whether the licensed marine archaeologist met the terms and conditions of their licence and whether the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment of the study area as shown in **Figures 2, 3 and 4** of the report and recommends the following:

After reviewing all referenced materials included in this report and thoroughly analyzing the visual record, the following recommendation is made:

> The side scan sonar and magnetometer survey produced 28 targets, of which 10 were non-cultural buoy markers (S13, S14, S15, S18, S20, S26, S33, S35, S36 and S37). Another 15 targets were only detectable with the magnetometer implying that they were buried in the lakebed or lying flat on the lakebed (Targets S2, S8, S11, S16, S17, S19, S21, S22, S23, S24, S25, S28, S30, S31, and S32). Side scan sonar of the same areas did not produce any results of objects standing proud off the bottom. The targets were either buried or lying flat on the bottom, undetectable to the side scan sonar. None of the magnetometer hits were extremely large in magnitude, and some are probably refuse from airplanes (directly off the end of the west runway for Targets S2, S16 and S17). The east end of the airport, especially in areas in close proximity to the made land base, also has magnetometer hits, suggestive again of refuse associated either with airplanes or the construction of the man-made base. In no circumstances did the stand-alone magnetometer hits suggest any object that might be considered of historical significance, given the background history of the development of this land base.

*In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the report or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken if additional artifacts or archaeological sites are identified or the report is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Target S32 presents as a series of linear dots on the bottom. These occur near the breakwater and associated pilings, connected to the breakwater construction. The vintage of the breakwater is post-1930 and is not considered historically significant.

Another notable target presents as a possible marine railway. Target S29 is located at the northwest corner of the east half of the study area. It aligns with an existing concrete (in poor repair) boat ramp. It post-dates the construction of the airport-made lands and is not considered historically significant.
Pilings were detected alongside an existing breakwater built post-1930 and are not considered historically significant. A marine railway was located in the east section of the study area adjacent to a concrete boat ramp. This, too, was built post-1930, associated with the made lands, and is not considered historically significant.

Therefore, based on the marine archaeological background research and the field survey, the following is recommended:

- The study areas, as indicated in Figures 1 and 2, are considered free of any marine archaeological resources, and no additional archaeological mitigation is required; however,

- Compliance legislation must be adhered to in the event of the discovery of deeply buried cultural material or features.

Based on the information in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment is consistent with the terms and conditions for a marine archaeological licence. This report will be entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Please feel free to contact me if you have any questions.

Sincerely,

Andrea K. Williams

Andrea Williams
Archaeology Review Officer/Marine Archaeology Licensing and Information

c. Angela Homewood, Projects Lead, Ports Toronto
Warren Cruse, Ports Toronto

*In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the report or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken if additional artifacts or archaeological sites are identified or the report is otherwise found to be inaccurate, incomplete, misleading or fraudulent.