



**TORONTO PORT AUTHORITY
AND
BILLY BISHOP AIRPORT**

**COMMUNITY LIAISON COMMITTEE
MEETING #4**

MEETING MINUTES

Thursday November 17, 2011
Harbourfront Community Centre
Toronto, Ontario

Minutes prepared by:





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

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**TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #4
MINUTES – THURSDAY OCTOBER 17, 2011, 7:00 P.M. – 9:00 P.M.**

Summary of Action Items from Meeting #3

Action Item #	Action Item Task	Individual/Organization Responsible for Action Item
M#4-A1.	Revise the TPA CLC Meeting #3 Minutes as per committee member comments.	Lura and TPA
M#4-A2.	Provide CLC members with electronic copies of meeting presentations.	TPA
M#4-A3.	Recruit members and set up a Noise Sub-Committee.	TPA
M#4-A4.	Arrange a meeting with Dillon Consulting, Transport Canada, TPA, YQNA and concerned community members to discuss the pedestrian tunnel.	TPA

Appendices

Appendix A1-1: Air Pollution Update Presentation

List of Attendees

Name	Organization (if any)
COMMITTEE MEMBERS	
John Horne	Bathurst Quay Neighbourhood Association (BQNA)
Jen Chan (Con. Vaughan's office)	City of Toronto
Ted Meighen	Porter Airlines
Hal Beck	York Quay Neighbourhood Association (YQNA)
Carol Jolly	Business Improvement Area (BIA)
GUEST SPEAKERS AND SUBJECT EXPERTS	
Ken Lundy	TPA, Director of Infrastructure, Planning & Environment
Dr. David Yap	Ministry of the Environment (retired)
TORONTO PORT AUTHORITY (TPA) REPRESENTATIVES	
Suzanna Birchwood	TPA, Director, Public Affairs
Stephen Silverhart	TPA, Manager Ground Services Billy Bishop Toronto City Airport
Pat Fagnano	TPA, Manager, Airside Operations
Irene Quarcoo	TPA, Communications Officer
Michael MacWilliam	TPA, Noise Management Office
Christine Ashwal	TPA, Administrative Support
Gene Cabral	TPA, Airport Director - Billy Bishop Toronto City Airport
FACILITATION AND SECRETARIAT	
Jim Faught	Lura Consulting
Patricia Halajski	Lura Consulting
MEMBERS OF THE PUBLIC	
Barry Lipton	Toronto Island Community Association (TICA)
Ted Engels	(resident)
Marilyn Roy	Harbourfront Community Centre
Max Moore	(resident)

1. WELCOME AND INTRODUCTIONS

Suzanna Birchwood, Director, Public Affairs, Toronto Port Authority (TPA), welcomed members of the Billy Bishop Airport Community Liaison Committee (CLC) to the fourth committee meeting, and briefly reviewed the meeting materials:

- Proposed meeting agenda
- Meeting #3 Minutes; and
- In Camera materials.

2. REVIEW OF PREVIOUS MEETING MINUTES

Ms. Birchwood asked the committee members if anyone had any comments or amendments to the meeting minutes from September 22, 2011. Below is a summary of comments received and suggested amendments:

Item No.		Action By
1	A committee member noted that the top bullet on page 5 should be revised to note that Mr. Hamilton was discussing that ‘the proposed intersection along Eireann Quay to serve the proposed staging area east of Eireann Quay was a complex intersection and needs to be carefully reviewed’. The committee member noted that Mr. Hamilton’s comments referred to Eireann Quay and Queens Quay as being a complex intersection, but the committee was talking about the entrance to malting sites not the intersection.	Lura Consulting to revise minutes
2	Another committee member noted that it is not clear from page 4 and 5 of the minutes that parking enforcement is not a realistic solution for Eireann Quay. The committee member noted that there are legal limitations for what TPA can do, and Eireann Quay is seen as unenforceable and undesirable from the community perspective. The committee member suggested adding a summary bullet that clearly notes there are existing circumstances on Eireann Quay where parking enforcement staff cannot enforce, and TPA cannot enforce due to legal limitations.	Lura Consulting to revise minutes
3	A committee member requested that the total volume of cars moving through each of the finger lot, the proposed staging area, and Eireann Quay be clearly summarized in the upcoming draft report. Information pertaining to the projected traffic Level of Service of Eireann Quay and the Queens Quay intersection was requested.	TPA
4	YQNA noted that draft Meeting Minutes #1 (February 16, 2011) and Meeting Minutes #2 (May 25, 2011) still need to be reviewed.	TPA and Lura Consulting

The meeting #3 minutes were approved by the committee with the above noted changes.

3. AIR POLLUTION UPDATE

Dr. David Yap, Ontario Ministry of the Environment, provided an overview of air quality in Ontario based on the 2009 data. Key points from the presentation included the following:

- There are 40 official air quality monitoring sites in Ontario. Most of these sites are located in southern Ontario in highly populated areas.
- All Toronto data presented is compiled from 4 sites distributed around the City.
- Overall, air quality in Ontario has improved significantly over the past couple of decades, especially for nitrogen dioxide (NO₂), carbon monoxide (CO) and sulphur dioxide (SO₂).
- The provincial air standards for NO₂, CO and SO₂ were not exceeded at any of the air monitoring locations during 2009.
- Pollutant concentrations in Toronto have decreased significantly since 1997 for NO₂, CO and SO₂.
- The following have contributed to emission reductions:
 - New vehicle emissions standards and technologies (NO_x, CO and PM_{2.5});
 - Drive Clean emissions testing (NO_x, CO and PM_{2.5});
 - Phase-out of coal-fired generating stations (SO₂ and PM_{2.5}) and reduction in industrial emissions; and
 - Lower sulphur content in transportation fuels (SO₂ and PM_{2.5}).
- Since 2003, there has been a 27 per cent decrease in annual mean PM_{2.5} concentrations in Ontario, and a 28 per cent decrease in Toronto.
- Ozone is still a concern. Ground-level ozone (O₃) continues to exceed standards. 34 out of 40 monitoring sites (including the four sites in Toronto) exceeded the Ontario 1 hour Ambient Air Quality Criteria (AAQC) for ozone in 2009. 18 out of 20 sites (including Toronto) exceeded the Canada-wide Standard (CWS) for ozone for 2009.
- There is an overall decreasing trend (21 per cent) in the ozone 1 hour maximum concentrations. The overall decrease is largely due to the progressive reductions of NO_x emissions in Ontario and the U.S. resulting in the decrease of ozone production during the summer months.
- The Air Quality Index (AQI) is the current provincial air quality monitoring and information system, which provides the Ontario public with a continuous measure of air quality in real-time. It is reported in the value of 0 to 100+. The higher the number the worse the air quality.
- For 2011, Ontarians experienced only 5 smog advisories covering just 9 days, and 1 advisory covering 1 day in Toronto (July 2).
- Toronto has had record low number of smog days in 2009-2011 since Fine Particulate Matter was included in AAQC in 2002.

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

- A committee member noted that there was a big upswing in CO emissions in 1998, and asked whether that was due to a hot summer. Dr. Yap explained that there was a proven hot

summer in 2005 which caused smog alerts, but CO is more affected by the type of vehicles on the road than hot weather.

- A committee member commented that there are less air masses coming off the ocean and from the American mid-west. Dr. Yap explained that the weather does play a big role in air quality, and it is affected by these air movements.
- Another committee member asked whether the information from Dr. Yap's presentation was available on the website. Dr. Yap noted that all the data on the 40 monitoring sites is reported on the website along with the detailed annual reports at www.airqualityontario.com. Dr. Yap noted that the 2011 report is still preliminary since the year is not yet over.

4. TPA UPDATE

Noise Barriers

Ms. Birchwood provided an update on the noise barriers for the north side of Billy Bishop Toronto City Airport. Ms. Birchwood noted that the height and width of the barriers had been finalized and approved, and the Toronto Port Authority was moving ahead with the installation and construction of the noise barriers.

Ken Lundy, Toronto Port Authority, further explained that construction of the noise barriers would start in December of this year, and would involve digging into the ground to put in the 20 foot high posts. The foundation work should be done before Christmas, and the full noise barrier should be up by late January or early February 2012. Mr. Lundy noted that the same noise barrier panels are currently being used at Clarkson GO station.

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

Noise Barrier

- A committee member noted that the noise barrier walls should be surrounded by greenery such as climbing vines, to improve their appearance. Mr. Lundy noted that incorporating greenery can be difficult, but the TPA recognizes the need for something other than a blank wall. One suggestion has been to create an artistically rendered optical illusion on the wall, such as a waterfall. Mrs. Birchwood explained that TPA would be happy to work with the community to create art or a mural on the noise barrier wall. She explained that TPA has already been in touch with the Harbourfront Community Centre about their mural program, and has examined the City of Toronto grant program for such art projects.
- One committee member requested that the wall not be used for advertising.
- One committee member wondered whether an artistic representation of waterfront businesses might attract people to the area, and whether that would be considered advertising.
- Another committee member noted the opportunity to use the wall to draw an audience to the area. Noting that even something as simple as search lights seem to work in attracting people and tourists.

- A committee member asked whether there will be an examination of noise levels before and after the wall is put in place. Mr. Lundy ensured the committee that such measurements would be taken.
- Another committee member inquired whether there were plans to put up more noise barrier walls. Mr. Lundy explained that yes, more walls were being planned for the airport.
- A committee member asked whether the construction of the noise barriers would cause a lot of noise. Mr. Lundy explained that there would be very minimal noise, since a screw anchor would be used in place of pile driving. Mrs. Birchwood also noted that the noise barriers are constructed to absorb noise, not reflect noise.
- YQNA noted that there is a lot of work to do with respect to draft Noise Barrier study, and inquired as to when the second draft of the Noise Barrier EA report will be issued addressing all public comments including YQNA submission. Ms. Birchwood noted that a report has been prepared and that she ran out of time to distribute earlier showing proposed noise levels for various locations. YQNA noted that proposed decibels are also required at various target elevations and that the information should be presented so that it can be cross-checked in the field.
- The BIA representative observed that a report showing proposed noise readings appeared reasonable. BIA thought that installing one barrier and seeing what happens might help with determining need for second barrier.

Noise Sub-Committee

- A committee member noted that a 7-page noise barrier report was presented by the York Quay Neighbourhood Association (YQNA) on May 30, 2011. The report contained community comments about the proposed noise barriers, as well as significant concerns with respect to the tripartite agreement. The committee member was concerned that the noise barriers would alter the noise contours in the area. Mrs. Birchwood explained that the TPA had published a noise study report, and strongly encouraged the committee to consider the creation of a Noise Sub-committee to discuss the technical details regarding noise, and to ensure noise concerns are addressed in the right forum. Mrs. Birchwood noted that the TPA recognized this urgent need and would set up the Noise Sub-Committee shortly.
- Another committee member supported the need for a Noise Sub-committee.

Relocation of Administrative Building – Terminal A

Mr. Lundy explained that the Terminal A building would be taken down in sections and assembled in Downsview Park. Crews would start to put up construction boarding around the site the week of November 28th, and the building would be taken off the island before the end December 2011 or January 2012, at the latest.

Pedestrian Tunnel

Mr. Lundy explained that the three proponents bidding on the pedestrian tunnel projects made their submission during the second week of November 2011, and the TPA is currently assessing the three proponents' financial submissions. The TPA hopes to make a decision about the preferred proponent by

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the end of November, and finalize the project agreement by the end of January 2012. Mr. Lundy indicated that construction would most likely start in February or early March 2012, and the TPA would give the committee a fulsome report about the pedestrian tunnel at the January meeting. Mr. Lundy noted that an important part of the pedestrian tunnel development plan was significant public and community consultation.

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

- YQNA committee member requested that an environmental assessment be performed for the pedestrian tunnel, noting that a lot of work needs to be done on Tunnel study to meet CEAA requirements. The committee member noted that the YQNA put together a 37 page tunnel report, which was submitted to TPA on January 28, 2011. The committee member was concerned that the YQNA report had not been addressed, and that a special meeting about the tunnel report had not been held. The committee member requested a meeting be held to discuss and review the pedestrian tunnel report, and asked that Transport Canada also attend this meeting. The committee member noted that there is a lot of community concern about the pedestrian tunnel. Mr. Lundy explained that the tunnel question posed in the YQNA report have been responded to and the responses are available on the TPA website. Mrs. Birchwood added that Dillon Consulting wrote the pedestrian tunnel screening report and the TPA approved before proceeding with the project. The final tunnel report has now been reviewed and approved and is available on the website.
- YQNA inquired as to who approved the tunnel report and Mr. Birchwood confirmed it was the TPA. YQNA inquired how it was that the Responsible Authority (RA) who prepares the EA report, while being financially dependent on the report's outcome, can approve the same report. Mr. Faught noted that it can often be the case that the RA coordinates and approves an EA Study. YQNA noted that this is not necessarily so.
- TPA noted that YQNA concerns were responded to in the final version of the Tunnel report. YQNA responded that several concerns were replied to but few had been responded to. YQNA noted that the community actually wants to see TPA take action with respect to the concerns noted by the community in the public meetings.
- YQNA noted that there was an inconsistency between the cumulative effects definitions as applied in the Tunnel study and the Noise Barrier Study. YQNA further observed that both definitions were wrong and not in accordance with CEAA.
- Mr. Faught recommended a meeting be held with Dillon Consulting, TPA, YQNA and concerned community members. YQNA noted that such a meeting does appear to be required, and noted it did not object to inviting the consultants to the proposed meeting however noted that the other consultant used in preparing the Noise Barrier study should also be invited. YQNA suggested that examples of screening reports which meet CEAA requirements could also be reviewed at the meeting.
- YQNA noted that a comprehensive study report should be prepared. YQNA noted that no party, whether for or against the airport, would have much to object about if a comprehensive study

were completed. TPA objected saying a comprehensive study is not required for the tunnel. YQNA clarified that there is a big difference between an EA Screening Report which is 1 centimeter thick versus a Screening Report which is several 4" binders thick. Mr. Faught stated that TPA would arrange the requested meeting. Mr. Lundy explained that under the Canadian Environmental Assessment Act (CEAA), a comprehensive environmental assessment (EA) was not required for the pedestrian tunnel. The requirement for a screening report was completed, which takes into consideration all the same parameters as an EA, including the baseline.

Taxi Staging

Mrs. Birchwood explained the proposed taxi staging area to the committee. She stated that this proposal was going to the City of Toronto for review and approval, and TPA has already reviewed the proposal with local Councillors and members of the community. Mrs. Birchwood explained that the finger lots on Eireann Quay will disappear, and there would be a separator in the road made up of large planters. There will be an off-site taxi corral that can hold 54 taxis, which will more than cover off the number of taxis that currently collect in the area. Mrs. Birchwood stated that the entrance for taxi pick-up and drop-off would be closer to where people need to go and a new covered pedestrian walkway and signage would be implemented. Mrs. Birchwood also noted that the Toronto District School Board (TDSB) property would be left untouched. She further explained that 18 new spaces for short-term parking would be added on the east side of Eireann Quay, which would be metered short term parking designed for people who go to community centre or airport. The designation on the east side of Eireann Quay would also be changed from “no parking” to something else that can easily be enforce such as “no standing” or “no stopping”, to prevent people from sitting in their cars.

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

- A committee member asked what changes would be made to the long-term parking. Mr. Lundy explained that the long-term parking would be moved, but the number of spots would remain the same.
- Another committee member asked if there would be staff at the taxi stand. Mr. Lundy indicated that yes, staff would be present.
- A committee member asked when the pedestrian tunnel would be finished. Mr. Lundy noted that the pedestrian tunnel should be complete by midyear 2014.
- A member of the public asked whether the pickup and drop off area by the school and Harbourfront Community Centre (HCC) was designated for those users only. Mrs. Birchwood noted that the pickup and drop off area adjacent to the school is intended for school use only, and it will have official signage posted to make that clear. Mrs. Birchwood explained that the signage may say “For school use only between 8 am and 4 pm”.
- A committee member asked for more details about traffic signage in the area. Mr. Lundy stated that TPA was currently working with the City on signage such as stop signs and directional arrows on the road. Mr. Lundy noted that banners along Bathurst Quay and Eireann Quay were also anticipated.

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- A committee member asked whether a walkway with zebra stripes or a crosswalk with yellow lights would be installed for pedestrian safety on the south side of Queens Quay. Mr. Lundy explained that it was not typical to add a crosswalk where a street light signal already exists, but TPA has made a special request for more visibility for pedestrian crossing.
- A committee member noted that roller bladders and cyclists should also be considered when developing a new crosswalk.
- A committee member stated that he lives in the area and sees crazy traffic on the east side of Eireann Quay, especially from Thursday to Saturday. Mr. Lundy explained that it is hard to enforce the problematic drivers and taxis in the area since currently the signage says “no parking”, so if someone is sitting in their car they can just drive away when an enforcement officer approaches, and they are not breaking the law.
- A committee member was concerned about pedestrian safety in the area. The committee member explained that they see pedestrians and visitors who get struck in the traffic jam, which will be exacerbated when Ireland Park is opened on the east side. The committee member requested a safe way to get pedestrians through the area and back to Queens Quay. Mrs. Birchwood explained that TPA is currently working with TTC to implement better signage for pedestrians to move to and from public transit and airport gates.
- YQNA inquired when the corner curb extension on south east corner of Queens Quay intersection will be constructed to prevent eastbound turns from northbound Eireann Quay.
- BQNA inquired when 'no left turn' provisions would be constructed on northbound Eireann Quay at Queens Quay intersection. Mr. Lundy explained that the proposal was currently with the City of Toronto, since changes in traffic are under the mandate of City Council and local Councillors.
- YQNA noted at the onset that the combination of increased slot operation from 100 slots in December 2010 to 202 slots in the horizon year, coupled with the increase in passenger loading percentages on these slots, will increase vehicular demand to access Eireann Quay by approximately 4 to 8 times that of existing demand.
- YQNA further opined that, as a result of airport passenger numbers escalation in future, it appears from available information that there will be 100 taxis continuously idling through each of: (a) the proposed staging area, (b) existing finger lot area, and (c) Eireann Quay intersection, with absolutely no improvement to Eireann Quay roadway traffic level of service resulting from the proposed staging area. Local air quality conditions will worsen however.
- Mr. Birchwood stated that TPA is happy to work with YQNA and BQNA regarding taxi staging and pedestrian movement.

WRAP UP

Suzanna Birchwood thanked all members of the public and TPA employees for attending the meeting. A private “in camera” session was then held with CLC member only.

ADJOURN

Appendix A1-1
Air Pollution Update Presentation

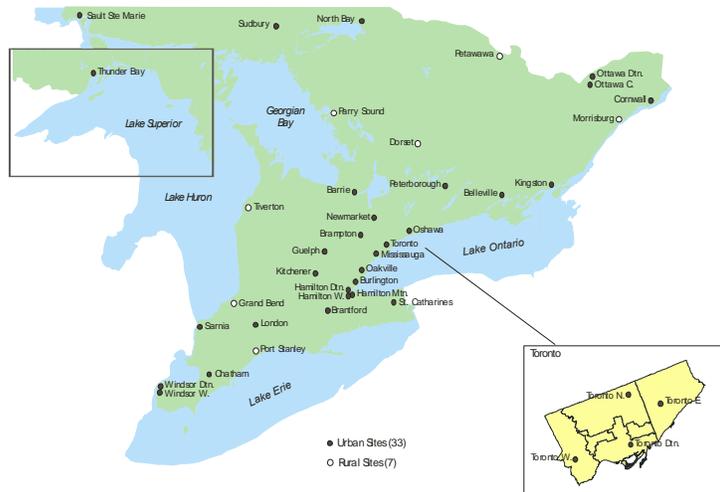


Air Monitoring and Reporting in Ontario 2009 State of Air Quality

Dr. Dave Yap
Ontario Ministry of the Environment

Toronto Port Authority Community Meeting
November 17, 2011

Ontario Air Monitoring Sites



Air Quality is Improving

- Overall, air quality has improved significantly over the past couple of decades, especially for nitrogen dioxide (NO₂), carbon monoxide (CO) and sulphur dioxide (SO₂).

Decrease in Provincial Ambient Concentrations

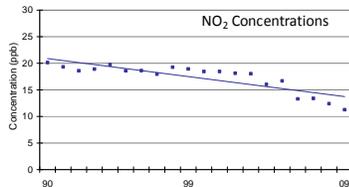
1990-2009	Pollutant	2000-2009
↓ 34%	NO ₂	↓ 40%
↓ 89%	CO 1h	↓ 64%
↓ 85%	CO 8h	↓ 67%
↓ 50%	SO ₂	↓ 54%

- The provincial air standards for NO₂, CO and SO₂ were not exceeded at any of the air monitoring locations during 2009.

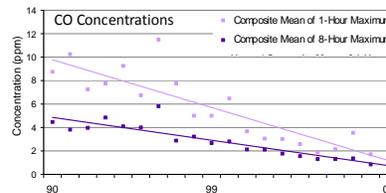
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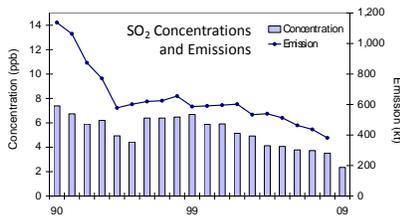
Air Quality is Improving in Ontario



Note: Annual composite mean based on 15 ambient sites operated over 20 years.



Note: Data are based on four ambient CO sites operated over 20 years.
Ontario's 1-hour AAQC = 30 ppm
Ontario's 8-hour AAQC = 13 ppm



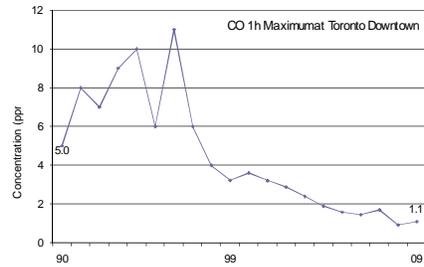
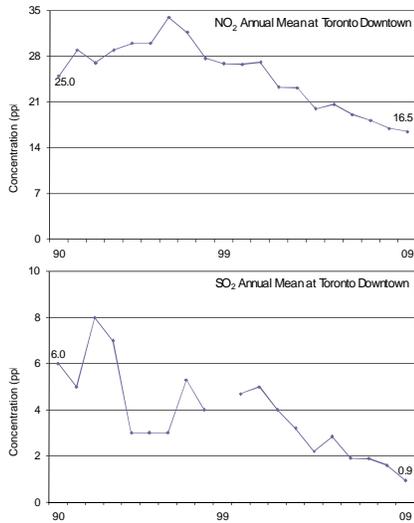
Note: Emission inventories for 2009 are not available at this time.
Annual composite mean based on 8 ambient sites operated over 20 years.

Pollutant concentrations have decreased significantly over time for NO₂, CO and SO₂.

4



Air Quality is Improving in Toronto



Pollutant concentrations in Toronto have decreased significantly over time for NO₂, CO and SO₂.

5



Emissions are Decreasing

Decrease in Provincial Emissions

Pollutant	1999-2008
NO _x	↓ 32%
CO	↓ 29%
SO ₂	↓ 35%
PM _{2.5}	↓ 32%

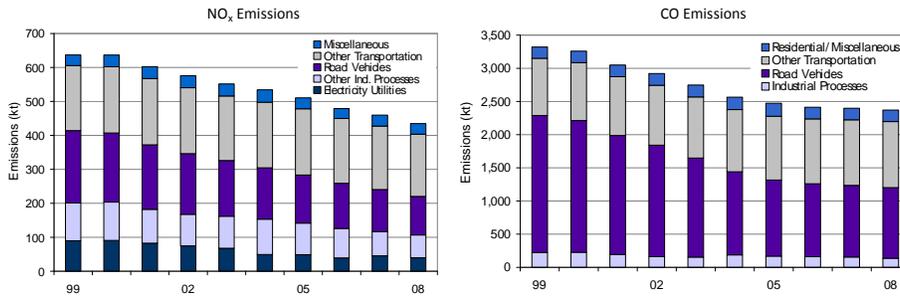
The following have contributed to emission reductions:

- O. Reg. 397/01 and O. Reg. 194/05 (NO_x and SO₂)
- New vehicle emissions standards and technologies (NO_x, CO and PM_{2.5})
- Drive Clean emissions testing (NO_x, CO and PM_{2.5})
- Control orders for Ontario smelters (SO₂)
- Countdown Acid Rain program (SO₂)
- Phase-out of coal-fired generating stations (SO₂ and PM_{2.5})
- Lower sulphur content in transportation fuels (SO₂ and PM_{2.5})

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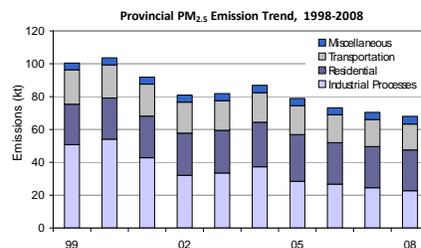
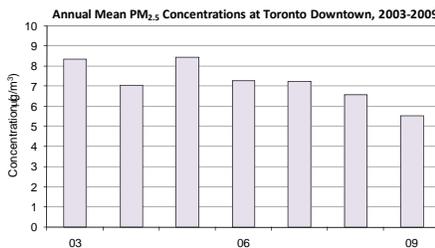
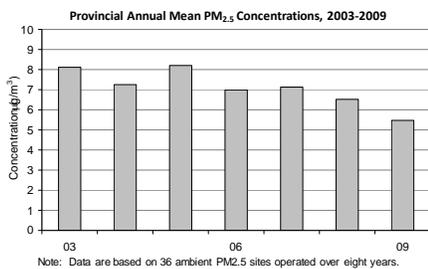
Emissions are Decreasing



7



PM_{2.5} Trends



- Since 2003, there has been a 27 per cent decrease in annual mean PM_{2.5} concentrations in Ontario, and a 28 per cent decrease in Toronto.
- Provincial PM_{2.5} emissions have decreased approx. 32 per cent from 1999 to 2008.

8



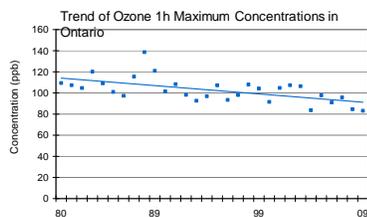
Ozone Still a Concern

- Ground-level ozone (O₃) continues to exceed standards.
- 34/40 monitoring sites (including the four sites in Toronto) exceeded the Ontario 1h AAQC for ozone in 2009.
- 18/20 sites (including Toronto) exceeded the Canada-wide Standard (CWS) for ozone for 2009.

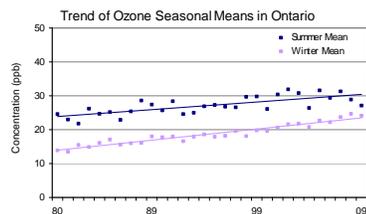
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Ground-level Ozone Trends 1980-2009



Note: Based on data from 19 ambient ozone sites operated over 30 years.
Ontario 1h AAQC = 80 ppb.



Note: Based on data from 19 ozone sites operated over 30 years.
Seasonal definitions: Summer (May to September), Winter (January to April, October to December).

- An overall decreasing trend (21 per cent) in the ozone 1h maximum concentrations.
- This overall decrease is largely due to the progressive reductions of NO_x emissions in Ontario and the U.S. resulting in the decrease of ozone production during the summer months, thus lowering the ozone maximums.
- There has been an increase of 27 per cent and 69 per cent in the ozone summer and winter means, respectively.
- This increase appears to be largely related to the reductions in local NO_x emissions and the rising global background ozone concentrations. Potential contributions to the increase in the summer over the long-term may also be related to meteorology.

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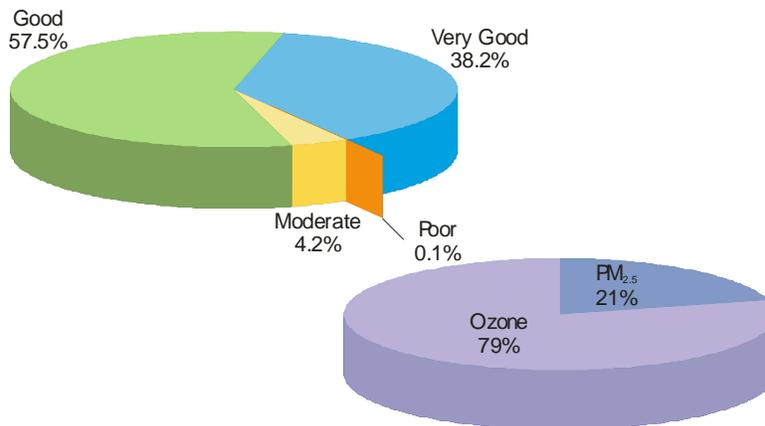
What is the Air Quality Index (AQI)?

- The Air Quality Index (AQI) is the current provincial air quality monitoring and information system
- Provides the Ontario public with a continuous measure of air quality in real-time
- Considers up to six common air contaminants:
 - o Ozone (O₃)
 - o Fine Particulate Matter (PM_{2.5}) *
 - o Nitrogen Dioxide (NO₂)
 - o Carbon Monoxide (CO)
 - o Sulphur Dioxide (SO₂)
 - o Total Reduced Sulphur Compounds (TRS)
- Based on provincial or federal air standards
- The AQI reports air quality based on the pollutant recording the highest sub-index (value of 0-100+).

AQI		
Index		Category
0 - 15		Very Good
16 - 31		Good
32 - 49		Moderate
50 - 99		Poor
100+		Very Poor

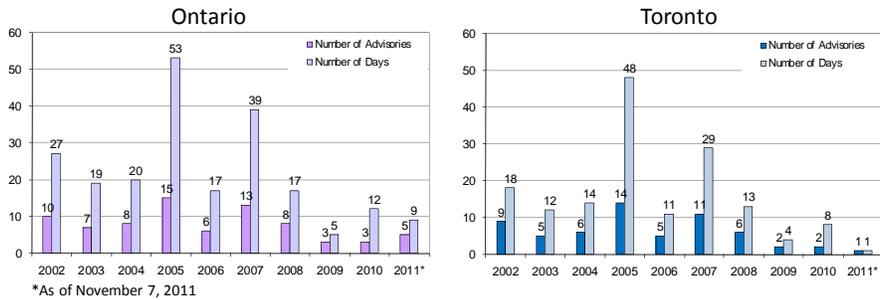
* Ontario was the first province in Canada to add PM_{2.5} to the AQI – August 23, 2002.

Air Quality Index Summary (2009)



Note: Very Poor air quality was not reported at any of the AQI sites in 2009.

Smog Advisories



- For 2011, Ontarians experienced only 5 smog advisories covering just 9 days, and 1 advisory covering 1 day in Toronto (July 2).
- The lowest number of smog advisory days on record (since PM_{2.5} was included in the Smog Alert Program in 2002) was 5, and this occurred in 2009 and was 3 advisories covering 5 days in Ontario.