



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

Meeting #48

Meeting Minutes

November 23, 2022

Hybrid Meeting

In-Person: Waterfront Neighbourhood Centre
Virtual: Zoom

Toronto, Ontario

Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA provides neutral third-party consultation services for the Ports Toronto 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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Summary of Action Items from Meeting #48

Action Item	Action Item Task	Who is Responsible for Action Item
M#48-A1	Finalize CLC Meeting #47 Minutes and post to the PortsToronto website.	PortsToronto
M#48-A2	Connect LURA with neighbourhood contacts for candidacy as new representatives on the CLC.	BQNA
M#48-A3	Circulate information on the December 1 st , 2022 public meeting regarding the October 22 nd , 2022 airport security incident.	LURA
M#48-A4	CLC members to share feedback with Mr. Furneaux on their experience and impressions of the hybrid meeting format.	All

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Councillor Ausma Malik	Ward 10 – Spadina-Fort York	Present - Online
Bushra Mir	On behalf of Ward 10 – Spadina-Fort York	Present - Online
MP Kevin Vuong	MP, Spadina-Fort York	Absent
Daiana Ferrari	On behalf of MP Kevin Vuong, Spadina-Fort York	Present - Online
Jay Paleja	City of Toronto – Waterfront Secretariat	Present - Online
Joanne Dobson	Air Canada	Regrets
Brad Cicero	Porter Airlines	Present - Online
Jennifer Quinn	Nieuport	Regrets
Cheryl Stone	Nieuport	Present - Online
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Simon Bredin	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present – In-Person
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present – In-Person
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present – In-Person
Sarah Miller	Toronto Island Community Association (TICA)	Regrets
Indren Nair	Nav Canada	Present - Online
Oliver Hierlihy	Waterfront BIA	Absent
Tim Kocur	Waterfront BIA	Present - Online
PORTSTORONTO REPRESENTATIVES		
Michael Antle (Chair)	PortsToronto	Present – In-Person
Roelof-Jan (RJ) Steenstra	PortsToronto	Present – In-Person
Deborah Wilson	PortsToronto	Present – In-Person
Angela Homewood	PortsToronto	Present – In-Person
Chris Sawicki	PortsToronto	Absent
Michael Antle	PortsToronto	Present – In-Person
Bojan Drakul	PortsToronto	Present – In-Person
Mike MacWilliam	PortsToronto	Present – In-Person
Jessica Pellerin	PortsToronto	Present – In-Person
Chris Pearce	PortsToronto	Present – In-Person
FACILITATION		
Alexander Furneaux	LURA Consulting	Present – In-Person
Sayan Sivanesan	LURA Consulting	Present – In-Person
GUEST		
Dr. Greg Evans	University of Toronto	Present - Online
Franca Di Giovanni	LURA Consulting	Present – In-Person

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1. Welcome and Introductions

Alexander Furneaux (LURA Consulting) welcomed members of the Billy Bishop Toronto City Airport (subsequently abbreviated to Billy Bishop Airport) Community Liaison Committee (CLC) to the 48th committee meeting. Noting that there were several new members of the CLC attending for the first time, including PortsToronto's new CEO Roelof-Jan (RJ) Steenstra and Councillor Ausma Malik, Mr. Furneaux facilitated a brief round of introductions from all members in attendance.

Mr. Furneaux then provided an overview of the agenda.

The meeting agenda is included in **Appendix A**.

2. Review of Meeting Minutes & Action Items

Mr. Furneaux reviewed the status of the meeting minutes from CLC Meeting #47 held on September 28th, 2022. Mr. Furneaux noted that these meeting minutes were shared with CLC members on October 31st, 2022, and requested that any comments on these meeting minutes be shared by December 1st, 2022. After this, the minutes will be finalized and published.

Mr. Furneaux also noted that he distributed a list of action items from previous meetings on November 15th, 2022. Mr. Furneaux requested that CLC members email him if there are any updates or follow-up requests to those action items.

M#48-A1 Finalize CLC Meeting #47 Minutes and post to the PortsToronto website.

3. Group Introductions with Roelof-Jan (RJ) Steenstra, PortsToronto CEO

Mr. Furneaux introduced Roelof-Jan (RJ) Steenstra and invited him to provide a few words of introduction as the new CEO of PortsToronto. Mr. Steenstra's remarks are summarized as follows:

- PortsToronto continues its efforts to strike a balance between community and commercial interests.
- Gene Cabral's work played an important role in engaging with the airport's community of stakeholders to ensure community possessed a forum for ongoing dialogue with the airport. The intention of PortsToronto is to ensure this engagement with the community continues forward.
- PortsToronto is committed to continuing investments in the airport with community dialogue that work to make airport operations cleaner, greener, and quieter to the greatest degree possible.
- As the airport emerges from the COVID-19 pandemic there has been a strong return to the airport's use, however it will take more time to understand whether recovery will return or exceed pre-COVID levels. The PortsToronto team is committed to serve market demand for service and be a good partner for the community.
- In 2023, PortsToronto will begin looking at the Tripartite Agreement in preparation for what comes next as the expiry date in 2033 approaches.
- As the new CEO, Mr. Steenstra is pleased to attend the CLC and looks forward to future meetings and discussions on how the airport can continue to be a good and positive neighbour.

Following Mr. Steenstra's remarks, Mr. Furneaux invited representatives from the BQNA, YQNA, and Waterfront BIA to say a few words about their involvement in the CLC and their organization's mandate to help contextualize their role for Mr. Steenstra's benefit. Mr. Furneaux provided a summary of TICA's role given that their representatives was unfortunately unable to attend the meeting.

Mr. Furneaux then opened the floor to questions for Mr. Steenstra.

The YQNA representative inquired whether Mr. Steenstra would be serving in the same capacity of Gene Cabral as chair of the CLC going forward. Mr. Steenstra replied that his intention is to find a replacement for Mr. Cabral's role as CLC chair as the role of CLC chair would be too much to add to his duties as CEO. In the interim and until a new chair is identified Mr. Steenstra will attend as available, and Michael Antle will serve as Interim Chair. More information on Mr. Cabral replacement will be provided to the CLC when available.

The BQNA representative asked what revisiting the Tripartite Agreement in 2023 means. Mr. Steenstra indicated that PortsToronto will begin the process of reviewing what is included in the agreement and identifying what the agreement might need to look like in the future. At this point there is no goal or vision for what might come, and this is simply the process to get PortsToronto to start thinking about the future of the airport.

4. Air Quality Study Update

Mr. Furneaux then invited Dr. Greg Evans (University of Toronto) to provide his Air Quality Study Update Presentation. Dr. Evans' presentation can be found in **Appendix B**. Key points from Dr. Evans' presentation were:

- The Air Quality Study is a collaborative research project funded through the Natural Sciences and Engineering Research Council of Canada (NSERC), BQNA, City of Toronto, and PortsToronto. The current funding has a two-year duration (February 2021 – January 2023).
- The study objectives are to assess air pollution exposure in the neighbourhood, identify the main sources of air pollution, and provide data to inform evaluation of policy scenarios by partners. The study is a campus-community collaboration that uses research methods that support community engagement and citizen science participation.
- The study is not intended to serve as compliance monitoring and is not limited to monitoring pollutants that are regulated in Canada (criteria pollutants).
- The study monitored a broad range of pollutants but focused on monitoring ultra-fine particles (UFPs), which have been observed to be an indicator of airport emissions. DiscMini is the instrument used by the study to measure UFPs. UFPs are not regulated by Canada, so there is no way to indicate whether the concentrations of UFPs observed are below or above a standard.
- In summer 2022, measurement instruments were deployed for six weeks at four locations: the Billy Bishop Airport passenger ferry terminal, the National Yacht Club, the roof of Windward Co-op, and the roof of Arcadia Co-op. The data collected was compared against measurements collected from College Street (representing a typical downtown road) and Hanlan's Point (representing a site south of the airport). Higher concentrations of UFPs were observed north of Billy Bishop Airport when wind is blowing from the south.
- Peak concentrations of UFPs were lower during the COVID-19 lockdown period (April – June 2020), compared to the pre-lockdown (January – February 2020) and post-lockdown (June – July 2022) period.
- A reduction in nitrogen oxides (NO_x) and black carbon emissions was measured following the switch to the electric ferry.
- Concentrations of criteria pollutants (PM_{2.5}, NO_x, O₃) were measured to be similar to other parts of Toronto, and there is no indication that these pollutants are higher near the airport. However, the concentrations of PM_{2.5} and NO_x exceed new World Health Organization (WHO) guidelines city-wide.
- The study respects PortsToronto's decision to not permit access to measure UFPs on the island side of the channel. Moving forward the study is looking to continue collaboration with PortsToronto and will focus on analysis of data already collected with an aim of having a report completed for summer 2023.
- The study is seeking clarification on whether study partners are only interested in measurements of criteria pollutants, and how partners hope to use research results to guide potential mitigations.

Dr. Evans then opened the floor to questions from the CLC representatives.

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Michael MacWilliam (PortsToronto) asked for clarification on the elevation of the monitors used for the monitoring conducted at College Street. Mr. MacWilliam noted that the monitors used at sites close to Billy Bishop Airport are all elevated up on building. Dr. Evans replied that the College Street monitoring was conducted at two locations – one was a couple feet above ground level and the other was on the roof of a four-story building. Dr. Evans noted that the concentration of UFPs do tend to decrease at higher elevations.

The YQNA representative noted that Windward Co-op is eight stories tall. The YQNA representative then asked what the term ‘micro-climate’ means. Dr. Evans explained that the term is overly used and that he does not view Bathurst Quay as having its own micro-climate.

Jay Paleja (City of Toronto – Waterfront Secretariat) asked if Angela Homewood (PortsToronto) and Mr. MacWilliam could share with CLC members a summary of what was discussed with Dr. Evans regarding the decision to not allow monitoring on the island side of Billy Bishop Airport. Mr. Paleja also responded to Dr. Evans’ questions, explaining that the City is looking for as much information as possible from the Air Quality Study that can inform next steps for Billy Bishop Airport’s managed growth approach, future planning, and conversations on the Tripartite Agreement.

Mr. MacWilliam explained that PortsToronto did not feel comfortable allowing monitoring on the island side of Billy Bishop Airport because this is beyond the scope of the original agreement. Ms. Homewood added that because the request to monitor on the island side of Billy Bishop Airport is beyond the original scope of the project, she conducted a jurisdictional scan to gather more information from other stakeholders, including federal and provincial governments and three airports. This scan revealed that the AirSense equipment being used at the passenger ferry terminal is not a compliance type equipment. The agencies consulted raised concerns that data collected from this equipment could be taken out of context, and that federal and provincial governments only use Environmental Protection Agency (EPA) approved equipment for assessing compliance to standards. Ms. Homewood then communicated these findings to the Air Quality Study researchers, but PortsToronto still permitted use of the equipment at the passenger ferry terminal as this was what PortsToronto had agreed to for the project.

Dr. Evans agreed that public agencies would not use the AirSense device for compliance monitoring. Dr. Evans noted that he accepted PortsToronto’s decision to not permit monitoring due to concerns with the AirSense devices to be installed within the airport, and that he had offered temporary monitoring using the handheld DiscMini device instead which is used by government researchers in both North America and Europe. Dr. Evans stressed that the concern about instruments not being EPA approved only applies to the measurement of regulated pollutants and not to the DiscMini device which measures UFPs, a pollutant that is not regulated but may be in future. Billy Bishop Airport.

The YQNA representative inquired why PortsToronto will not allow the monitoring on the island side if there is no risk to the airport. Mr. MacWilliam replied that this monitoring would be outside the scope agreed to for the project. The YQNA representative asked why the scope cannot be revisited. Mr. MacWilliam responded that PortsToronto entered this project under a certain scope and is not comfortable with changing the equipment.

The YQNA representative asked why PortsToronto is not comfortable with the equipment. Ms. Homewood explained that the original proposal had not identified the equipment that would be used and had not requested that any equipment would be on the island side. Ms. Homewood noted that there were a number of other factors that informed the PortsToronto leadership team’s decision, including that the requests to access to the island side and to place a dashcam on the research vehicle that is being used would be security issues for the airport.

The BQNA representative expressed that the DiscMini device was in the original proposal, and that the study researchers are requesting that the equipment that is listed in the proposal be used to conduct monitoring on

the island side for a two-week period. The BQNA representative indicated that the researchers do not need to use a dashcam and could take notes on visual observations of the emission sources instead.

Mr. Furneaux reminded CLC members that this discussion is meant to be focused on questions for Dr. Evans based on the information he presented and requested that potential changes to the study scope be discussed independently among study partners.

The BQNA representative replied that they are responding to the PortsToronto communication indicating that the equipment was not in the project proposal and requested a separate discussion to clarify this. Mr. MacWilliam agreed that there can be a separate discussion. Mr. MacWilliam noted that PortsToronto has done as much as it feels comfortable doing in this project and does not feel comfortable doing more due to concerns about scope creep.

The YQNA representative asked whether Dr. Evans believes there is scope creep taking place. Dr. Evans replied that there are two different perspectives on this. Dr. Evans noted that the project agreement did not identify where at Billy Bishop Airport the sampling was going to occur. Dr. Evans then noted that the original proposal outlined that the focus of the study would be to measure UFPs using a mobile lab, with a suggestion to use the mobile lab on the island side of Billy Bishop Airport. Dr. Evans concluded that from his perspective there has not been scope creep but acknowledged that there can be a different perspective on this.

Ms. Homewood noted that at a previous meeting Dr. Evans had indicated he was doing projects with Health Canada at two airports. Ms. Homewood inquired where the sampling at these two airports is taking place. Dr. Evans replied that the two airports are Toronto Pearson International Airport and Ottawa International Airport, and that the sampling is only happening outside the airport fence in downwind neighbourhoods. Dr. Evans noted that while UFPs are not a regulated pollutant yet, there are various other researchers studying how UFPs may be associated with aircraft emissions. Dr. Evans indicated it is up to Billy Bishop Airport stakeholders to determine how much they would like to proactively investigate this.

Mr. Paleja expressed that the dialogue at the CLC is helpful because it helps to unearth issues that may be in the way of progress. Mr. Paleja expressed his appreciation for the forthrightness of the PortsToronto team about the reasons for their decision and noted this can help the study think about how to overcome those barriers.

Deborah Wilson (PortsToronto) asked for clarification on whether the study is able to differentiate between different emitters in downtown Toronto and waterfront area. Dr. Evans replied that the researchers use wind direction and proximity to the source as criteria that helps differentiate between emitters, and that the study is currently looking at linking UFP spikes with particular landings and takeoffs. Ms. Wilson inquired whether the study is considering emissions from highway traffic, and whether this can be differentiated from the UFP spikes. Dr. Evans confirmed that this is possible, noting that wind would have to be blowing from the north for there to be UFP spikes linked to traffic.

Dr. Evans emphasized that what is most important is the collaboration between study partners and expressed that he does not want the group to become hung up on discussing monitoring at the island side of the airport. Dr. Evans expressed that the researchers want to make sure that the study measures what would be useful to the study partners.

5. CLC Refresh Update

Franca Di Giovanni (LURA) provided a brief update on the CLC Refresh process primarily to recap what was shared during the CLC Refresh presentation at CLC 47 and to indicate that new members have not been added to the CLC yet while new direction is set for the CLC by PortsToronto leadership.

The BQNA representative inquired if she should take action to connect the CLC facilitator with two contacts that have expressed interest in participating. Ms. Di Giovanni indicated that it would be helpful for the BQNA representative to connect LURA with these individuals so LURA can contact them about the CLC Refresh process.

M#48-A3 BQNA representative to connect LURA with neighbourhood contacts for candidacy as new representatives on the CLC.

The YQNA representative inquired if the considerations he raised regarding the CLC's utility, particularly its advantages over a public meeting are being considered as part of the review. Mr. Furneaux confirmed that the YQNA representative's suggestions are being considered alongside the recommendations of other CLC members interviewed as part of the CLC Refresh process.

6. October 22nd Planned Emergency Exercise, and Unplanned Security Incident

Michael Antle (PortsToronto) provided an overview of the airport's planned emergency preparedness exercise that took place on October 22nd, 2022 and information about the unplanned security incident (frequently referred to as "the bomb scare"). The following summarizes key points from Mr. Antle's remarks:

- PortsToronto conducted a successful emergency preparedness exercise on Saturday October 22nd, 2022 in the morning and early afternoon. This exercise was not related to the security incident that followed later that afternoon.
- In the afternoon, PortsToronto notified Toronto Police Service of a suspicious item left near the mainland ferry terminal. The suspicious item would later be identified as an electric-assist bicycle with a suspiciously wired second battery.
- Toronto Police Service were dispatched with their Explosive Device Unit (EDU) around 4:00 PM. At this time, Toronto Police Service assumed incident command of the response and led decision-making on how to proceed including safety precautions and evacuations.
- PortsToronto cooperated with Toronto Police Service to assist in identifying individuals they wanted to interview regarding the device.
- Toronto Police Service directed PortsToronto to move the ferry to the Island side of the Western Gap shipping channel and close the Pedestrian Tunnel. At this time Toronto Police Services also began evacuating nearby buildings on the City-side of the Western Gap shipping channel.
- PortsToronto coordinated the use of water taxis to get passengers to the mainland when it was determined that this would be a prolonged event. Water taxis were used to shuttle passengers to a pick-up point away from Bathurst Quay.
- PortsToronto staff were on site until 12:45 AM on October 23rd, 2022.
- PortsToronto's communications team was doing what it could to provide updates as information was available, however ultimately they were dependent on receiving information from Toronto Police Services.

Mr. Furneaux then opened the floor to questions from the CLC representatives.

The BQNA expressed that it was very helpful to have it clarified that the response to the incident was led by Toronto Police Service. The BQNA representative added that the BQNA will be hosting a public meeting on December 1st, 2022 from 6:30-8:30 p.m. to hear from Toronto Police Service about how the incident was handled and provide them with comments from the community. She reiterated her request made by email to have PortsToronto representation at the meeting, noting that Councillor Malik's office has also indicated their intention to attend. Mr. Steenstra confirmed that while he is unable to attend, Mr. Antle and Mr. MacWilliam from PortsToronto will attend. PortsToronto indicated they wanted to confirm first that Toronto Police Service was attending before committing to the meeting as Toronto Police Service led the response to the incident.

The YQNA representative inquired who is leading the December 1st meeting. The BQNA representative indicated it is being co-hosted by the BQNA, YQNA, and TICA. BQNA received so many questions about the incident that it was deemed necessary to organize a public meeting.

The BQNA representative read two statements from residents impacted by the incident. The testimonials from the Bathurst Quay neighbourhood residents can be found in **Appendix C**. The BQNA representative summarized some of the concerns that were received from community members. These concerns pertained primarily to:

- Poor sharing of information about what was happening and when people that had been evacuated would be allowed to return to their homes;
- Lack of recognition of the reduced mobility of many community members in the area;
- A lack of accessible and suitable locations to shelter while the investigation was taking place and community members were displaced from their homes.

Mr. Furneaux inquired whether as part of the public meeting, there would be a feedback mechanism for community members to advocate for solutions based on the experience. The BQNA representative confirmed that meeting participants would be reminded that the purpose of the public meeting is to discuss solutions for community concerns.

Mr. Furneaux noted that he could circulate the public meeting information with CLC members. The BQNA representative confirmed that they would share this information with Mr. Furneaux.

M#48-A4 Mr. Furneaux to circulate information on the December 1st, 2022 public meeting regarding the October 22nd, 2022 airport security incident.

The YQNA representative noted that in discussions with fellow YQNA members there is a desire to understand the different scales of airport evacuations. He inquired if there is the possibility for a private session regarding airport evacuation procedures. Mr. Steenstra explained that it is up to Toronto Police Service to determine the scale of evacuation.

The YQNA representative inquired whether evacuations procedures would be part of the airport's emergency plan. Mr. MacWilliam reiterated that it is up to Toronto Police Service to evaluate the conditions and threat level and then determine the zone of evacuation based on the projected impact. Mr. Steenstra confirmed that Toronto Police Service will always be responsible for designating the zone of evacuation. Mr. MacWilliam added that Billy Bishop Airport has designated locations in the airport where Toronto Police Service can take a suspicious object if appropriate, but if the potential threat is large then Toronto Police Service will take the object somewhere outside the airport and away from the community.

The BQNA representative asked whether the emergency preparedness exercise in the morning of October 22nd, 2022 was related to a bomb threat. Mr. MacWilliam clarified that the exercise pertained to an aircraft crash scenario. Mr. Steenstra explained that the purpose of these exercises is to prepare how airport personnel will organize to respond. The BQNA representative suggested that these exercises consider how the airport can work with the community and help flag to Toronto Police Service the support needs of residential buildings with vulnerable populations. Mr. Steenstra confirmed that PortsToronto has an interest as a neighbour in ensuring that the emergency response is as effective as possible.

7. Airport Update

Mr. Antle provided an update on the recovery being seen in the airline industry and at Billy Bishop Airport. His presentation is available in **Appendix D**. Key points from his presentation are summarized as follows:

- Across the airline industry we continue to see recovery following the pandemic with over 12 million passengers travelling through Canadian airports in August 2022.

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- Billy Bishop Airport's passenger traffic continues to recover – October 2022 passenger volumes represent 83% of what was recorded in October 2019, however year-to-date 2022's passenger volumes are only 59% of 2019's passenger volumes at the same point in the year.
- Billy Bishop is continuing to see an increase in aircraft movements – October 2022 aircraft movements represent 102% (slightly more) than in 2019, however year-to-date 2022's aircraft movements are only 81% of 2019's aircraft movements at the same point in the year.
- Ornge's medevac flights continue to track as expected with 3712 flights having occurred during regular hours and 703 flights having occurred after hours to-date in 2022.
- PortsToronto is still waiting on Connect Airlines to restart their proving runs for operation. This is a process led by the Federal Airline Administration (FAA) and was delayed due to Thanksgiving. PortsToronto anticipates their commercial operations won't start at Billy Bishop until Spring 2023.
- The airport is expecting higher volumes of traffic leading up to Christmas, but a lull after Christmas, so much so that Air Canada has indicated it will be suspending operations at the airport for two weeks.

The YQNA representative offered a suggestion to use consistent graph styling in reference to Slide 3. Mr. Antle indicated he unfortunately pulled the graph from an external report so is unable to manipulate the graph but recognizes its stylistic shortcomings.

The BQNA representative inquired when Connect Airlines started doing their tests. Jess Pellerin (PortsToronto) confirmed that Connect Airlines' proving flights began in July 2022.

The BQNA representative requested a reminder of where Connect Airlines intends to service. Mr. Steenstra indicated Connect Airlines intends to fly to Philadelphia and Chicago.

The BQNA representative inquired if Connect Airlines was pushing for US pre-clearance at the airport. Mr. MacWilliam replied that the development of pre-clearance facilities at the airport is separate from Connect Airlines' intention to operate at the airport.

8. Business Arising

Mr. Furneaux reminded CLC members to share any comments on the CLC #47 meeting minutes by December 1st, 2022, and that after this they will be finalized and published. Mr. Furneaux noted that he would be circulating proposed dates for CLC meetings in the new year so that members can place calendar holds.

Mr. Furneaux reminded CLC members to share feedback on their impressions of the hybrid meeting experience. Mr. Furneaux noted that the YQNA representative had shared feedback about enabling members attending in-person to be seen when they are speaking.

M#48-A5 CLC members to share feedback with Mr. Furneaux on their experience and impressions of the hybrid meeting format.

Mr. Furneaux thanked the members for their participation and wished members a happy holiday season.

The meeting adjourned at approximately 8:30 p.m.

Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 48

November 23rd, 2022

6:30 p.m. – 8:30 p.m.

Hybrid Meeting

In-Person: Waterfront Neighbourhood Centre
627 Queens Quay West
Toronto, ON
M5V 3G3

Online: Zoom

<https://lura-ca.zoom.us/j/61548783313?pwd=WnJ5bXdaekxpNFhzOTNsVk9hMIR6UT09>
Meeting ID: 615 4878 3313
Passcode: Porter

AGENDA

- 6:30** Log-In & Welcome (Alexander Furneaux)
- 6:35** Review of Meeting Minutes and Action Items (Alexander Furneaux)
- 6:45** Group Introductions with Roelof-Jan (RJ) Steenstra, PortsToronto CEO (Roelof-Jan Steenstra)
- 7:15** Air Quality Study Update (Angela Homewood & Joan Prowse)
- 7:35** CLC Refresh Update (Franca Di Giovanni)
- 7:45** October 22nd Planned Emergency Exercise, and Unplanned Security Incident (Michael Antle/Neighbourhood Association Reps)
- 8:00** Airport Update (Michael Antle)
- 8:25** Business Arising
- 8:30** Adjourn

As a reminder, a few important logistical items pertaining to the upcoming meeting:


If attending in-person:

- We recommend that individuals attending in-person **complete a rapid antigen test earlier in the day** as a precautionary measure. If it is positive we request that you do not attend in-person.
- We kindly request that **if you are feeling unwell (even if you have a negative rapid antigen test result) that you do not attend the meeting in-person**, but instead utilize the online option.
- Please be advised that while you are not required to wear a mask while at the Waterfront Neighbourhood Centre, **wearing a mask can reduce the risk of COVID-19 transmission**.
- The Waterfront Neighbourhood centre has a standard HVAC system recirculating air through the building. **We will need to keep the door of the meeting room closed during the meeting** to minimize audio disruptions that might make it challenging for individuals joining online to hear the meeting.

If attending online:

- We kindly request that you **log on to the meeting at or shortly after 6:20 p.m.** so we can connect you to the meeting and ensure you are able to see and hear participants attending in-person.

Appendix B – Air Quality in the Bathurst Quay Neighbourhood
Presentation



Air Quality in the Bathurst Quay Neighbourhood

Greg Evans

Community Liaison Committee Meeting

Nov 23, 2022

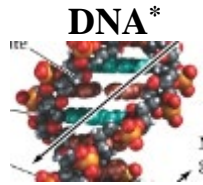


Background

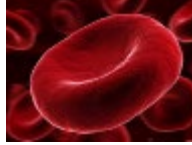
- Collaborative Research Project funded through NSERC, BQNA, Ports Toronto (Feb 2021-Jan 2023)
- Objectives:
 - Assessment of air pollution exposure
 - Identification of the main sources
 - Evaluation of policy scenarios
- Use methods to support community engagement
- Research **not** compliance monitoring: **not** limited to criteria¹ pollutants
- Air quality monitoring near airports: Amsterdam, Boston, Seattle, LA

1: Criteria air pollutants are air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set

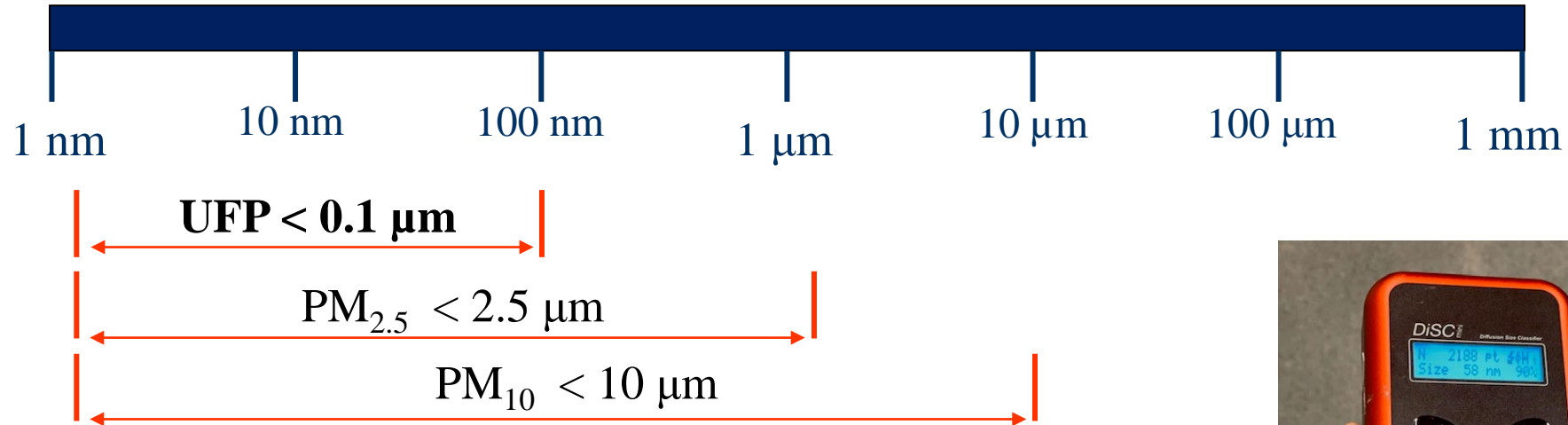
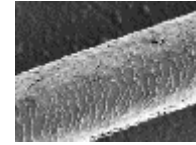
Measurement of Ultrafine Particles (UFP): DiscMini



Red Blood Cell



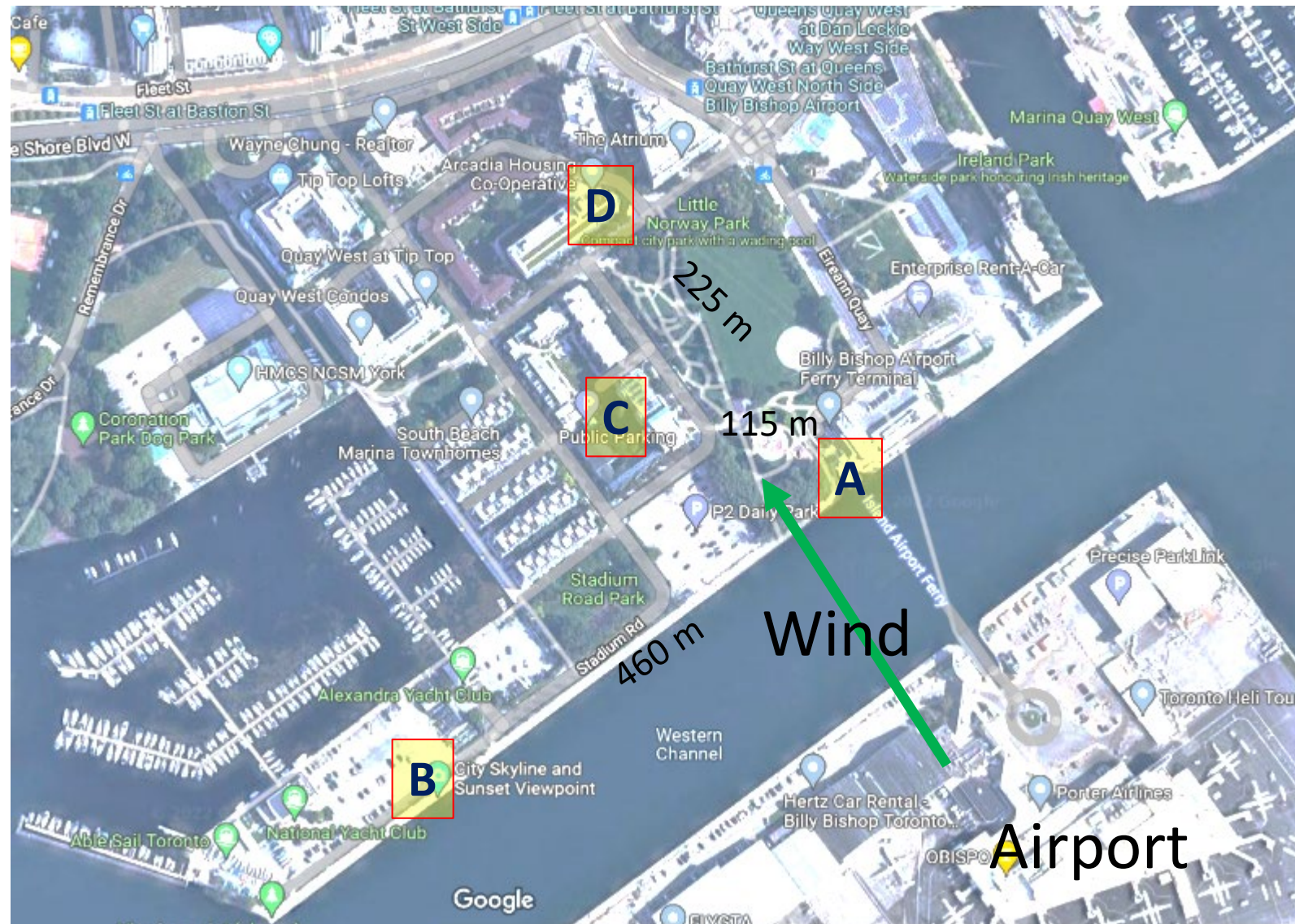
Human Hair



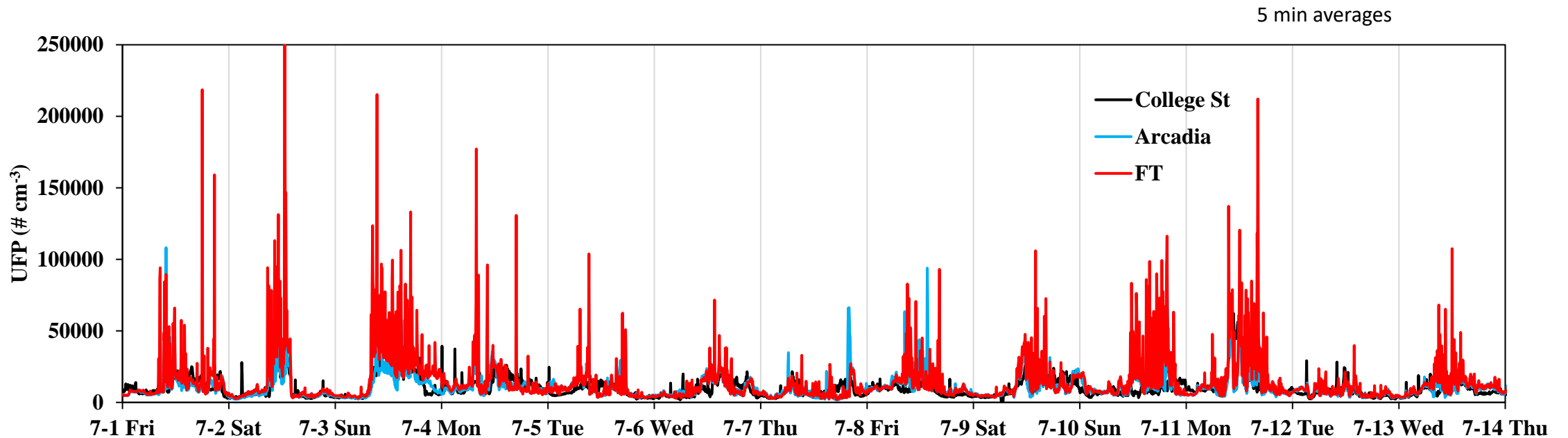
- Marker of combustion
- Very sensitive
- High time resolution
- Used by Health Canada
- UFP not yet regulated



Bathurst Quay Neighbourhood (summer 2022)



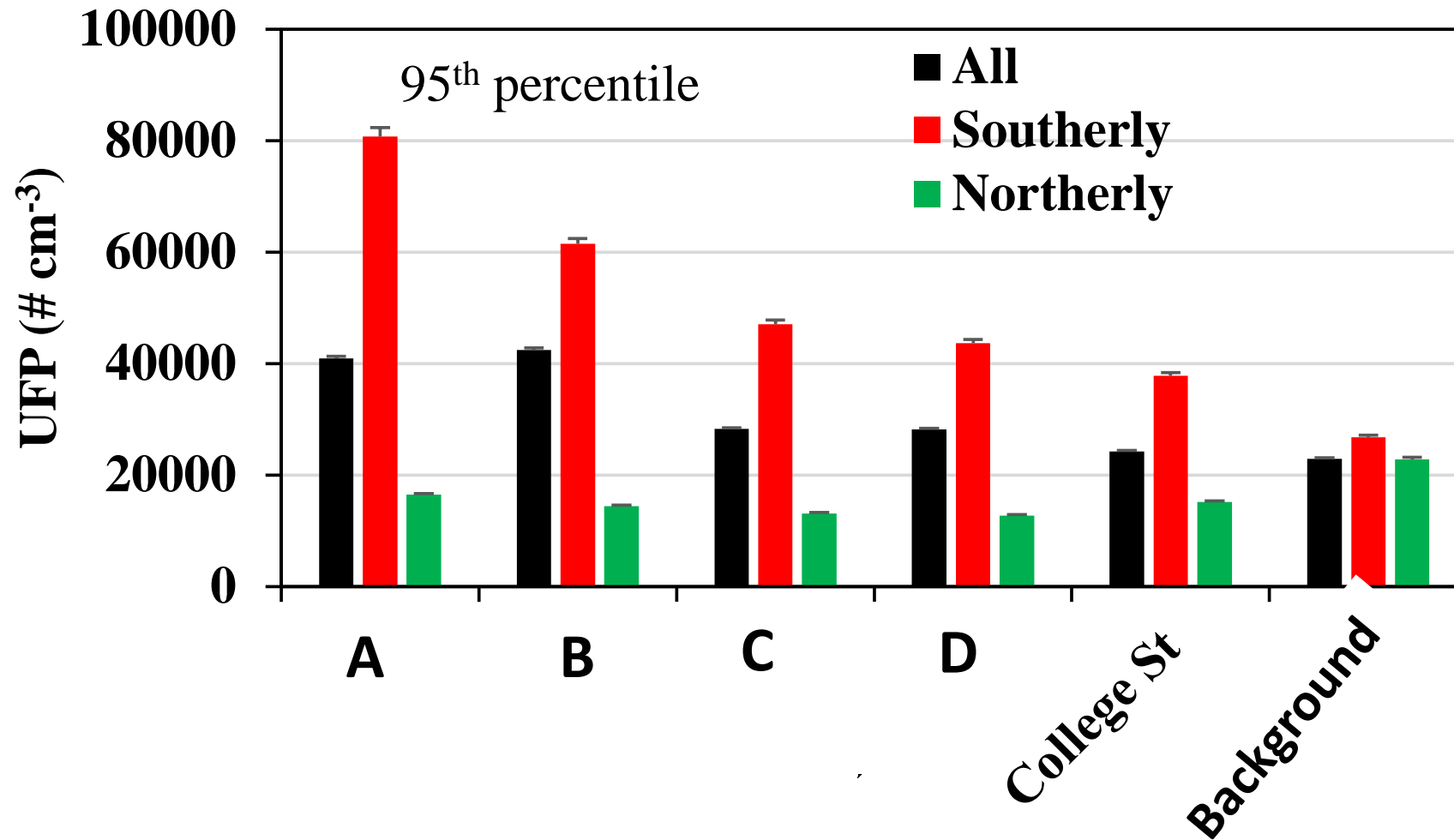
Short-term Peak of Ultrafine Particles (UFP)



- Short-lived events during daytime when the wind is from the south
- 95th percentile used to represent acute exposure events

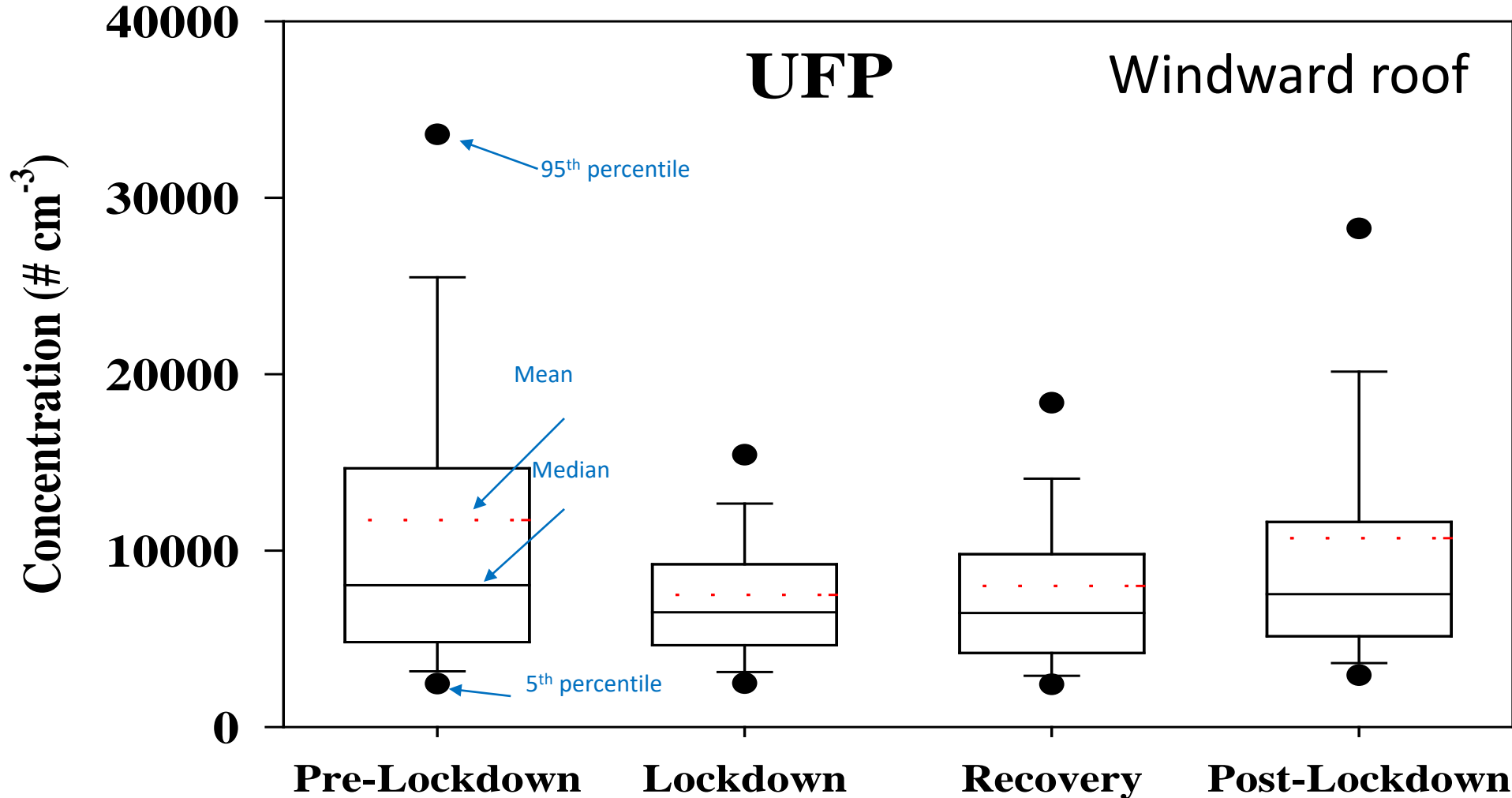
Arcadia: roof of Arcadia Co-op (location D); FT: roof of the ferry terminal (location A); College: 200 College street

Comparison of Peak Ultrafine Particles (UFP) Concentrations



Pre- vs. Post COVID Lockdown

Peak UFP Concentrations were 55% lower during the lockdown period



Pre-Lockdown: 1/21-2/27/2020
Lockdown: 4/20-6/12/2020
Recovery: 7/27-9/15/2020
Post-Lockdown: 6/8-7/18/2022

Other Findings

- Measured reduced NO_x , and Black Carbon emissions through switch to electric ferry
- Concentrations of criteria pollutants ($\text{PM}_{2.5}$, NO_x , O_3) similar to other parts of Toronto
- Concentration of criteria pollutants ($\text{PM}_{2.5}$, NO_x) do exceed new WHO guidelines
- Criteria pollutants are not higher near the airport

Moving Forward

- Look to continuing this collaboration
- Not granted access to measure UFP on the Island side of channel
- Focus in on data analysis and documentation.
- Are partners only interested in criteria pollutants measured with EPA reference methods?
- How do partners hope to use research results to guide further steps towards mitigating impacts?

Appendix C – Statements from BQNA Representatives Regarding October 22nd, 2022 Security Incident

Emailed Statement #1:

Date: Sunday, October 30, 2022

Hi [BQNA Representative]. I hope all is going well with you.

I have some concerns over the preparedness of the police and airport re the evacuation of the area last weekend. It doesn't seem as if there was knowledge of the profile of the population. There are many physically disabled persons using mobility devices. Many children live in the area. I was luckily not asked to vacate. From my balcony I could see TTC buses running with people in them. I found later that some people took shelter in fast food restaurants. Some went to hotels.

There was no access to washrooms. The evacuation lasted for many hours. There was a bus outside even at 11:00. I believe that there should be planning in place to evacuate people to a facility where they can be warm, fed and have access to washrooms. My neighbours spoke with a person who was in a wheelchair and needed a washroom and had no idea where he could go. My co-op is not accessible for wheelchairs so nobody could help him. We are close to the Navy building, the Fleet St Armoury, Exhibition ground and the Scadding Court Community Centre. There is also Fort York Library.

Usage of such facilities requires planning. It did not appear that there was a comprehensive plan for the community. I would like the authorities responsible to report to us what their plan is. I know there are often evacuations due to broken gas lines etc. all over the city. TTC buses are used then for shelter. You can't have a detailed plan for every street in the city. Having an airport in such close proximity to a densely populated area should require a plan for that community in case of emergency. It should be detailed and flexible for a lengthy evacuation. I think we need to know what we can expect and that the basic needs of people are taken into consideration.

Would this be something that the community meetings for the BQNA could look in to? Thanks for reading my rant!

[Harbourside Co-op resident]

Emailed Statement #2:

Date: Monday, October 24, 2022

Hi [BQNA Board members]

There definitely needs to be an explanation

As you know Windward has a significant number of handicapped members as well as some with anxiety issues. They were kept out of their homes, poorly prepared for 8 hours! We need to know was this poor management from the top brass? Why id it take so long to decide that the community was safe to go home?

Just my thoughts

[Windward Co-op resident]

Appendix D – Airport Update Presentation

Community Liaison Committee Updates Billy Bishop Toronto City Airport

November 23rd, 2022



PORTS
TORONTO

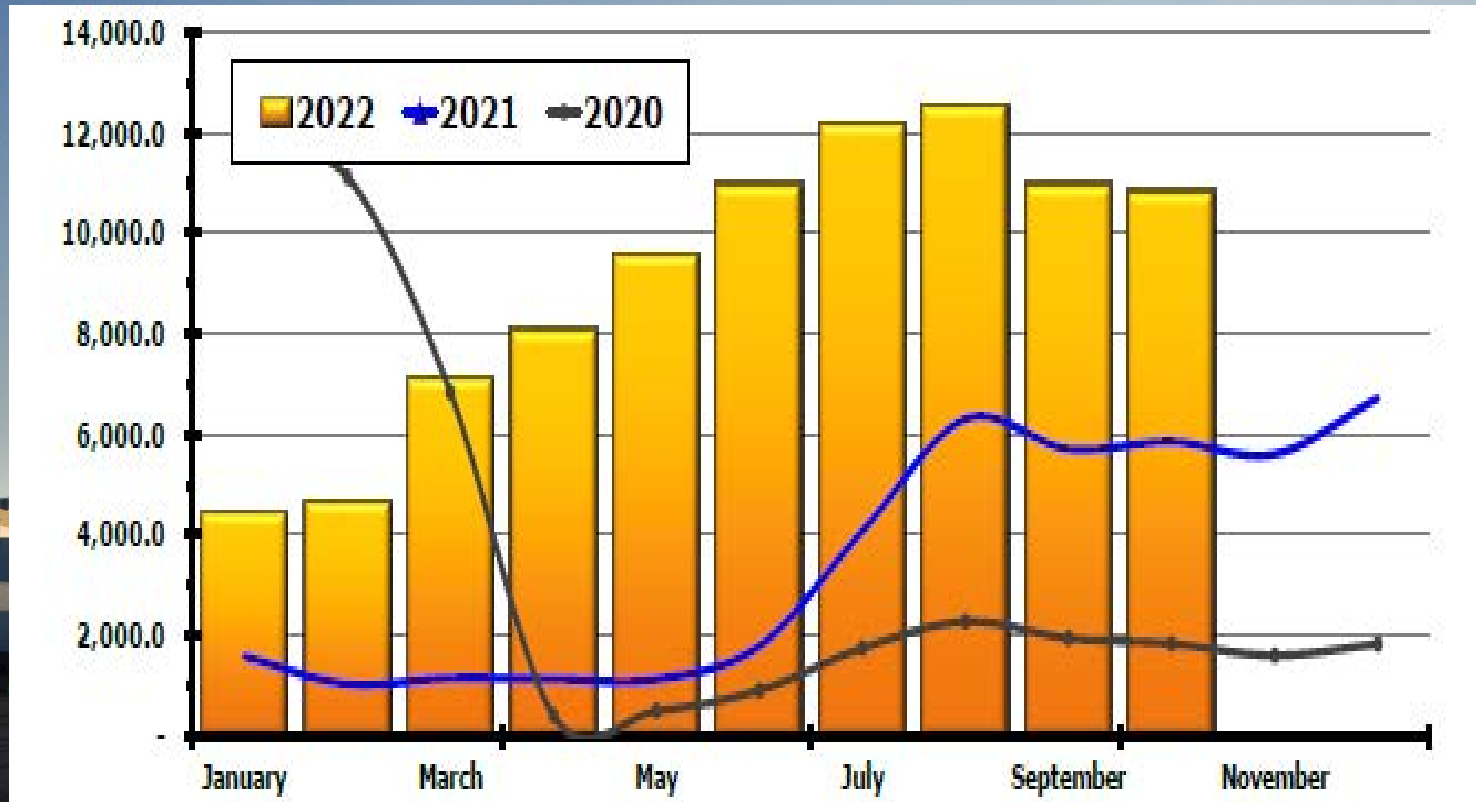
Billy Bishop Toronto City Airport (YTZ)

- Passenger and Aircraft Movement Updates
- Medevac flights
- Airline Updates

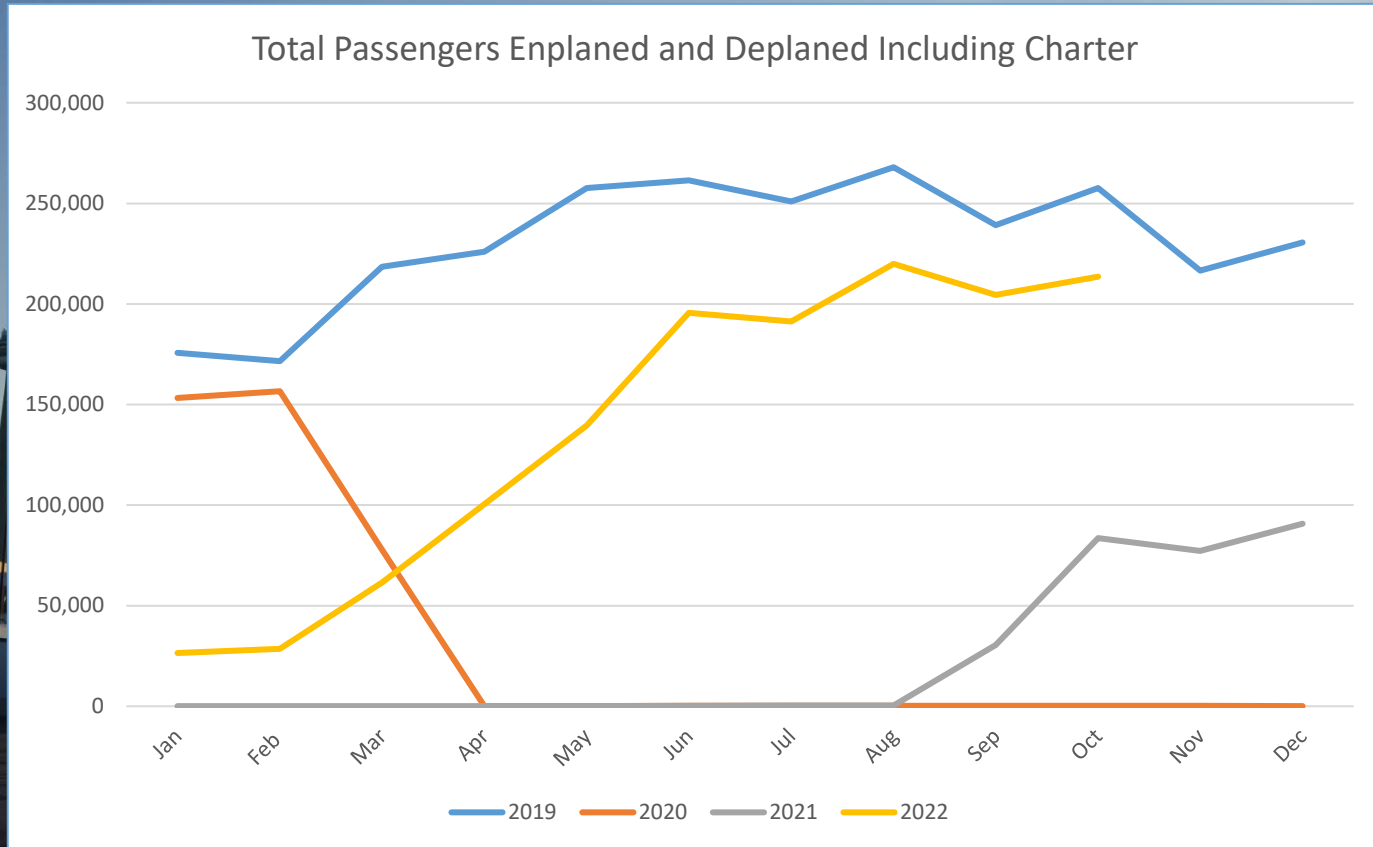


**BILLY
BISHOP**
TORONTO CITY AIRPORT

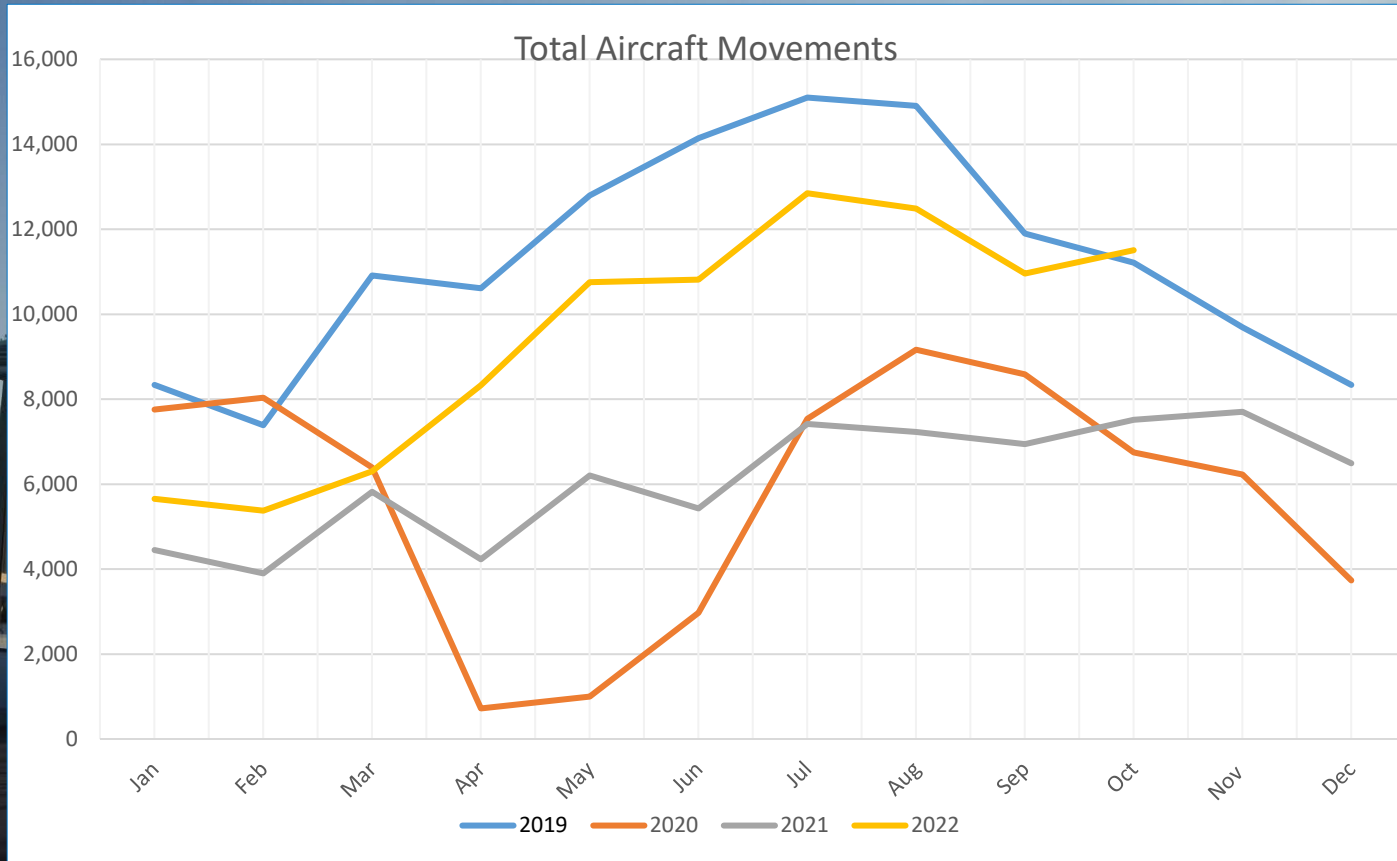
Canadian Airports Passenger Traffic (000s)



Billy Bishop Toronto City Airport Passenger Traffic



Billy Bishop Toronto City Airport Aircraft Movements



Billy Bishop Toronto City Airport Recap

	October 2022 vs 2019	YTD 2022 vs 2019
Total Passengers	83%	59%
Total Aircraft Movements	102%	81%

ORNGE Medevac Flights

Month	Regular hours	After hours
January	297	49
February	273	74
March	267	39
April	356	74
May	440	84
June	455	71
July	419	86
August	464	80
September	383	77
October	358	69
Total	3712	703

Next Steps

- Connect Airlines
- Christmas season



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Thank You

