



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

Meeting #43

Meeting Minutes

September 22, 2021

Virtual Meeting

Toronto, Ontario

Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA is providing 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 #43

Action Item	Action Item Task	Who is Responsible for Action Item
M#43-A1	Add "Sustainability Report Discussion" to CLC 44 agenda on November 24, 2021	PortsToronto
M#43-A2	Send any outstanding questions about the Sustainability Report to Alexander Furneaux by November 10, 2021.	ALL
M#43-A3	Finalize CLC Meeting #42 Minutes and post to the PortsToronto website.	LURA

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Absent
Bushra Mir	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Present
Nicole Waldron	On behalf of MP Adam Vaughan, Spadina-Fort York	Absent
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Scott Brownrigg	Nieuport	Absent
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Regrets
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Present
Tyson Morelli	Nav Canada	Absent
Oliver Hierlihy	Waterfront BIA	Absent
Tim Kocur	Waterfront BIA	Absent
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Absent
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Mike MacWilliam	PortsToronto	Present
FACILITATION		
Alexander Furneaux	LURA Consulting	Present
Sayan Sivanesan	LURA Consulting	Present

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1. Welcome and Introductions

Alexander Furneaux (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) to the 43rd committee meeting and provided an overview of the agenda.

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

2. Review of Previous Meeting Minutes

Mr. Furneaux reviewed the status of the meeting minutes from CLC Meeting #42 held on May 26th, 2021. Mr. Furneaux noted that the request to have a Michael David speak to the committee about the sustainability report (specifically the greenhouse gas emissions values presented) needed to be deferred due to Mr. David's availability and other items that needed to be covered on this evening's agenda.

M#43-A1 Add "Sustainability Report Discussion" to CLC 44 agenda on November 24, 2021

M#43-A2 Send any outstanding questions about the Sustainability Report to Alexander Furneaux by November 10, 2021.

Mr. Furneaux inquired whether any CLC members had any additional comments before finalizing and publishing on the PortsToronto website. With no additional comments being raised, the minutes will be finalized and published following the meeting.

M#43-A3 Finalize CLC Meeting #42 Minutes and post to the PortsToronto website.

3. Restart of Commercial Service Update

Michael MacWilliam and Michael Antle (PortsToronto) provided an update on the restart of commercial service at Billy Bishop Airport (BBTCA). PortsToronto's presentation on the Commercial Service restart is included in **Appendix B**.

Mr. Antle prefaced the update by reviewing the general principles that informed the restart, which are continual focus on the health and safety standards set by the ICAO Council Aviation Recovery Task Force (CART), expense and revenue management; ongoing coordination with key stakeholders, government agencies, and partners to provide updates and ensure compliance with regulations; following an Incident Management System (IMS) to manage the scale of resources deployed in responding to the pandemic; following an Issues Management Approach to respond to issues as they arise; and following a Project Planning Framework that set timelines and targets for BBTCA to be ready for commercial restart by September 8 2021.

Key points from Mr. MacWilliam and Mr. Antle's updates on this topic include the following:

- On July 30th, PortsToronto granted approval to restart commercial aviation operations on September 8, subject to condition that airlines receive approvals from government agencies for transborder operations. Initially approvals were limited to domestic operations only.
- A rapid antigen screening program began at BBTCA in August 2021, as an added level to existing screening for employees coming into the workplace. The program was initially available just for staff, and then was expanded at the end of August to include other internal stakeholders at the airport. The rapid antigen tests will not be offered to passengers as this strictly an internal stakeholder program.

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- As part of the Pandemic Response Plan and Contingency Plan, BBTCA started an ambassador program on September 8. This involves staff placed in the pedestrian tunnel to greet and remind passengers about health and safety requirements at the airport such as wearing masks. The ambassadors also remind family and friends that they cannot enter the airport, and sanitize and press buttons for passengers.
- In consultation with Transport Canada, the carriers, and the terminal operator, BBTCA reduced its Critical Restricted Area around the terminal during the period when there was no commercial activity. This allowed CATSA (Canadian Air Transport Security Authority) staff to be redeployed to Pearson airport, which saved taxpayer dollars. The Critical Restricted Area was reactivated in August, involving a full security sweep of the terminal using Toronto Police services.
- While Critical Restricted Area was closed, airplanes were moved outside the terminal to the south side of the field. They were brought back into the terminal once the Critical Restricted Area was reactivated.
- On August 9th BBTCA received its Airport Health Accreditation (ACI) by demonstrating through its Pandemic Response Plan that it has the right processes to keep travelers safe.
- Porter and Air Canada restarted domestic service on September 8th. Porter restarted transborder operations on September 17th.
- Flight capacity of both domestic and transborder flights is below pre-pandemic levels and is being built up in a phased approach as demand for service grows. In mid-September service level was at 30% of pre-pandemic capacity and is projected to reach 50% - 60% by Thanksgiving Day weekend.
- Risk assessments were completed to evaluate risk associated with operating BBTCA with reduced number of staff and develop mitigations for this risk.
- Flight crews received significant retraining in the weeks leading up to the restart to become qualified again in their roles.

Mr. MacWilliam then opened the floor up for any questions from CLC members.

The YQNA representative asked whether most of the airline staff are the same as pre-pandemic, noting media reports of airlines doing substantial hiring. Mr. MacWilliam responded that Porter Airlines had a good retention of staff owing to a comprehensive outreach plan that kept staff informed and engaged.

Brad Cicero (Porter Airlines) confirmed that consistent outreach to staff, and learning from other airlines that restarted operations earlier, has resulted in a greater percentage of staff being recalled. Mr. Cicero stated that the highest retention was with technical skill departments such as pilots and maintenance engineers, and overall, more than 75% of Porter Airlines pre-pandemic workforce has been recalled. Mr. Cicero also commented that Porter Airlines is continuing to go through its entire recall list so that it can hire back 100% of people who want to return.

The YQNA representative then asked whether staff in other operations that contribute to noise complaints, such as ferry captains, have mostly come back or if the staff in these operations need some training.

Mr. MacWilliam responded that PortsToronto laid off about 40% of staff, but almost everyone has been brought back and appropriately retrained. Gene Cabral (PortsToronto) confirmed that there are about nine or ten staff that are still on lay off, but that staff for all core functions necessary to restart operations have been recalled, and the hope is to recall the remaining staff as operations ramp up.

The YQNA representative inquired about the level of plane run-ups during the pandemic and how the restart will impact the frequency of run-ups. Mr. MacWilliam replied that during the pandemic there were some aircrafts that did run-ups in accordance with their aircraft maintenance manuals and that the

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GRE (Ground Run-up Enclosure) was used for this. Mr. Antle added that run-ups were very infrequent during the shutdown, but in the last couple weeks there has been an increase of aircrafts going to the GRE for run-ups, sometimes multiple times during the day.

Mr. Cabral noted that in relation to engine noise, CLC members will be happy to know that the *Marilyn Bell I* ferry is currently being converted to 100 per cent electric power, and that when it returns to service soon its noise impact will be dramatically reduced. Bojan Drakul (PortsToronto) confirmed that the ferry's diesel engine has been removed so that it is only battery powered now. Mr. Drakul also confirmed that it is just the one ferry that is being electrified, and that another ferry may be used on occasion but a lot less than in the past.

The YQNA representative asked if there has been a noise feasibility study to determine what the electrified ferry's noise will be in terms of decibels. Mr. MacWilliam replied that no formal study on noise impact was done, but Mr. MacWilliam believes that Michael David (PortsToronto) did some sampling of the ferry operation before the engines were removed to have for comparison.

The BQNA representative asked if they could be notified when the ferry's conversion to electric is complete. Mr. MacWilliam confirmed that he can notify them when this happens and noted that the ferry is scheduled to come back at the end of October and begin sea trials in November.

The BQNA representative then inquired whether checking proof of vaccination is the responsibility of the airlines.

Mr. Cabral responded that the requirements vary depending on where a person is travelling. At BBTCA no proof of vaccination is required when travelling domestically. For transborder flights, at minimum a rapid antigen test is required for entry into the United States. When returning to Canada, a person is required to have a PCR test 72 hours prior to departure, whether they are vaccinated or not. When a person arrives in Canada at BBTCA from the United States, and they are not vaccinated or only partially vaccinated, then they are subject to an arrival test plus mandatory quarantine.

Mr. Cabral noted that there has been confusion about vaccine requirements due to a government announcement made prior to the election being called, stating that vaccines would be required for both domestic and international travelers, for aircraft, marine and rail travel. Mr. Cabral stated that Transport Canada earmarked the end of October as a timeframe for introducing these new requirements, and that BBTCA is waiting on government direction on whether these new requirements will be implemented.

Mr. Cabral also noted that Public Health Canada is on site at BBTCA to conduct random testing of arrivals, and that any foreign national, including those from the United States, must be fully vaccinated to enter Canada. Since 80% of BBTCA passengers going to the United States are from the Toronto area, which has a high vaccination rate, this has resulted in a very high vaccination rate on flights; in the first six days of operation, BBTCA saw that over 96% of travelers on flights coming to and from the United States were fully vaccinated. Mr. Cabral stated that even without the government regulation that is coming, BBTCA has one of the highest vaccination rates of travelers today.

The YQNA representative asked if pre-pandemic flight service levels are still projected to be rebuilt by 2024. Mr. Cabral responded that this will likely not happen and that the recovery is now expected to be more protracted. Mr. Cabral noted that in Canada the recovery was very strong in the summer but has plateaued between 40% - 50% of pre pandemic levels. Mr. Cabral stated that one of the areas that is still significantly down is business travel, which is expected to slowly recover through to the 2025 period.

The TICA representative asked whether there were more medical flights to BBTCA during the pandemic concerning COVID-19 patients being brought to Toronto hospitals. Mr. Antle responded that Ornge Air

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Ambulance did participate in transporting COVID-19 patients to and from BBTCA, but there were no cases of COVID-19 transmission from those flights to any of the flight crews.

The BQNA representative asked whether there will be a reduction of Ornge flights coming to BBTCA now that commercial flights are starting up, noting an increase in overnight Ornge flights during the pandemic.

Mr. Antle responded that reducing the number of Ornge flights is dependent on the pandemic, and unrelated to commercial carrier operations. He expects that the number of Ornge flights will go down as the vaccination rate increases and as COVID-19 cases decrease across Ontario. Mr. Antle also noted that though there has been increased Ornge flights due to COVID-19, the overall flight traffic at BBTCA is below pre-pandemic levels. Mr. Cabral added that the overnight Ornge flights are typically driven by emergencies, so there isn't a consistent pattern for projecting its frequency based on COVID-19. Following the meeting, Mr. Cabral provided a table containing the flight numbers for medevac flights in 2020 and 2021, these tables are included in **Appendix C**.

4. Waltzing Matilda Aviation – Connect Airlines Presentation

Gene Cabral (PortsToronto) shared that Waltzing Matilda Aviation is looking to begin airline services under the brand name of Connect Airlines and was on the agenda to provide a presentation to the CLC but had to reschedule to the November meeting. Mr. Cabral provided some background instead and encouraged CLC members to visit the Waltzing Matilda Aviation website at wmaviation.com to learn more about their business, and specifically their page on [scheduled passenger service](#).

Key points from Mr. Cabral's update on this topic include the following:

- Waltzing Matilda Aviation is going through an approval process in the United States to get regulatory approval to operate a scheduled commercial service.
- Waltzing Matilda Aviation has expressed interest to fly into BBTCA, subject to government approvals, both in Canada and the US, and securing slots and approvals from PortsToronto.
- US government approval process requires conducting proving flights, which are flights that demonstrate a carrier's ability to fly as outlined in their operating manuals. These may be conducted in November or December.

5. PortsToronto Updates

Gene Cabral (PortsToronto) discussed BBTCA's slot utilization and management. Mr. Cabral noted that BBTCA current capacity for commercial airlines service is restricted to 202 daily slots and includes a restriction on eight slots for 30 minutes each, and reduced capacity on weekends.

Mr. Cabral noted that the master plan includes a growth strategy that contemplates 24 additional slots being added in 2021 and a further 20 slots added in 2023, which would bring BBTCA to 246 total slots during peak times Monday to Friday, with some restrictions on weekends.

Slots did not increase in 2021 due to the pandemic and overall slow recovery of airline traffic across the industry. Mr. Cabral also noted a trend of reduced activity during the winter season, which is common with many airports that do not have southern or leisure destinations. As a result, Mr. Cabral shared that BBTCA has a minimum of 22 slots currently available in the winter for prospective airlines interested in operating at the airport, such as Connect Airlines.

Mr. Cabral added that the master plan's strategy for adding slots is currently under review, with consideration of slots being added for summer 2022 during the period of end of March to end of

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October. Mr. Cabral stated that he will provide an update in November once the final decision on this has been made.

Alexander Furneaux (LURA Consulting) then opened the floor for any questions from CLC members.

The BQNA representative shared that there was an event hosted by the Empire Club of Canada on the role of the aviation industry on Toronto's economic recovery, which featured the CEO of Connect Airlines on a panel. The Connect Airlines CEO mentioned that they want to fly to more destinations, beyond what Porter Airlines currently flies to in the US, and this would require pre-clearance conducted at BBTCA which is currently not done. The BQNA representative asked who is going to pay for the cost of this additional pre-clearance.

Mr. Cabral responded confirming that there are certain US airports that require a pre-clearance facility in Canada because they don't have CBP (Customs and Border Protection) officials on the ground. Connect Airlines cannot propose flying from BBTCA to markets that require pre-clearance because BBTCA does not have that a pre-clearance facility. Mr. Cabral mentioned that BBTCA is working with Canadian and US authorities to establish a pre-clearance facility, but this would require government support and funding so that the burden of this isn't put on Canadian customers through excessive service fees on their ticket price. Mr. Cabral hopes that under the right conditions and government supports, CBP can be expanded to BBTCA in the next 18 to 24 months.

The BQNA representative encouraged CLC members to watch the recording of the Empire Club of Canada event [The Role of the Aviation Sector in Toronto's Economic Recovery](#) as preparation for the Connect Airlines presentation at the November meeting.

The YQNA representative inquired about the status of the RFI from a few months ago (first discussed at CLC Meeting #42 on May 26, 2021), and if any updates on who submitted can be shared. Mr. Cabral responded that the RFQ process has not concluded and is still under review. Mr. Cabral stated that the identity of submissions is confidential but noted that the list of candidates that expressed interest was very strong.

The YQNA representative then asked for elaboration on the process for determining if slots will be added in summer 2022.

Mr. Cabral responded that it is an internationally recognized process called WASG (World Airport Slot Guidelines). It stipulates twice a year that airports declare capacity, and then airlines apply for slots in a regimented process. The airport is deciding on whether the slots available for Summer 2022 will remain at 202 or if additional slots will be added. Mr. Cabral stated that he can speak to this decision in November.

The YQNA representative asked how the City of Toronto and Transport Canada relate to this decision on increasing slots. Mr. Cabral responded that it falls within the right of BBTCA and PortsToronto to manages the slot themselves, within the parameters of the master plan. If the decision is to add slots, then there is a process that the BBTCA slot coordinator would manage for allocation.

Bryan Bowen (City of Toronto – Waterfront Secretariat) added that the only tool that the City has is the receipt and review of the NEF (Noise Exposure Forecast) contour study that Transport Canada prepares. The City relies on the analysis of Transport Canada to ensure compliance in the Tripartite Agreement. Mr. Bowen acknowledged that the YQNA representative has raised several valid concerns with the methodology and application of that study, but that is the only tool that the City has. The City is not involved in the review or approval of slot capacity decisions by PortsToronto.

The YQNA representative confirmed that they continue to have significant concerns about the slot capacity analysis and the noise contour study. In particular the YQNA representative outlined three issues: the issue of noise environment not being considered in the contour study calculations, the issue of excessive fly-by noise that are not being included in the NEF maps, and the issue of decision makers assuming that the NEF contour maps include the stationary noise of the airport grounds, but it doesn't. The YQNA representative stated that all this needs to be considered when approving slot increases and wondered why the City approved residential towers with no noise protection.

Mr. Cabral responded that the NEF contour study is what is in the Tripartite Agreement and is the tool provided by Transport Canada, so PortsToronto does not have any other mechanism that it can use to measure against. Mr. Cabral also noted that the NEF contour study allows for commercial slots well above the 242 total that is being considered based on the master plan. Rather, the master plan is seeking to manage growth responsibly and balance the needs of both the airport and the community. Mr. Cabral then invited Mr. Bowen to respond to the YQNA representative's question regarding the City.

Mr. Bowen responded that the City of Toronto acknowledges the limitations with the NEF contour tool and he has communicated this internally in several correspondences on this issue. Mr. Bowen also credited the YQNA representative for helping the community develop its understanding of the gaps in the NEF contour tool with respect to noise mitigation and stated that this will help to identify a more appropriate tool when it comes time to reevaluate the Tripartite Agreement which expires in 2033. Mr. Bowen stated that this process will likely start well before 2033 and should include a best practice review of what other airport jurisdictions and authorities are implementing.

Mr. Cabral expressed that PortsToronto is in alignment with the City in looking forward to discussions on what a future Tripartite Agreement could look like, and identifying a more appropriate tool than the NEF contour as part of that process. Mr. Cabral also noted that Transport Canada has acknowledged that there are limitations to the NEF contour tool and has indicated a desire to replace it.

6. Community Updates

The BQNA representative shared that there will be a virtual public meeting on September 27 to present Canderel's revised proposal for a mixed-use building at 545 Lakeshore Blvd West. She noted that there is a link on the BQNA website with the current proposal and four key areas that the BQNA has concerns about. Specifically, the concerns most related to PortsToronto and the CLC are increased traffic impacts due to only 25% of units having parking spaces, the location of the passenger drop-off area, and further increases to bicycle and pedestrian activity in the area. The BQNA representative encouraged CLC members to look at the proposal and evaluate how increased traffic might affect operations, safety, and the overall neighbourhood.

The proposal can be accessed at <http://app.toronto.ca/AIC/index.do>, application number 18 241642 STE 20 OZ/21 214507 STE 10 SA.

Mr. Cabral responded that PortsToronto receives City updates regarding new developments often review applications from a safety and traffic perspective. Mr. Cabral and Mr. MacWilliam also agreed that increased bicycle activity can pose a safety concern at intersections, as already there are many incidents where cyclists don't give the right of way to traffic with the green light at the intersection of Bathurst Street, Queens Quay West, and Eireann Quay.

The BQNA representative noted that there is also an increase in electric scooters and other personal electric vehicles being used on the trail and that this is dangerous. Bushra Mir (Councillor Cressy's Office) confirmed that these types of vehicles are not permitted to be used on the trail.

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The BQNA representative then shared that she will be doing a walk with Mr. MacWilliam and Mr. Bowen on October 4 at 8pm to assess the lighting issue from the neighbourhood side, followed by a tour of the airport grounds to identify the source of the light and what could be done about it. She invited other CLC members to join if they're interested. The YQNA representative indicated their interest.

The final update that the BQNA representative shared was regarding the election of their new MP who won despite being dropped by the Liberal Party only days before the election due to revelations of previous criminal and civil lawsuits charged against him.

The Toronto Island Community Association (TICA) representative provided an update next. She discussed how the number of visitors to Toronto Island has fluctuated during the pandemic, but overall the numbers have been increasing in recent months. She commended the care taken by the Toronto Island Ferry service to control the ferry docks and maximize the use of the boats over the summer while maintaining health and safety protocols, leading to no concerns from the Toronto Island community regarding COVID-19 transmission from visitors.

The TICA representative also agreed with the BQNA representative on the issue of traffic challenges due to cyclists not slowing down or stopping at intersections along Queens Quay. She stated that solutions to managing this that are consistent across Queens Quay would be welcome.

The TICA representative noted that there are still Toronto Island residents that are concerned about aircraft flying over the island. She started noticing planes that fly over Wards Island, not using the usual approach path down the gap across the waterfront. She mentioned that she has contacted Mr. Cabral about this and that another island resident will be providing his evidence to her that she can pass on to Mr. Cabral.

Mr. Cabral responded that the noise office had emailed the TICA representative a visual of all the flights on the day in question, which shows that no flights came over Wards Island. Mr. Cabral encouraged the TICA representative to send over any other dates, and he would be happy to research and report back on the flight movements.

The TICA representative also shared that a Toronto Island master plan is being developed in partnership with the Mississaugas of the Credit First Nation. She also noted that there have been improvements to the Wards Island dock area in which the historic waiting shed has been renovated, and improvements to the infrastructure of the Algonquin Bridge so that it doesn't have to be taken down and rebuilt.

The YQNA representative did not have any community updates but asked what the shuttle bus routes between Union Station and BBTCA are. Mr. MacWilliam replied that the route typically goes along Queens Quay and York St, but there is also a secondary route along Bremner Blvd and Lower Simcoe St when there is traffic.

7. Bathurst Quay Neighbourhood Plan Update

Bryan Bowen (City of Toronto – Waterfront Secretariat) provided an update on the Bathurst Quay Neighbourhood Plan. The Waterfront Secretariat's presentation on the Bathurst Quay Neighbourhood Plan update is included in **Appendix D**.

Key points from Mr. Bowen's update on this topic include the following:

- The Bathurst Quay Neighbourhood Plan (BQNP), initially approved by City Council in 2017, involves seven coordinated and overlapping revitalization projects linked together by new public space on the waterfront.

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- The Water's Edge Promenade broke ground in October 2019, and opened to the public in December 2020, representing the first project in the BQNP to be completed. The City is confident that public access to the Water's Edge Promenade will remain open through all future phases of construction, which will expand out north and west from this site.
- On September 22, 2021, a preferred vendor was selected to conduct construction work for the Canadian Malting Silo (CMC Silo) heritage conservation plan. The selected vendor is a local firm called Brook Restoration. Mr. Bowen expects that they will be mobilized on site and put fencing up by early October.
- The CMC Silo rehabilitation is not expected to be a noise intensive project. The only component that may involve noise is the opening of a pedestrian walkway at grade between the north and south silo, which will involve some demolition work, but this is not expected to be time or labour intensive. When the rehabilitation is completed, the perimeter fencing will be removed and the CMC Silo will become integrated into the public realm.
- The Corleck Building, which will become a new waterfront centre for arts and culture, is also expected to begin site work and renovations in October 2021. The first phase of this centre is expected to open in Fall 2022.
- The fourth BQNP Stakeholder Advisory Committee (SAC) meeting will take place on September 23, and will include a presentation of revised concept designs for the Waterfront Plaza based on community feedback.
- A Quebec-based architectural lighting designer, [Ombrages](#), has been engaged to explore creating ambient lighting on the CMC Silo. They will conduct photometric studies of different ways programmable LED lights can be set to accentuate the curvature of the silo.
- Mr. Bowen emphasized that the ambient lighting on the CMC Silo will not be spotlights or pedestrian lighting, but rather are meant to provide a soft glow that does not contribute to undue light pollution or spillage. This lighting will also be turned off at 11pm every night. Mr. Bowen encouraged those interested to attend an on-site mock-up demonstration of what the lighting fixtures could look like on September 29 at 8pm.
- Streetscape design process is underway for Eireann Quay to reclaim an illegal parking lot and eliminate an existing right turn lane and create an exclusively pedestrian environment. The streetscape will include landscaping, new trees, and as a backdrop to this space, there will be a new mural on the blank wall that sits on the west face of the community centre. At the September 23 BQNP SAC meeting, Carol Taylor from City of Toronto's StreetARToronto (StART) program will provide background on how the community can be engaged in the mural design process.
- The installation of the mural at Eireann Quay is projected to happen in late spring or early summer 2022, before construction of the other streetscape elements begins in the summer.

Alexander Furneaux (LURA Consulting) then opened the floor for any questions from CLC members.

The YQNA representative asked whether the lighting demonstration on September 29 will be on the east side or west side of the CMC Silo. Mr. Bowen responded that the test will be on the west side, on the southwest corner nearest to Ireland Park. Mr. Bowen noted that this demonstration will be limited, but the eventual ambition once more detailed lighting designs are developed is to have lighting fixtures at the west, south, and east sides of the silo. Mr. Bowen also noted that the intention is for each side to have lighting that is designed and programmed differently.

The YQNA representative then asked if the memorial area at the south corner of the silo is included in the BQNP plaza upgrade. Mr. Bowen responded that this area is part of Ireland Park, and that no modifications are being made to the park. Mr. Bowen noted that when the silo rehabilitation is

complete, however, the perimeter fence around the silo which currently encloses a portion of Ireland Park will come down, and so Ireland Park will be restored to its original size.

Mr. Cabral then made a comment on behalf of PortsToronto thanking Mr. Bowen for his leadership and work on the BQNP and all the progress that has been made.

8. Air Quality Study Updates

Angela Homewood (PortsToronto) and the BQNA representative provided an update on the Air Quality Study. Ms. Homewood shared that the last Communications Subcommittee meeting was held on June 10, in which two communication products drafted by the University of Toronto (UofT) team were reviewed by the committee. The first was highlights from the May 2021 public event held online. The second was a public facing poster that was used at a UofT symposium in June. Ms. Homewood noted that the next public meeting will likely occur in October.

She also noted that the partnership agreement was signed by all parties in July and has been executed. This secures all the funding for the work and research over the next year.

The BQNA representative added that the indoor air quality testing wrapped up at the end of June, and that the UofT team is discussing starting up testing again before the weather gets cold.

The YQNA representative inquired what the objectives for this study are over the next two years.

The BQNA representative responded that there is a summary of the goals on the BQNA website, and that additional information can be found on the UofT SOCAAR (Southern Ontario Centre for Atmospheric Aerosol Research) [website](#). Ms. Homewood noted that the SOCAAR website lists four current projects, and that the Bathurst Quay Neighbourhood Air Quality Study is one of them.

Ms. Homewood also clarified that the project officially kicked off in February 2021, and that the work before this was around getting partners aligned on the project framework and partnership agreement, as well as UofT researchers securing funding. The BQNA representative added that Ms. Homewood and herself co-chair the Communications Committee, and they have a terms of reference for the committee and a schedule of public meeting opportunities that they can share with those interested.

9. Business Arising

Mr. Furneaux asked CLC members if there were any outstanding items to address at this meeting. He reminded CLC members that the next meeting is on November 24, 2021 at 6:30pm.

The YQNA representative inquired if it's possible to meet in person for the next meeting. Mr. Cabral responded that they would have to see what public health recommendations are closer to the meeting date, and that even when in person is possible it would likely be a hybrid meeting so that members still had the option to join online.

The meeting adjourned at approximately 8:45 p.m.