



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

Meeting #45

Meeting Minutes

February 16, 2022

Virtual Meeting

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 #45

Action Item	Action Item Task	Who is Responsible for Action Item
M#45-A1	Provide CLC with responses to the unanswered questions from the BQNA community.	PortsToronto
M#45-A2	Provide CLC with clarification on the postal code distribution of the survey participants.	Nieuport Aviation
M#45-A3	Consider possible noise mitigations for the Island East Dockwall Rehabilitation project, subject to the findings of the Ground Noise Study.	PortsToronto
M#45-A4	Provide CLC members with clarification on the travel requirements for an unvaccinated Canadian citizen travelling back to Canada from the U.S.	PortsToronto
M#45-A5	Provide CLC members with a summary of the discussed milestones for reviewing the 2021 Sustainability Report.	LURA

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Present
Bushra Mir	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Absent
Zara Sajjad	On behalf of MP Kevin Vuong, Spadina-Fort York	Present
MP Kevin Vuong	MP, Spadina-Fort York	Present
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Jennifer Quinn	Nieuport	Present
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)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Absent
Tyson Morelli	Nav Canada	Absent
Thomas Murphy	Nav Canada	Present
Oliver Hierlihy	Waterfront BIA	Absent
Tim Kocur	Waterfront BIA	Present
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
Mike David	PortsToronto	Absent
GUESTS		
Lesley Monette	Bathurst Quay Neighbourhood Association (BQNA)	Present
Maureen Callaghan	Bathurst Quay Neighbourhood Association (BQNA)	Present
FACILITATION		
Alexander Furneaux	LURA Consulting	Present
Sayan Sivanesan	LURA Consulting	Present

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Appendix C – PortsToronto Presentation on Capital Plan 2022 Update

Appendix D- PortsToronto Presentation on Airport Update

Appendix E – Responses to Community Questions

1. Welcome and Introductions

Alexander Furneaux (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) to the 45th 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 the Airport Slots Follow-up Meeting on January 13, 2022. Mr. Furneaux noted that these meeting minutes were shared with meeting participants on February 14th, 2022. Mr. Furneaux requested that participants review these meeting minutes and noted that there is no deadline for sharing comments. The meeting minutes are available on [PortsToronto's CLC minutes webpage](#).

The Bathurst Quay Neighbourhood Association (BQNA) representative asked for an update on the list of community questions on the PortsToronto and BBTCA sustainability reports (the list of questions and responses can be found in the published meeting minutes from CLC Meeting #44 and **Appendix F** of this document).

Gene Cabral (PortsToronto) responded that there are a few unanswered questions that he will be reviewing and providing responses for. He confirmed that these responses will be shared with the CLC.

M#45-A1 Provide CLC with responses to the unanswered questions from the BQNA community.

The BQNA representative expressed concern that the topic of sustainability is not being discussed at this meeting and expressed concern that it sometimes takes multiple meetings to get responses to questions.

Mr. Cabral responded that sustainability is front and centre at PortsToronto. Mr. Cabral noted that the list of community questions on the sustainability reports were shared in November 2021, and that the PortsToronto team has been working on the responses. Mr. Cabral suggested that this topic can be further discussed at the end of the meeting during the Business Arising portion.

3. Nieuport Aviation Update

Jennifer Quinn (Nieuport Aviation) provided a presentation on a community survey that was conducted in November 2021, by [Edelman Data & Intelligence \(DXI\)](#) on behalf of Nieuport Aviation and PortsToronto. Ms. Quinn's presentation on the survey is included in **Appendix B**.

Key points from Ms. Quinn's updates on this topic include the following:

- The purpose of this survey was to capture perceptions and usage of BBTCA among Torontonians, as well as passenger demographics and attitudes towards the addition of a United States Customs and Border Protections (USCBP) pre-clearance facility at BBTCA.
- In total, 1,200 participants responded to the five-minute online survey.
- A random sample of residents from neighbourhoods across Toronto were selected, including the Bathurst Quay, York Quay, and Toronto Island communities.
- The survey found that:
 - Most survey respondents were familiar with BBTCA, with the strongest familiarity among those residing in postal code areas in the Waterfront community;
 - 2 in 3 survey respondents (66%) have previously used the airport, predominantly because of the convenience and easy to access location;
 - Respondents generally responded favourably to the airport, especially among those living in postal codes within the boundary of the Old City of Toronto.

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- Respondents overwhelmingly indicated that the airport brings economic growth and traveler benefits.
- There is opportunity to further promote BBTCA's contributions to the community.
- Most respondents support the introduction of a U.S. pre-clearance facility.
- Time saving and job creation garner the greatest support.
- 96% of respondents were aware of the airport, and 81% of respondents were familiar with the airport;
- 48% of respondents use the airport for pleasure travel only, 42% use the airport for business and pleasure travel, and 10% use the airport for business travel only.
- The top reason for why respondents use BBTCA is because of convenience/easy to access (49%)
- The top reasons for why respondents do not use BBTCA is because of limited destination choices (46%), or because they don't fly anywhere (31%).
- Strong majority of respondents who are aware of the airport said that they have favourable impression of BBTCA (87%).
- The top reasons for why respondents have a favourable impression of BBTCA is because of experience (47%), location (47%) and convenience (31%).
- The top reasons why respondents have an unfavourable impression of BBTCA is because of noise and environmental pollution (30%), land-use and location (22%), and inconvenience due to limited destinations (15%)
- Strong majority of respondents were supportive of the introduction of a U.S. pre-clearance facility at BBTCA (85%)

Ms. Quinn then opened the floor up for any questions from CLC members.

The BQNA representative asked whether CLC members would receive a copy of Ms. Quinn's presentation.

Mr. Furneaux confirmed that he would send this to CLC members by email after the meeting, and that it would also be included in the appendix to the meeting minutes.

The BQNA representative asked for clarification if this was an online survey or a telephone survey.

Ms. Quinn confirmed that this was an online survey.

The BQNA representative then inquired about what measures were in place to screen for qualified participants and ensure that participants could not make multiple submissions. The BQNA representative expressed that they were concerned about the methodology of the online survey.

Ms. Quinn responded that Edelman DXI outsourced the administration of the survey to an independent third-party called [Logit Group](#) that is experienced in administering these types of market research surveys. Ms. Quinn noted that Logit Group used its database to qualify participants based where they live.

The BQNA representative asked whether information was collected on participants' postal codes, and whether it is known how many participants live in the M5V postal code.

Ms. Quinn indicated that she believes the survey included 12 ridings, and that she assumes participant selection was postal code based. Ms. Quinn confirmed that she would get clarification on this.

M#45-A2 Provide CLC with clarification on the postal code distribution of the survey participants.

Following the meeting, Ms. Quinn provided the first three digits of the postal codes where survey participants were located:

- Waterfront Toronto: M5J, M5V, M5H, M5X, M5K, M5W, M6R, M6S, M6P, M4M, M7Y, M4J, M4K

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- *Old Toronto: M4W, M7A, M5S, M4T, M5R, M6G, M5A, M5L, M5C, M5B, M4Y, M4X, M4E, M4C, M4B, M4V, M5P, M6C, M6E, M6H*
- *York/East York: M4H, M4G, M4P, M2L, M2P, M4N, M3C, M4A, M3A, M6B, M5N, M4R, M5M, M6A, M6N, M6M, M9N, M6L*

The Waterfront BIA representative expressed that they are not surprised that responses to the survey are generally positive. They noted that the Waterfront BIA polled its Board of 16 businesses who expressed their support for a U.S. pre-clearance facility at BBTCA. This letter received unanimous support from the Waterfront BIA Board.

The BQNA representative expressed concern that people in her community did not hear about this survey, and that their concerns are not being reflected in the survey results.

Post-Meeting Clarification: The CLC were informed about Nieuport's Aviation Public Opinion Survey by email from Mr. Furneaux on October 29, 2021. They were encouraged to direct questions to Ms. Quinn at that time.

The BQNA representative indicated that they would contact the Logit Group to learn more about how the data was collected. The BQNA representative is wondering if there was an awareness campaign about the survey and whether there was random sampling in selecting participants.

Mr. Cabral responded that it is not fair to characterize everybody that lives in the BQNA community as having a negative view of BBTCA. Mr. Cabral noted that there needs to be recognition that there are people within the local communities that are supportive of the airport and in many cases also work at the Airport.

Ms. Quinn then responded that the survey sampling was random and that the Logit Group is an independent third-party. Ms. Quinn reiterated that she would get clarification on the participant selection for CLC members but affirmed that members could reach out to the Logit Group as well.

The BQNA representative indicated that they were interested in seeing the survey questions.

Ms. Quinn confirmed that the survey questions are included in the appendix of the presentation deck that will be circulated.

4. PortsToronto Updates

Bojan Drakul and Gene Cabral (PortsToronto) provided a presentation on PortsToronto updates. Mr. Drakul began by providing a Capital Program 2022 update. Mr. Drakul's presentation on the Capital Program 2022 update is included in **Appendix C**.

Key points from Mr. Drakul's Capital Program 2022 update include the following:

- Completed projects in 2021 include Sanitary Lift Station Refurbishment (stations one and two), Correct Arch Flash Deficiencies, PortsToronto's Fuel Tanks Assessment Study, Site Works for Dockwall Art, AOCC Critical Communications System and Radios Replacement (Phase 1), and Procurement of New ARFF Truck.
- Carry-over projects from previous years include the following:
 - PortsToronto will attempt the remaining runway pavement grooving for the Airfield Rehabilitation Program in 2022. This work could not be completed in 2020 nor 2021 due to inability of a US-based contractor to cross the border to conduct work.
 - The Marilyn Bell 1 ferry (MB1) was certified to be back in service on December 15, 2021, but is still undergoing trials and testing which will require the ferry to be in and out of service over the

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next few months. There are also few outstanding items in this project that need to be completed in 2022, mostly related to the mainland charging station.

- The unveiling ceremony for the South Channel Dockwall Art is anticipated in Spring 2022. This is an art sculpture designed by Indigenous artist David M. General, that recognizes and acknowledges the territorial lands of the Mississaugas of the Credit First Nation at BBTCA. This art will be part of an overall initiative to repair and enhance the south dockwall and make it into a public space.
- The completion of the South Channel Dockwall Rehabilitation is anticipated to be completed between July to December 2022.
- Noise Mitigation Study was placed on hold due to COVID-19 pandemic impacts on background noise levels. The study is anticipated to resume in 2022 with the resumption of noise generating activities.
- New projects expected to start in 2022 include Airport Security Fence and Gates Replacement, Airfield Pavements Condition Maintenance, Climate Control (AC) Unit Replacement at Mainland and Island Passenger Transfer Facilities (PTFs), New Airfield Lighting Control Panel, Sanitary Lift Station Refurbishment (stations three and four to be completed in 2022, and stations five and six in 2023), AOCC Critical Communications System and Radios Replacement (Phase 2), Design and Installation of New Ferry Entrance Gate; Island East Dockwall Rehabilitation, Airport Electrical Infrastructure Improvements, Passenger Backflow Prevention systems, David Hornell Drydock, Rebuild Ferries Azimuth Drive Pods; Critical Airfield Maintenance Equipment, ARFF Truck retrofit equipment, security equipment, and Ferry Slips Ice Pump System.

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

The BQNA representative asked for clarification on what a sanitary lift station is.

Mr. Drakul replied that the sewage from all BBTCA facilities is collected in the airport's sanitary lift stations. The sanitary lift stations then pump the sewage into the City of Toronto's sanitary system.

The BQNA representative noted that there were a lot of noise impacts when the City was working on dockwall rehabilitation in the Bathurst Quay waterfront. The BQNA representative asked whether the Island East Dockwall Rehabilitation work would have a similar noise impact.

Mr. Drakul responded that the noise impact would depend on the type of rehabilitation work. Mr. Drakul indicated that the ongoing South Channel Dockwall Rehabilitation does not have a significant noise impact because it does not require building a new wall, whereas the City's work on the Bathurst Quay dockwall rehabilitation did involve building a new wall. He noted that based on an initial visual inspection, the upcoming Island East Dockwall Rehabilitation will likely require a full reconstruction of the wall, which is similar to the type of operation that the City conducted. Mr. Drakul indicated that they would have a better idea of the work required after completing an assessment of the dockwall condition. This assessment is expected to start in August 2022. He added that PortsToronto would communicate the conclusions from this study with the community.

The BQNA representative inquired about the timeframe of work for the completed section of the South Channel Dockwall Rehabilitation.

Mr. Drakul responded that the rehabilitation work on this section started in Summer 2019 and was completed in December 2019.

Mr. Cabral added that the start-times for this rehabilitation work were pushed to after 8:30 or 9:00 am, wherever possible, to avoid noise disruptions earlier in the morning.

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The guest from BQNA asked whether the existing infrastructure under where the Island East Dockwall Rehabilitation would happen could hypothetically support the weight of a noise wall being built there, if it was determined that the noise impact would be significant.

Mr. Drakul responded that he believes, speculatively speaking, that this should be possible because dockwalls in general are designed to accommodate quite a bit of weight, and he does not think a noise wall would be very heavy.

Mr. Cabral affirmed that he thinks it would be smart for PortsToronto to provision for something that would support noise mitigation for this project, whether this is a process or something physical. He indicated that this is something PortsToronto could take away and noted that this consideration would map nicely with the work of the Noise Management Sub Committee.

M#45-A3 Consider possible noise mitigations for the Island East Dockwall Rehabilitation project, subject to the findings of the Ground Noise Study.

The BQNA representative noted that they have been hearing a high-pitched ringing noise since mid-December 2021. They indicated that they are hearing this noise all the time and that they believe the noise may be coming from the hangars and maintenance building in the west end of the airport. The BQNA representative also noted that they have been in contact with the BBTCA duty managers about this, but they have not been able to identify the noise. The BQNA representative inquired whether there have been any new changes that may be causing this.

Michael MacWilliam (PortsToronto) responded that his team will continue to work with the BQNA representative to resolve this to the best of their ability and with the power they have to influence the mitigation of this noise when its source is located. He noted that they will look at each building on the PortsToronto property, starting with the hangars that the BQNA representative identified, and go through a process of eliminating potential sources of noises to determine the noise's origin.

Mr. Cabral noted that PortsToronto staff have spent numerous hours over the last two weeks trying to track down this noise. He indicated that the noise may not be coming from the airport.

Mr. MacWilliam added that one of the duty managers may have tracked the noise up to the condo buildings north of the Stadium Road parking lot. Mr. MacWilliam noted that if all the PortsToronto buildings are eliminated as potential sources during his systematic review, then the noise must be coming from somewhere else.

Mr. Drakul responded that there has not been any construction in that area of the airport or changes inside the hangars in the last couple years.

The BQNA representative inquired whether this capital program update includes any work undertaken by Stolport.

Mr. Drakul replied that there is no work by Stolport included in this update, as that they do not have any projects at the moment. He noted that before a tenant begins a new project, they must submit documentation for PortsToronto to review and approve as part of the facility alteration permit process. Mr. Drakul confirmed that PortsToronto would provide updates on any major projects by their tenants to the community.

The BQNA representative then asked how PortsToronto is preparing for flood mitigation on the runways as an adaptation strategy to climate change.

Mr. Drakul responded that PortsToronto completed a [study](#) in 2019 that investigated the potential risks to infrastructure, due to extreme weather and climate change. Mr. Drakul confirmed that flooding was one of the risks that was looked at. He noted that the challenge with mitigating flood risks is that the lake water levels are

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not just impacted by nature, but also the operation of dams that are downstream, so it is unclear whether water levels will go up or down in the future. Mr. Drakul also noted that there is a stormwater management study currently underway that will look at strategies for reducing the risk of flooding at BBTCA. Mr. Drakul concluded that PortsToronto is looking at flooding as a serious risk to airport operations and is investigating what can be done to mitigate those risks.

The York Quay Neighbourhood Association (YQNA) representative inquired whether the Airfield Pavements Conditions Maintenance work will require any overnight ferry activity.

Mr. Drakul replied that this will depend on what work is needed to be done. Mr. Drakul noted that they are not planning any rehabilitation work in 2022. This year will focus on the inspection of the pavements and design of the necessary work. The work will then be carried out in 2023 and 2024. Mr. Drakul noted that if work is required on the runway then this would happen at night, because the runway cannot be worked on during the day. However, the runway is new and is in good shape, so Mr. Drakul does not anticipate much work on the runway other than crack sealing. Mr. Drakul indicated that PortsToronto could share more information on the work requirements once the inspection and design phase is completed later this year.

Mr. Cabral then provided BBTCA updates. Mr. Cabral's presentation on BBTCA updates is included in **Appendix D**.

Key points from Mr. Cabral's BBTCA updates include the following:

- Mr. Cabral reviewed comparative data on the monthly passenger traffic in Canada from 2019 to 2021, for domestic, transborder and international travel. He noted that total Canadian passenger traffic in December 2021 was 54% of December 2019 levels. This represents a sustained upward trend in the recovery of passenger traffic.
- Mr. Cabral reviewed comparative data on the monthly total passenger traffic for BBTCA from 2019 to 2022. He noted a continued upward trend in passenger traffic through December 2021, until new restrictions due to the COVID-19 Omicron variant took effect in January 2022. Total passenger traffic in January 2022 was 15% of January 2019 levels.
- Mr. Cabral reviewed comparative data on monthly aircraft movements at BBTCA from 2019 to 2022. He highlighted that aircraft movements in January 2022 were just below 6,000, which is above the January 2021 levels, but still below the levels before the COVID-19 pandemic. Total aircraft movements in January 2022 were 67% of January 2019 levels.
- Mr. Cabral indicated that as travel restrictions begin to be lifted across Canada, he anticipates seeing an increase in the travel booking pattern, which is a leading indicator of passenger demand. Mr. Cabral noted that the recovery in the U.S travel booking pattern is 84%, whereas in Canada it is 39% as of February 2022. Mr. Cabral indicated that after the Government of Canada announced the removal of some travel restrictions on February 15, there has been a surge in travel bookings.
- Mr. Cabral reviewed the changes announced by the Government of Canada on February 15 which include:
 - The advisory by the Government of Canada to not travel for non-essential purposes has been lifted.
 - After March 1, travelers coming to Canada from an international destination can provide a negative rapid antigen test instead of a PCR test to gain access into the country.
 - Families traveling with children under the age of 12 who have not been vaccinated are no longer required to quarantine.
 - Random PCR testing of travelers coming into Canada will be reduced, so that the testing is only for surveillance purposes to monitor the variants coming into the country.

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- Travelers who are randomly selected for PCR testing at Canadian airports no longer have to wait in quarantine until receiving a negative test result.
- Mr. Cabral shared that Connect Airlines has reached Phase 4 of their certification process to fly in the U.S. and Canada. Starting on February 28, Connect Airlines could have proving flights coming into BBTCA on a non-revenue basis, to demonstrate their ability to perform to the Federal Aviation Administration (FAA). Assuming that all certification conditions are met and approvals are granted, Connect Airlines could start revenue flights at BBTCA around April or May.

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

The BQNA representative inquired whether the reason for the higher recovery in passenger traffic in the U.S. compared to Canada is because the U.S. removed a lot of travel restrictions.

Mr. Cabral responded that he believes the main driver is a greater tolerance for living with the COVID-19 virus. He noted that the U.S. did not have the same level of continued lockdowns or mask and vaccine mandates experienced in Canada, so there was a higher propensity for risk taken by individuals who wanted to travel. As a result, U.S. air travel has recovered very quickly and is expected to grow beyond pre-pandemic levels this summer.

Brad Cicero (Porter Airlines) added that the U.S. has the largest domestic airline market in the world, so they are in a much better position to have higher volumes of traffic based on domestic flying alone. He noted that international flights in the U.S. were impacted in a similar way to Canada and other countries, but there was a high degree of domestic flights over the last year.

Mr. Cabral added that compared to other countries, the U.S. federal government also provided significantly more targeted support, such as direct subsidies to airlines and airports, to keep people working within the air travel sector.

The YQNA representative asked whether passengers and employees of U.S. airlines were required to be vaccinated.

Mr. Cabral responded that they do not have the same degree of mandates as in Canada. For example, there are mask requirements in certain jurisdictions, but not vaccine requirements.

Mr. Cicero added that in the last year the U.S. federal government did attempt to introduce more employee requirements across the industry, but the key distinction is that there are no vaccine requirements for passengers.

Mr. Cabral added that the U.S. government also shifted pre-departure testing to rapid-antigen tests from PCR tests about a year ago.

The YQNA representative inquired when Canadian airlines might be back to equal footing with U.S. airlines.

Mr. Cabral responded that he expects there to be a strong recovery leading into this summer, especially with the announced removal of restrictions. However, he does not expect the full-year Canadian air travel statistics to return to pre-pandemic levels until 2023 or 2024. Mr. Cabral noted that there are airports in Canada such as the Region of Waterloo International Airport and the Abbotsford International Airport that are already operating at pre-pandemic levels due to the explosive growth in discount carriers.

The guest from BQNA inquired what the requirements would be for a dual U.S. Canadian citizen, who is unvaccinated, and is returning to Canada after travelling to the U.S.

Mr. Cabral replied that the PortsToronto team would look into this and provide an answer.

Mr. Furneaux confirmed that the answer to this would be included in the meeting minutes, and that he could also email it out.

M#45-A4 Provide CLC members with clarification on the travel requirements for an unvaccinated Canadian citizen travelling back to Canada from the U.S.

Following the meeting, Mr. Furneaux circulated a link to the [Government of Canada's COVID-19: Travel, Testing, and Borders webpage](#)

5. Bathurst Quay Neighbourhood Plan Update

Bryan Bowen (City of Toronto – Waterfront Secretariat) provided a brief update on the Bathurst Quay Neighbourhood Plan (BQNP).

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

- In November 2021, City of Toronto and its partners hosted an event to officially launch Phase 2 of the BQNP, which includes the rehabilitation and restoration of the Canada Malting Silo (CMC Silo) and the creation of a new arts and cultural hub by the Canada Ireland Foundation through the transformation of the Corleck building.
- The CMC Silo rehabilitation consists of two parts. The first part is making the space around the silos safe for integration with the Waterfront Plaza and surrounding public realm. The second part is enabling investments in the CLC Silo structure to prepare for future reuse and activation. This involves reconnecting the silos to power and utilities, as well as repair work inside the silos such as clearing out contaminated water and debris.
- The City has been approached by a locally based arts and culture organization that is interested in partnering to produce an interim activation at the CLC silo, following the completion of its rehabilitation. This would involve piloting a creative arts laboratory and exhibition space on the ground floor of the north silo, that would be open to the public. The City and the prospective partner are in discussions to determine whether this idea would be feasible.
- In Spring 2022, bracing will go up around the Corleck building for a major interior demolition. The existing floor assembly will be removed and a new roof will be installed in order to create a double height multi-purpose exhibition space, as part of the building's transformation into an arts and cultural hub. The renovated building is expected to open to the public in late 2023.
- In late summer 2022, work will also begin on delivering the third and final phase of the BQNP. This includes the development of the Waterfront Plaza, and installation of a new parkette and wall mural along Eireann Quay.

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

The BQNA representative congratulated Mr. Bowen on an excellent interview with City TV about the camera obscura that was discovered inside the CMC Silo. The BQNA representative then asked whether the camera obscura will be preserved.

Mr. Bowen explained that the camera obscura effect is created by a small crack in the CMC Silo. He indicated that the crack will be lost during the CMC Silo repairs, but the project team will be taking precise measurements of the crack's aperture so that they can reinstall the camera obscura in the future and potentially add more throughout the silos. Mr. Bowen noted that he has heard from many people that they would visit the CMC Silo just to see the camera obscura effect, so recreating this has been added to the plans for the site.

6. Community Updates

The YQNA representative shared that they have received lots of positive feedback from the community regarding their January 11th email about slots. The YQNA representative noted that they have presented to three different groups about this subject, and that community members are concerned.

The YQNA noted that it was mentioned by email that PortsToronto staff have reached out to senior staff at Transport Canada and are in the process of finding the right resources to address the concerns related to the NEF model. The YQNA representative then asked for clarification on when PortsToronto reached out to Transport Canada and what finding the right resources means.

Mr. Cabral responded that he has personally reached out to senior staff at Transport Canada and has shared the YQNA representative's January 11th email within 24 hours of the January 13th meeting. Mr. Cabral indicated that they are trying to find a person/people that can speak directly to the points that were raised in the email. The challenge is that the Transport Canada staff member that was responsible for the NEF (Noise Exposure Forecast) contour retired about three years ago. Mr. Cabral noted that Transport Canada resources that have previously spoken at CLC meetings were unable to answer the YQNA representative's questions to his satisfaction. As a result, PortsToronto is working with Transport Canada to find a resource that can. Mr. Cabral noted that this discussion with the Transport Canada resource would include the City, PortsToronto, the CLC, and the Noise Management Sub Committee.

The YQNA representative noted that five Transport Canada staff spoke at a Standing Committee on Transport, Infrastructure, and Communities meeting at the House of Commons in October 2018. Their discussion was summarized in a report entitled [Assessing the Impact of Aircraft Noise in the Vicinity of Major Canadian Airports](#). The YQNA representative noted that the Transportation Canada staff listed in the report are Dave Dawson, Clifford Frank, Nicholas Robinson, Joseph Szwalek, and Sara Wiebe. The YQNA representative asked whether any of these individuals would be able to answer the questions raised.

Mr. Cabral responded that Sara Wiebe and Joseph Szwalek are retired, while Dave Dawson is the Transport Canada staff that is working with PortsToronto to identify the appropriate resource to send. Mr. Cabral noted that Clifford Frank had already been to a CLC meeting before, and that the YQNA representative had expressed that Mr. Frank did not have adequate expertise to answer his questions.

The YQNA representative then asked if there can be a letter jointly written by the City and PortsToronto to Transport Canada, requesting that they provide within 24 hours evidence that they are able to fulfill the regulatory obligations within [Canadian Aviation Regulations \(CARs\) and Standards](#), Part V.

Mr. Cabral responded affirming that BBTCA is operating in compliance with the NEF contour and the Tripartite Agreement, and that there would be enforcement action taken against BBTCA if that was not the case.

The BQNA representative indicated that members of the community are concerned about increasing flights based on the NEF contour, and that the NEF is a general tool that is not specific to the local community. The BQNA representative asked whether the increase in airport slots can wait until the Transport Canada resource is able to speak to the Noise Management Subcommittee regarding the concerns about the NEF contour.

Mr. Cabral responded that NEF contour is the only tool available that is specific to BBTCA and reiterated that BBTCA is operating in compliance with the Tripartite Agreement. Mr. Cabral affirmed that BBTCA will be proceeding with slot increases within the confines of the Master Plan, as there is no forecast for aircraft movements that would be in violation of the Tripartite Agreement.

Mr. Cicero added that the formula for the NEF Contour is unique to BBTCA. Mr. Cicero indicated that BBTCA is the only airport in the country that has a unique NEF formula, so this tool is as specific to the community as is currently possible.

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Brent Gilliard (On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York) suggested that if adding one more voice to the request would be helpful, Councillor Cressy could send a letter to Transport Canada requesting a resource to answer the community's questions.

Both the BQNA representative and Mr. Cabral agreed that this would be helpful.

Mr. Cabral noted that if there was a situation where BBTCA was operating beyond the NEF contour, then there would be a cure period during which the airport would have to return to compliance.

The BQNA representative asked for clarification on how long the cure period is.

Mr. Cabral confirmed that the cure period is almost within one year. If the airport fails to return to compliance within the cure period, then Transport Canada can take control of the airport.

The BQNA representative shared that members of their community are involved in consultation on a proposed development on the corner of Bathurst Street and Queens Quay West, which will result in more people living on the waterfront. With slot increases and new waterfront attractions potentially also bringing more traffic to the area, BQNA is focused on the need to conduct a comprehensive traffic study in the community.

The BQNA representative also shared that BQNA will be doing a safety walk in conjunction with the City of Toronto, and invited anyone that is interested from PortsToronto to join. The BQNA representative indicated that the date has not been set, but that it would likely be in March.

Mr. MacWilliam expressed that he would be interested in joining.

The BQNA representative confirmed that they would share the event details with Mr. MacWilliam.

M#45-A5 BQNA to invite Mr. MacWilliam to the March 2022 safety walk.

Mr. Cabral asked what the expectation was regarding who would be conducting the traffic study.

Mr. Gilliard responded that the developer's initial traffic study was too tightly scoped and did not capture what the community is looking for in terms of addressing neighbourhood traffic issues. As a result, Councillor Cressy had a motion passed through City Council that asked Transportation Services to conduct a more comprehensive traffic study. This study will consider the area south of Lakeshore Boulevard, between Stadium Road and Dan Leckie Way and will look at all movements in the area including vehicles, people, and active transportation.

Mr. Cabral requested that the traffic projections from the BBTCA Master Plan be considered in any traffic modeling that is happening as part of this study to accurately convey traffic generated by the airport versus other sources to not misconstrue the impact of the airport. Mr. Cabral also noted that he has heard some community members express that BBTCA should shrink in size to accommodate the development happening in the neighbourhood. Mr. Cabral requested that there be a balanced approach to considering traffic impacts. He noted that the airport slots increase (accounted for in the airport's traffic modelling) should not be blamed for all of the traffic in the neighbourhood, when there is also a substantial amount of new residential growth in the area and new investments and amenities coming to the waterfront drawing people to this place.

7. Air Quality Study Updates

Angela Homewood (PortsToronto) and the BQNA representative provided an update on the Air Quality Study. Ms. Homewood shared that the core team met in November 2021 to plan for the public meeting that happened on January 27, 2022. The focus of the public meeting was on the science of air quality research and analysis. The public meeting was facilitated by the Research Chair, Dr. Marianne Hatzopoulou, and was attended by 36 participants including the project partners, and elected representatives MP Vuong and MPP Glover. The research team provided a recap of the preliminary findings from the indoor and outdoor air quality testing, and there was lots of time allocated for community members and citizen scientists to ask questions.

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Ms. Homewood noted that the indoor and outdoor air quality gathering is ongoing, and some enhanced sampling locations at BBTCA are in the process of being determined by the research team. Ms. Homewood also noted that Dr. Jeffrey Brooks is planning healthy place testing in the Bathurst Quay neighbourhood for Spring and Summer 2022 and is looking for residents to participate.

The BQNA representative added that the research team and community are looking at how the findings can be used to determine the air quality impacts of airplane idling at BBTCA. The BQNA representative noted an idea to use the cameras at BBTCA to track the activity of airplanes and compare times when airplanes are idling with what happens in the air quality data.

Ms. Homewood confirmed that the researchers contacted her about the desire to capture idling related emissions, and they are reviewing how that information can be gathered.

The BQNA representative then noted that the research team is interested in placing mobile monitors and long-term fixed monitors at the airport, but they are waiting for the airport to get busier. The BQNA asked for clarification on the activity levels at the airport compared to pre-pandemic.

Mr. Cabral clarified that the level of aircraft movement at the airport is currently in the 70% range of pre-pandemic activity, and this is expected to continue to grow.

The BQNA representative responded that this means it is likely a good time to implement the mobile and fixed monitors at BBTCA.

Ms. Homewood confirmed that the research team is aware of this.

The YQNA representative asked for clarification on how airport video footage would be used.

The BQNA representative explained that the research team wants to see what is happening at the airport, to see whether this can be related to air quality data. They would like to check whether changes in air quality at certain times match with any activities at the airport. The BQNA representative suggested that the researchers could reference airport reports on community complaints, which is often related to the loud noises from idling and check the activities and air quality data for these times.

The YQNA representative asked whether information on what was presented at the public meeting could be shared.

The BQNA representative confirmed that the presentation portion of the meeting was recorded, and she has asked for the link to this recording. The BQNA representative indicated that the recording will be posted on the BQNA website. Access information about the [January 2022 Air Quality Study meeting on the BQNA's website](#).

8. Business Arising

The BQNA representative elaborated on their concern about waiting multiple meetings to get answers to their sustainability questions. The BQNA representative noted that they asked about how the airport measures greenhouse gas emissions at CLC 42 (May 26, 2021) and had assumed there would be an answer at the next meeting, CLC 43 (September 22, 2021), but it wasn't addressed until CLC 44 (November 23, 2021). At CLC 44, there were more sustainability related questions brought forward by the BQNA community. The BQNA representative expressed that they hoped these questions from the community would be addressed at this meeting, but they were not.

The BQNA representative concluded that they feel they are seeing a pattern that it takes a gap of two meetings, or six months, before getting answers to questions. The BQNA representative asked whether the CLC could agree on a timeline of providing answers to questions within three months, or by the next meeting.

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Mr. Furneaux clarified that after receiving the BQNA representative's question at CLC 42, PortsToronto had committed to having Michael David attend CLC 43 to address the question. However, Mr. David was unable to attend CLC 43 due to extenuating circumstances, which resulted in this discussion being postponed to CLC 44. Mr. Furneaux also noted that the written responses to the community questions received at CLC 44 are being finalized for distribution shortly, which would be roughly within the three-month timeframe that the BQNA representative is suggesting.

The BQNA representative suggested that if a sustainability report is going to be presented in May, then there should be a resource present who is able to answer sustainability related questions, so that community members do not have to wait six months to get the answers.

Mr. Cabral responded that PortsToronto takes responding to the community very seriously and expressed that he takes exception to PortsToronto being deemed delinquent in responding. He noted that the final review of the community questions sits with him, but he was away for a couple weeks due to the COVID-19 Omicron variant and a personal family matter, which is why the responses to the questions are not yet ready. He stressed that this is not something that happens on a repetitive basis. Mr. Cabral also reminded CLC members that PortsToronto has lost 40% of its staff, and has continued to maintain dialogue with the community to the best of its ability.

Mr. Cabral confirmed that the sustainability report will be discussed on a regular agenda in conjunction with the release of the annual sustainability reports with representation from the PortsToronto team members involved in its preparation.

Mr. Gilliard suggested that perhaps a path forward can be an offline review of how the meeting minutes and tracking of action items is organized, so that its easier for CLC members to be on the same page about the status of action items.

The YQNA representative suggested that it might be useful to have a separate sub committee on sustainability.

The BQNA representative agreed that this would be a good idea.

The YQNA representative asked what type of frequency of meetings would be required for this sub committee.

The BQNA representative indicated they see this being an annual meeting around the time of the sustainability report. The BQNA representative suggested that this sub committee could help review a draft of the sustainability report before it is released.

Mr. Furneaux noted that if the need for a sustainability meeting is just once a year, then this can be done by ensuring sustainability is on the agenda at the appropriate CLC meeting. Mr. Furneaux indicated that CLC members would be informed when the sustainability reports are released, have time to review it, and be provided with a timeline for submitting questions prior to the CLC meeting where the report is discussed. The CLC meeting following the release of the sustainability reports (typically held in May), would have time dedicated to review questions about the reports.

Mr. Furneaux asked for clarification on when the sustainability reports are usually released.

Deborah Wilson (Ports Toronto) responded that they are usually released in March. Ms. Wilson indicated that the 2021 Sustainability Report is done, and once they have the date for its release it will be shared with the CLC. Ms. Wilson noted that the next CLC meeting scheduled for May 25, 2022, is when questions about the 2021 Sustainability Report could be addressed.

The BQNA representative asked if after reviewing the sustainability report, CLC members could send questions in advance of the next meeting, so that PortsToronto staff can be prepared to answer them.

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Mr. Furneaux noted that PortsToronto staff will need time to review questions. Mr. Furneaux asked how much time PortsToronto would need to prepare answers to questions sent in advance.

Ms. Wilson responded that PortsToronto would need at least one month notice to prepare answers to questions sent in advance.

The YQNA representative noted that this would suggest that the sustainability report should be released two months before the CLC meeting where it would be discussed.

Ms. Wilson confirmed that PortsToronto will do its best to map a timeline that works for everyone.

The YQNA representative then asked the BQNA representative whether a CLC meeting provides enough time to discuss the sustainability report, and how much time would be sufficient.

The BQNA representative responded that this depends on how many people are invited to ask questions. If the questions are just from CLC members then half an hour should be sufficient, but if there are questions from the wider community then more time would be needed.

Mr. Furneaux added that if PortsToronto receives those questions a month in advance, then the appropriate amount of time that would be needed can be allocated.

Mr. Furneaux indicated that he would send a summary of what has been discussed in terms of the milestones for reviewing the 2021 Sustainability Report so that everyone is on the same page.

M#45-A5 Provide CLC members with a summary of the discussed milestones for reviewing the 2021 Sustainability Report.

A summary of the timing related to the Sustainability Report is included as follows:

Action	Sustainability Report Published	Questions from the Community Submitted on the Sustainability Report	Q2 CLC
Timing	End of March	End of April	End of May

Mr. Furneaux thanked the CLC members for their time and commitment to this committee.

The meeting adjourned at approximately 9:10 p.m.