



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

November 27, 2024

Meeting #56

Online

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 #56

Action Item	Action Item Task	Who is Responsible for Action Item
M#56-A1	PortsToronto will consider creating a report capturing the number and types of flights occurring outside of operational hours.	PortsToronto
M#56-A2	Joan Prowse (BQNA) will explore alternative and additional communication methods that the Airport could potentially adopt.	Joan Prowse (BQNA)
M#56-A3	PortsToronto to share information about the Airport's Sunflower Program with the Winward co-op with Hal Beck's (YQNA) assistance to find a contact.	PortsToronto

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Councillor Ausma Malik	Ward 10 – Spadina-Fort York	Absent
Thomas Davidson	On behalf of Councillor Ausma Malik	Absent
Nora Cole	On behalf of Councillor Ausma Malik	Present
Bushra Mir	On behalf of Ward 10 – Spadina-Fort York	Absent
MP Kevin Vuong	MP, Spadina-Fort York	Absent
Daiana Ferrari	On behalf of MP Kevin Vuong, Spadina-Fort York	Absent
Jay Paleja	City of Toronto – Waterfront Secretariat	Present
Joanne Dobson	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Jennifer Quinn	Nieuport	Absent
Cheryl Stone	Nieuport	Absent
Nadia Dzula	Nieuport	Absent
Ryan White	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Anjuli Perera	Waterfront Toronto	Absent
Grace Lindsay	Waterfront Toronto	Present
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Michael Bethke	East Waterfront Community Association (EWCA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
David Lewis	York Quay Neighbourhood Association (YQNA)	Present
Ed Hore	York Quay Neighbourhood Association (YQNA)	Present
Tony Farebrother	Toronto Island Community Association (TICA)	Present
Jerry Shiner	Toronto Island Community Association (TICA)	Absent
Natasha Francis	Waterfront Neighbourhood Centre	Absent
Kelly M	Waterfront Neighbourhood Centre	Absent
Commander Paul Smith	HMCS York	Absent
Dave Purkis	Nav Canada	Absent
Mark Maramieri	Nav Canada	Absent
Matt Slaman	Art & Water	Absent
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Absent
Mark Maloney	University of Toronto – Municipal Affairs	Present
Massimo DeMaria	Harbourfront Centre	Absent
Samir Shajani	Harbourfront Centre	Present
Bill Duron	Toronto Island Yacht Club	Present
Stacey Rodrigues	The Westin Harbour Castle	Absent
PORTSTORONTO REPRESENTATIVES		
Roelof-Jan (RJ) Steenstra	PortsToronto – President and CEO	Absent
Warren Askew	PortsToronto – VP Airport	Present
Rob Aasa	PortsToronto – Director of Airport Programs and Business Operations	Present
Deborah Wilson	PortsToronto – VP Communications and Public Affairs	Present

Bojan Drakul	PortsToronto – VP Infrastructure, Planning and Environment	Present
Angela Homewood	PortsToronto – Environmental Project Lead	Present
Michael MacWilliam	PortsToronto – Director, Airport Operations	Present
Jessica Pellerin	PortsToronto – Manager, Media Relations and Public Affairs	Present
Jelena Ognjanovic	PortsToronto – Manager, Infrastructure, Planning and Environment	Absent
Chris Pearce	PortsToronto – Director, Groundside Operations	Present
Stephen Klem	PortsToronto – Duty Manager	Absent
Juhi Matta	PortsToronto – Senior Manager; Environment, Social and Governance (ESG)	Present
Sylvain Thériault	PortsToronto – Corporate Fire Chief	Present
Mark Smith	PortsToronto – Fire Chief	Present
Heather Dennis	PortsToronto – Project Assistant	Present
Steve Denes	PortsToronto – Project Lead – RESA	Present
FACILITATION		
Geoffrey Mosher	LURA Consulting	Present
Marissa Uli	LURA Consulting	Present
Hasnaa Maher	LURA Consulting	Absent
Liz McHardy	LURA Consulting	Absent
GUESTS		
Mark De Miglo	City of Toronto	Absent
Eugene Chen	City of Toronto	Present
Michael Vieira	Toronto Transit Commission	Present

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Appendices

Appendix A – Meeting Agenda

Appendix B – Airport Updates Presentation

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1. Welcome and Land Acknowledgement

Geoffrey Mosher (LURA) welcomed members of the Billy Bishop Toronto City Airport (abbreviated to the Airport subsequently) Community Liaison Committee (CLC) to the 56th committee meeting. Deborah Wilson (PortsToronto) then provided a land acknowledgment for CLC 56th and will be presenting these at all future CLC meetings. Ms. Wilson shared that Ports Toronto and Nieuport Aviation are currently in the process of developing a reconciliation plan, that will include consultation with First Nations.

2. Review of Meeting Minutes & Action Items

Mr. Mosher provided an overview of the agenda. The meeting agenda is included in **Appendix A**. Mr. Mosher also noted that the CLC #55 minutes were distributed to the group in the third week of November. They were distributed for comments and review from the CLC membership and will be published to the PortsToronto website once finalized.

Mr. Mosher shared that during the meeting, there will be an update on reporting data and references. There will also be an Envirosuite update regarding Tony Fairbrother's complaint issued in May 2024 associated with airplanes that went over the island area.

Ms. Mosher presented the closed action items as follows:

- 1) LURA to ensure that the chart showcasing the Q400 movements in the CLC54 minutes is legible and starts at zero.
 - This has been reviewed, and the graphs are legible and updated.
- 2) PortsToronto will investigate separating the data presented on the helicopter movements graph to illustrate the different helicopter types (Orange, Skyline, and Helicopter Tours).
 - In this meeting, an update will present the medivac versus other aircraft movements.
- 3) Nieuport will work with the manufacturers of the electric buses and provide updates on their arrival at the next CLC meeting.
 - Vicinity Motor Corp, the bus manufacturer for electric buses has gone into receivership and Nieuport are currently working on resolving the issue.
- 4) PortsToronto will investigate making the RESA information more accessible on the website.
 - This meeting will include an update.
- 5) PortsToronto will follow up with Envirosuite and update the group regarding the complaint issued by TICA representative Tony Farebrother in May 2024 associated with an airplane that went over the area.
 - PortsToronto is engaging with software providers to address discrepancies in flight tracking data. Nav Canada has been reminded about "good neighbour" policies and before the next Canadian Air Show, additional efforts will be made to minimize disruptions.

3. Airport Business Updates

Mr. Mosher pointed to Warren Askew (PortsToronto) to present the Airport Business updates. PortsToronto's updates were accompanied by presentation slides, which are included in **Appendix B**. Key points from Mr. Askew's presentation are summarized as follows:

- The passenger traffic is flat compared to last year. Last summers has been close to what they were in 2023.

- The DH8-400 movements were broken down by year 2019 was the peak year for Q400 movements, and dropped to zero during the pandemic and started back up in 2022. Q400 movements are less now than they were in 2019, but total aircraft movements are up as a result of General Aviation. Passenger traffic remains steady since 2023, and is approximately 75% of the peak year in 2019. Helicopter movements are broken down between medevacs and non-medevac movements. This is recorded by month and year. The month of October was quite high because of the decent weather, which is suitable for flying. However, a drop-off is anticipated soon, as seen typically in previous years.

During the presentation, YQNA representative Hal Beck asked for clarification regarding the helicopter movements, specifically whether they include helicopter movement at Polson Pier. Mr. Askew clarified that Polson Pier helicopters are not included in the data.

After the update, Mr. Askew opened the floor for questions. BQNA representative Joan Prowse asked if PortsToronto could clarify what flights are outside operating hours and if there are reports documenting this information. Mr. Askew responded that there is no report capturing this data, however this could be put together.

M#56-A1 – PortsToronto will consider creating a report capturing the number and types of flights occurring outside of operational hours.

YQNA representative David Lewis asked if there was any data collected regarding helicopters from the other side of the gap. Mr. Askew confirmed that Polson Pier is a privately owned heliport. The Airport is obligated to receive noise complaints from within a 5 km radius of the Airport and report non-YTZ complaints to Transport Canada for investigation and/or follow up. Currently, there is no visibility for the overall number of movements. This could be information that NavCanada provides. YQNA representative Hal Beck helped clarify Mr. Lewis' question regarding noise measurements of the plane and helicopters. Mr. Mosher requested that Mr. Lewis send a follow-up email, so that the Airport can provide a clarifying response to the issue brought up.

Mr. Lewis inquired about the locations of the permanent noise monitor. Michael MacWilliam (PortsToronto) confirmed that they are located at Kings Landing, the Toronto Police Station (marine unit), Toronto Fire station on the island and, the mainland ferry terminal. Mr. Beck (YQNA) asked if the data collected is being saved. Mr. MacWilliam confirmed that the data previously collected is saved.

4. Groundside Operations

Mr. Mosher invited Chris Pearce (PortsToronto) to provide an update on the Groundside Operations. Mr. Pearce's presentation is summarized as follows:

- Ferry ramp repairs on the mainland and the island are ongoing. This can cause multiple-day closures. The remaining minor deficiencies will be fixed in early 2025.
- The Ferry slips corner is 99% complete, requiring the final bollards to be installed.
- The Taylor Swift concert had minimal impacts on the Airport operations, and the community.
- US CBP construction is ongoing.

Mr. Pearce invited two guests from the City of Toronto, Mark De Miglo from Public Consultation and Eugene Chen from Engineering Construction and Michael Vieira from Toronto Transit Commission to present an update on the work at Lakeshore Blvd. and Bathurst. The City of Toronto's updates were accompanied by presentation slides, which are included in **Appendix C**. The presentation is summarized as follows:

- Starting February 2024, the City of Toronto and TTC will begin construction work at the intersection of Bathurst and Lakeshore. This construction is expected to take four months to complete.

- The work involves replacing the 105-year-old water main that runs North and South along Bathurst, as well as replacing the streetcar tracks. This will include some streetscape improvements on Fleet Street as well. The proposed phasing of work has been developed to avoid a full closure of the intersection to keep traffic moving along Bathurst and Lakeshore.
- The project is broken up into three phases that are summarized as follows:
 - Phase 1A (February – March 2025): Crews will replace the water main on the north side of Bathurst through the intersection. One travel lane will be maintained in each direction. No turning movements will be allowed at Bathurst and Lakeshore. The eastbound left turn from Fleet Street onto Bathurst will be restricted. Temporary sidewalk closures may be required, but detours and access to businesses will be maintained.
 - Phase 1B (March 2025 – one week): Crews will complete the remaining section of the water main on the south side of Bathurst. The same traffic restrictions from Phase 1A will apply - one lane maintained in each direction, no turning movements at the intersection of Bathurst and Lakeshore, no left turn from Fleet Street onto Bathurst, and sidewalks detours and access to business and properties will be maintained.
 - Phase 2 (March – April 2025) Crews will replace the streetcar tracks south of the Gardener Expressway to the middle of the Bathurst and Lakeshore intersection. Streetscape improvements will also take place on Fleet Street. Due to space constraints, southbound travel on Bathurst will be closed, with only one northbound travel lane maintained. No turning movements will be allowed at the intersection of Bathurst and Lakeshore, as well as no left turns from Fleet onto Bathurst.
 - Phase 3 (April – May 2025): Crews will place the streetcar track on the south side of Bathurst at the intersection of Lakeshore. One traffic lane will be maintained in each direction. There will be no turning movements allowed at the intersection of Bathurst and Lakeshore, and temporary sidewalk closures may be required, with detours in place to maintain pedestrians access to businesses and properties.
 - A pre-construction notice will be issued two to three months in advance of construction. A construction notice will follow about one month or a few weeks in advance of construction. Regular e-mail updates and project web page updates will be provided throughout the construction period.
 - For any questions contact:
 - Phone: 416-395-7178
 - Email: BathurstLakeshore@toronto.ca
 - Project Webpage: toronto.ca/BathurstLakeShore
 - The City of Toronto and the Toronto Transit Commission (TTC) will be reaching out to the area's respective bias and resident associations to continue discussions about the project's impact.
 - The Toronto Transit Commission (TTC) will create some diversions of the 509 Harbourfront and 511 Bathurst streetcar routes during construction. The details will be provided on the project webpage as soon as the team has that information.

After the update, Mr. Pearce opened the floor to questions. TICA representative Tony Farebrother asked about speeding up streetcar work along Queens Quay. He noted that traffic congestion near the ferry terminal is high and people are eager for full and adequate streetcar service. Mr. Farebrother also asked for clarification on how far the 509 streetcar will operate past Spadina and what the diversion will look like. Mr. Vieira (TTC) confirmed that

diversions will begin in February, with final details to be posted online.

YQNA representative Hal Beck expressed appreciation for the informative presentation and engagement that the City of Toronto and Toronto Transit Commissions will undergo with the Bathurst Quay Neighborhood Association. Mr. Beck inquired about the southbound movements that will be happening after this project at Bathurst and Lakeshore, considering the amount of cars that frequently use the streetcar tracks instead of staying on the roads. Mr. Beck inquired if improvements to the existing configurations and signage will be incorporated as part of this project. Mr. De Miglo (City of Toronto) confirmed that replacement is currently on site, and that the project team can review potential signage improvements regarding cars entering the streetcar right of way. Mr. Chen (City of Toronto) acknowledged that the intersection can be challenging to navigate, and noted that planned landscape work on Fleet Street will improve movements for people heading south.

Mr. Askew thanked Mr. De Miglo (City of Toronto), Mr. Chen (City of Toronto) and Mr. Vieira (TTC) for their presentation.

5. Airport Operations

Mr. Mosher provided the floor to Michael MacWilliam (PortsToronto) to provide an update on Airport Operations. This is summarized as follows:

- A winter stakeholder meeting was held in November, where plans were exchanged, and a cohesive approach to winter operations was established.
- With FIFA 2026 approaching, the Airport is continuing to engage teams working at Pearson Airport, City stakeholders, and other partners. The City of Toronto is actively engaged in planning and preparing for the games at BMO fields. However, due to the Airport's location and expected passenger flow, there should be minimal impact on the Airport's operations. From a logistical point of view, FIFA-related air travel is anticipated to be taking place more at Pearson Airport rather than Billy Bishop. However, both airport teams will continue attending briefings on security and operational planning. Updates will be provided as more details emerge.
- In October 2024, a full-scale emergency planning exercise was conducted simulating an aircraft running off the runway. The emergency response teams coordinated with the Emergency Operations Centre (EOC) per Airport Emergency Plan. A debrief session was held to review response strategies and ensure that teams are fully prepared in the event of a real emergency.
 - Fire Chief, Mr. Sylvain Thériault (PortsToronto) added that Transport Canada audited the exercise and assessed its development as well as delivery, and expressed satisfaction with the results.

6. Community Outreach Update

Mr. Mosher invited Ryan White and Jessica Pellerin to present updates on Community Outreach Update. This is summarized as follows:

- Haul for Hope (September 28th, 2024): Fundraiser for Hope Air, raising approximately \$100,000. Seventeen teams participated in the plane pull event.
- Girls Take Flight (September 2024): A new career event at the Airport with 32 organizations, 12 speakers, 14 aircraft on display, and 100 exploration flights for aspiring aviation and aerospace professionals.
- Nuit Blanche (October 2024): The Airport hosted one of the artworks as part of the Waterfront exhibits. This featured a skeleton-themed projection.

- Heritage Toronto Commemorative Plaque (November 2024): The Airport unveiled a plaque commemorating Billy Bishop Airport's 85 years of flight and its contributions to aviation in Toronto.
- Taylor Swift Concerts (November 2024): To celebrate six sold-out concerts, the airport hosted a live music program featuring local artists performing Taylor Swift's greatest hits. This is in addition to friendship bracelet giveaways and exchanges held for travelers and fans. A social media campaign was also done to connect with the community and travelers coming to attend the concerts.
- There will be 2 new programs launching in December 2024/January 2025 at the Airport.
 - Sunflower Program: The Sunflower lanyard symbolizes hidden disabilities and signals to the Airport staff that a traveler may need extra assistance, time or patience with Airport processes. Lanyards will be available free of charge upon request.
 - Ambassador Program: Community members can volunteer at the Airport as ambassadors to assist travelers and enhance customer service. The first batch of volunteers will be recruited in December, with the program rolling out in January.
- Daily Bread Donation Drive (Since November 2024): This year, people can tap to donate using contactless donation stations set up at the Airport. Donations have already surpassed last year's total, with final numbers to be announced at the end of December 2024.
- Concord Adex Survivors Fund Angel Trees: Three "Angel Trees" with tiny angels were placed in the terminal to symbolize victims of human trafficking. Donations will support the "Seeds of Hope" program, providing survivors of human trafficking with housing and post-secondary education support.
- Christmas Wish Campaign: The Airport is collecting toy donations for this year for youth and kids in need.
- Santa Claus Parade (November 24): The Airport participated in the parade, with a festive float, with team members marching, including Ryan White and Jessica Pellerin.

Following the update, BQNA representative Joan Prowse praised the good work and outreach the Airport is conducting with the community. Ms. Prowse (BQNA) inquired about receiving more accurate, timely, and central communication about construction and events at the Airport. Ms. Wilson responded that the CLC is the central meeting to receive information regarding everything Airport-related for attendees to share with their neighbours and associations. She shared that the best way to stay updated is to check the Airport's social media, website (community notice section), and monthly bulletin board, as they are frequently updated. Ms. Prowse (BQNA) shared that sometimes there is not enough time to distribute construction information – for instance the latest ferry ramps update was received less than 24 hours in advance.

Ms. Prowse proposed brainstorming alternative communication methods and will present ideas at the next CLC meeting or through a separate call. Ms. Prowse (BQNA) suggested the Airport to post updates on neighbourhood Facebook pages. Ms. Wilson responded that while the Airport does not post directly in community groups, residents are encouraged to share posts from the PortsToronto Facebook page, as all posts are publicly shareable. EWCA representative Michael Bethke noted that he was able to reshare one of the Airport's Facebook post on his community group, which can be a helpful way to spread Airport information to the broader community.

M#56-A2 – Joan Prowse (BQNA) will explore alternative and additional communication methods that the Airport could potentially adopt.

YQNA representative Hal Beck noted a CBC national news segment that profiled a local co-op near the Airport, featuring challenges residents face when traveling internationally with Air Canada. Mr. Beck suggested contacting Winward co-op about the Airport's Sunflower Program, as many residents might benefit from it.

M#56-A3 – PortsToronto to share information about the Airport's Sunflower Program with the Winward co-op with Hal Beck's (YQNA) assistance to find a contact.

7. Air Quality Update

Mr. Mosher invited Heather Dennis to present the Air Quality Update. This is summarized as follows:

- Air quality sampling was conducted following the recommendation from the University of Toronto (UofT) air quality research study in partnership with BQNA, The City of Toronto including Public Health and PortsToronto. The goal of the research study was to identify sources of air pollution and exposure across the neighborhood from transportation sources including highways and main roadways, as well as to evaluate potential ways to reduce air pollution.
- In September 2024, the Airport undertook supplemental air quality sampling to study the presence and impact of ultrafine particles (UFP). The sampling was conducted by Dr. Dennis Corr, who worked with Airport staff to identify equipment locations for sampling, such as HVAC emissions, diesel generators, and other potential high UFP emitters. Sampling took place in locations that were publicly accessible on the mainland as well as on the island side. Data was collected on September 23rd (21 locations) and September 24th (55 locations).
- The collected data is currently being analyzed to identify sources of UFPs on the City side and island side. Once analysis is complete, the Airport can identify recommendations for operational changes to improve airport air quality.
- The Airport will continue to engage with the community to determine how these mitigation measures can be implemented and start developing a process.

After the update, BQNA representative Joan Prowse asked for clarification about UofT's involvement in the study. Ms. Dennis clarified that UofT was not part of this recent sampling. Instead, the sampling was conducted by the Airport's air quality peer reviewer based on the UofT's research recommendations.

Ms. Prowse (BQNA) expressed concern about the lack of communication with community members regarding ongoing air quality studies. Additionally, the involvement of the air quality expert Dr. Corr is a perceived conflict of interest due to previous disagreements with the community over study criteria. Angela Homewood (PortsToronto) confirmed that the continued monitoring aligns with UofT's recommendations and assured the CLC that Dr. Corr is highly qualified researcher and peer reviewer. Ms. Homewood agreed that while UofT lead researcher Dr. Greg Evans and Dr. Denis Corr disagree in terms of the air quality impacts, UofT's recommendation was to study diesel HVAC systems as local impacts, as well as the ferry terminal location since UFP was identified in the area. YQNA representative Hal Beck inquired about having an Air Quality Subcommittee similar to the Noise Management Subcommittee. Ms. Prowse responded that an Air Quality Subcommittee already exists within the Bathurst Key Neighbourhood Association (BQNA), however, there was confusion about whether it was still active.

Ms. Prowse (BQNA) noted feeling surprised to learn that research had been carried out but not shared with the community. Ms. Homewood responded that the air quality sampling was not a research study, as PortsToronto was following up on the recommendations of the UofT study. Ms. Homewood advised that the data could be shared. Ms. Prowse (BQNA) requested a report on the findings and clarification on whether UofT lead scientist Mary-Ann and Greg had been consulted.

Mr. Beck inquired about the missing flight data in the air quality report, specifically flight numbers from the sampling period. Ms. Homewood advised that all the flight data requested by the UofT research team was gathered from NavCanada and shared by PortsToronto. In fact, a meeting was held with the UofT candidate student to review the data and answer any questions.

BQNA representative Bev Thorpe requested clarification on statements made in the 2023 ESG report that said the study found that flight activities had a minimal impact on UFP emissions in residential areas, and that the air quality in the neighbourhood was 30% cleaner than the Toronto average, as well as 50% lower than the World Health Organization's (WHO) good practice standard. Ms. Thorpe noted that she was thankful for more studies; however, she is hoping that clear communication and clarifications be prioritized. Ms. Homewood reassured Ms. Thorpe that a follow-up would be shared in the presentation.

City of Toronto representative Jay Paleja expressed appreciation for the work; and noted that he believes that the recommendations from the UofT research team should be carried through. Mr. Paleja asked PortsToronto to consider the feedback given at this meeting.

8. Airport Noise Management Subcommittee Update

Mr. Mosher pointed to Angela Homewood (PortsToronto) to present the Airport Noise Management Subcommittee update. Key points from the presentation are summarized as follows:

- The last Noise Management Subcommittee meeting took place on October 8th, 2024, with the consulting team from RJ Burnside. The meeting focused on reviewing draft mitigation improvement rankings based on results from 19 sampling locations. The intent of the meeting was to ensure the committee had a better understanding of the ground noise sources from Airport operations and ask questions the modeling and data analysis.
- The consulting team is in the process of refining the draft report, which is approximately 200 pages long with 3200 pages of appendices. The revised report will be circulated to the Noise Management Subcommittee in early December 2024 for review. A follow-up meeting is scheduled for January 2025 to discuss any questions and feedback.

9. Capital Program Updates

Mr. Mosher asked Bojan Drakul (PortsToronto) to present the Capital Program Update. Key points from the presentation are summarized as follows:

- Taxi fencing has been completed.
- The ferry gate entrance installation was scheduled for the end of 2024, however, may be delayed until January or early spring 2025.
- Planning for the 2025 capital program and budget approval is underway and will be presented at the next CLC.

10. Environment, Social and Governance (ESG) Update

Mr. Mosher invited Juhi Matta to provide the ESG Update. This is summarized as follows:

- PortsToronto is developing a decarbonization roadmap, with support from Porter, Nieuport, and other airport partners, who help provide the data and information needed.
- The Airport uses renewable energy through partnership with Bullfrog. The Airport has a cleaner grid in Ontario relative to many places internationally. Major sources of carbon and Green House Gas emissions are fleet and building heating and cooling operations.
- Various low-carbon technologies are being explored, such as renewable and synthetic fuels (biomass or carbon-captured fuels), hydrogen fuel cells (though infrastructure challenges exist), battery electric vehicles, geo-exchange systems (which uses stable temperature from the earth to heat and cool buildings), and air source heat pumps (that draw that same temperature stability from the outside air and electric

resistance, converting electricity into heating or cooling). These are the technologies being explored, in the context of infrastructure that exists not only in the Airport but also in the city, province, and nation. Considerations include operational costs, community impacts, health and safety, waste impact, and climate resilience.

- The team is conducting a climate scenario analysis to understand how different potential GHG emission scenarios will impact Toronto's weather, specifically in the next 30-100 years, and what it would mean for the Airport given its close proximity to the waterfront. The team is also factoring these scenarios into their business planning, being mindful that any climate impacts the Airport faces would also affect the surrounding communities. Once the study is complete, there is a hope to work together with the community. Updates on the findings will be presented at the next CLC.
- In regards to the actions raised at the last CLC meeting, acknowledgements to the BQNA have been added to the ESG report that are now reflected on the PortsToronto website. Also, future reports will clearly reference data sources, specifying whether information comes from the UofT study or Dr. Corr's analysis.

After the update, BQNA representative Joan Prowse requested confirmation that the Bathurst Quay Neighbourhood Association (BQNA) and UofT scientific team were properly credited. Ms. Prowse (BQNA) also requested advanced notice of report changes once they are posted publicly. Ms. Matta confirmed that notice can be provided when changes are made to future reports. Matta also confirmed that PortsToronto reports in accordance with the world's most widely used ESG reporting standards, which require any restatements and corrections to be referenced in the following report's appendix.

BQNA representative Bev Thorpe asked if the original scientific study and Dr. Corr's interpretation were distinguished in the report. Ms. Matta responded that apart from the missing credit to BQNA, the existing report text already differentiates between the UofT study and Dr. Corr's interpretation. She clarified that the report will draw from both sources, and if certain findings do not originate from the UofT study, the report's references will specify their sources. Ms. Thorpe (BQNA) asked whether Dr. Corr's study had been formally published anywhere. Ms. Matta confirmed the study has not been published and that PortsToronto only received a summary report of Dr. Corr's interpretation. Ms. Homewood confirmed that Dr. Corr presented his findings to the committee and the communication with Dr. Evans had not resulted in any changes to the report.

Ms. Prowse (BQNA) noted that it was unclear what kind of instruments were being used for the new data collection. She highlighted that the original UofT study was conducted over five years and that BQNA had invited PortsToronto to participate in order to allow air sampling in restricted areas – locations that Dr. Corr is now studying. Ms. Homewood clarified that Dr. Corr did not access those restricted areas but instead went to public spaces as Ms. Dennis had previously stated. She further explained that the instrument used by UofT was U.S EPA approved and that Dr. Corr is also using U.S EPA-approved instrumentation. Ms. Homewood stated that PortsToronto stands by Dr. Corr's analysis. Mr. Paleja (City of Toronto) emphasized the importance of transparency and urged PortsToronto to make all reports public, ensuring that data and differing interpretations are clearly presented. He noted that if there is parity between studies, making them openly available will allow informed discussions.

11. CLC Member updates

Mr. Mosher invited CLC members representing organizations to provide any updates. The updates are summarized as follows:

- Mr. Farebrother (TICA) inquired about if there had been issues with the ferry operation. He raised concerns about ongoing ferry service issues and the challenge of running ferry operations in a public park setting. Mr. Farebrother asked if there was an ongoing working relationship between the City's ferry services and

the Airport regarding vehicle traffic management.

- Mr. Pearce responded that PortsToronto does coordinate regularly with the City parks or ferry services. The Airport must prioritize its own ferry operations to maintain service.
- Mr. Paleja (City of Toronto) noted that vehicle congestion remains a challenge, and long-term solutions such as alternative vehicles face funding obstacles.

12. Business Arising

RESA Environmental Assessment Project Update

Mr. Mosher shared that two standing items were on the agenda and provided the floor to Angela Homewood (PortsToronto) for an update on the RESA Environmental Assessment Project. The update is summarized below:

- AECOM is finalizing the draft of the Environmental Assessment Report, incorporating feedback from the public, agencies (TCA, City of Toronto, Transport Canada), and Indigenous communities (Mississaugas of the Credit, Six Nations of the Grand River, and the Huron Wendat Nation). The draft report is being consolidated and will be shared with PortsToronto within the next week. PortsToronto will then review that draft and start the French translation process. Due to the Official Languages Act requirements, PortsToronto, as a federal government business enterprise, is required to have a draft document in both official languages ready before being posted for public review, creating a delay of about 10-15 weeks.
- Project updates will be posted on the PortsToronto website and shared with the community once a clearer timeline is established.

After the update, Mr. Beck (YQNA) asked for clarification on what happens after the community receives the draft. Ms. Homewood responds that once a draft is finalized, it will be posted for a 30-day public comment period, allowing agencies, Indigenous groups and stakeholders to provide feedback. The timeline for incorporating comments depends on whether major or minor revisions are needed. Any changes will require re-translation into French, which may take one to two months.

TICA representative Tony Farebrother asked whether Transport Canada has approved the project or if they are waiting for other approval before making a decision. Mr. Askew responded that Transport Canada is in general support of the project, but has not yet taken a formal position, but an update is expected soon.

BQNA representative Bev Thorpe asked which option PortsToronto was referring to in the Environmental Assessment Report. Ms. Homewood explained that originally, six alternatives were considered but had been narrowed down to three. The preferred alternative is RESA 3, due to factors like a dedicated utility corridor and noise mitigation. Ms. Thorpe sought clarification on why PortsToronto prefers RESA 3, while the City of Toronto supports RESA 1. Mr. Paleja (City of Toronto) explained that the City Council approved RESA 1 with conditions, including a complete environmental assessment and community impact plans. He explained that the City's approval does not extend beyond RESA 1, and federal approval timing is still uncertain. Ms. Thrope asked if RESA 3 would require additional amendments beyond the approved Tripartite agreement. Mr. Paleja (City of Toronto) shared that the City Council has already made its decision and outlined the negotiating mandate for staff.

Encampment on Bathurst Quay Park

BQNA representative Joan Prowse provided an update on the Bathurst Neighborhood Association's efforts to address encampments at Bathurst Quay Park. The presentation is summarized as follows:

- The Bathurst Quay Neighbourhood Association has been working to balance neighbourhood safety and the

well-being of people living in tents. In September, they met with the City Councillor Ausma Malik and held a public meeting with 150 attendees. Representatives from police, shelter service, and parks and recreation listened to concerns from residents and encampments occupants. As a result, the City committed to providing 24/7 security in the park via a City-operated trailer to help unhoused people obtain identification and rental assistance. This project will run for eight months project.

- As of November 22nd, 26 tents remained in the park, and four have secured housing plans. The number of encampments has been reduced from 43 to 17 due to City efforts and neighbourhood support.
- Ms. Prowse shared that collective effort has been crucial, including writing to the provincial government for additional resources. Security staff have helped encampment residents gain confidence in seeking housing support. Also, a new telephone number has been set up to help de-escalate conflicts in the park.
- Nora Cole, on behalf of Councillor Ausma Malik, assured everyone that the City is scaling efforts to place encampment residents in housing. Specific City staff are tracking progress and updating the lists of those receiving assistance.

Mr. Mosher concluded by reminding the group that the next CLC meeting will be in Q1 of 2025. Mr. Mosher thanked everyone for attending the CLC meeting and wished everyone a happy holiday.

Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 56

November 27th, 2024

6:30 p.m. – 8:30 p.m.

Virtual

AGENDA

- 6:30 Welcome (Geoffrey Mosher)
- 6:32 Review of Meeting Minutes and Action Items (Geoffrey Mosher)
- 6:35 Airport Business Updates (Warren Askew)
- 6:50 Airport Operations Updates
- Groundside Operations (Chris Pearce)
 - Airport Operations (Michael MacWilliam)
 - Community Outreach Update (Ryan White & Jessica Pellerin)
 - Air Quality Update (Heather Dennis)
 - Airport Noise Management Sub-Committee Update (Angela Homewood)
- 7:20 Capital Program Updates (Bojan Drakul)
- 7:40 Environment, Social, and Governance (ESG) Update (Juhi Matta)
- 8:00 CLC Member Updates (CLC Members)
- 8:15 Business Arising
- RESA Environmental Assessment Project Update
 - Encampment Bathurst Quay Park
- 8:30 Adjourn

Materials Sent in Advance

- CLC Action Items

Appendix B – Airport Updates Presentation

Community Liaison Committee 56 Updates

Billy Bishop Toronto City Airport

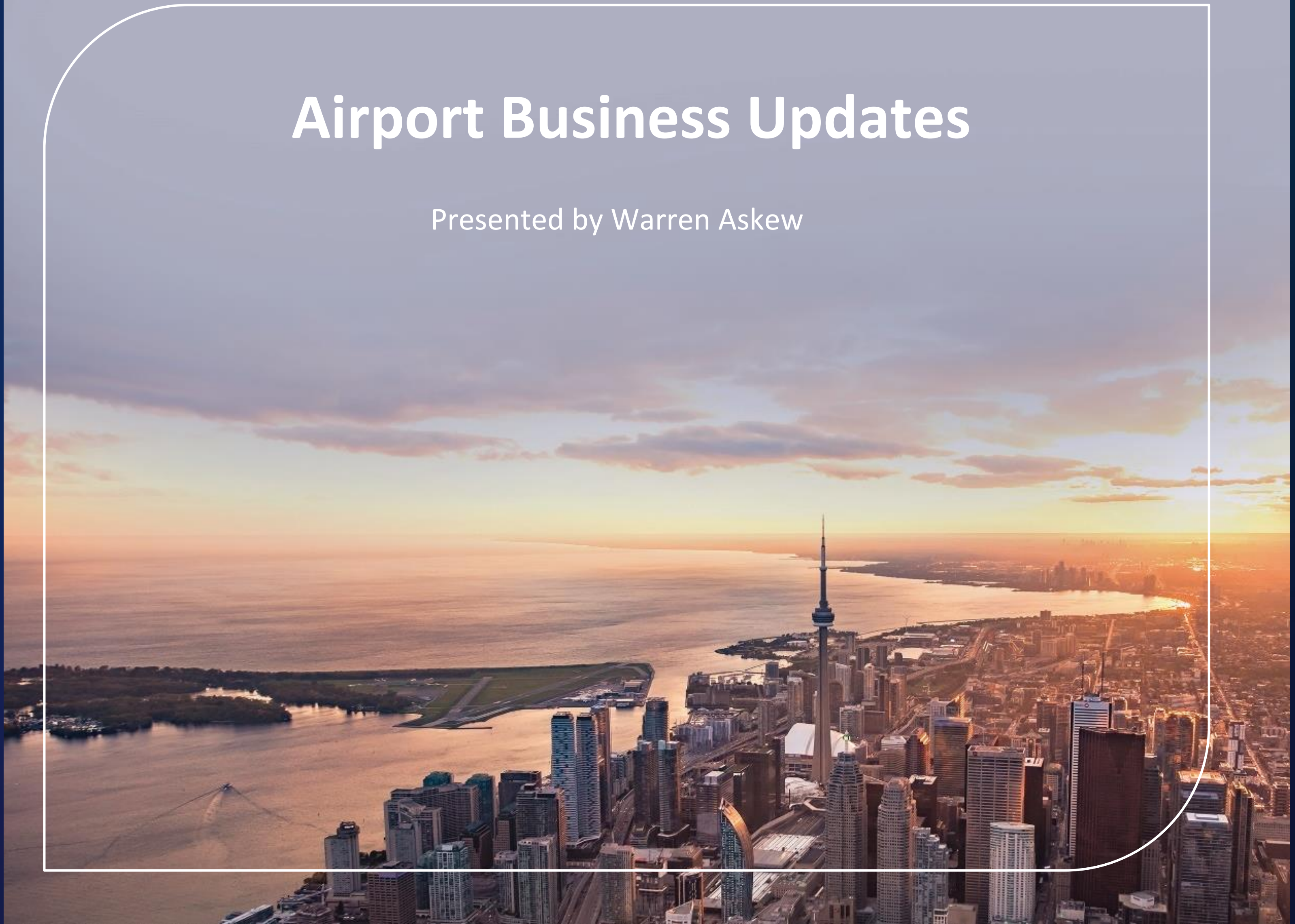
November 27th, 2024

PORTS
TORONTO

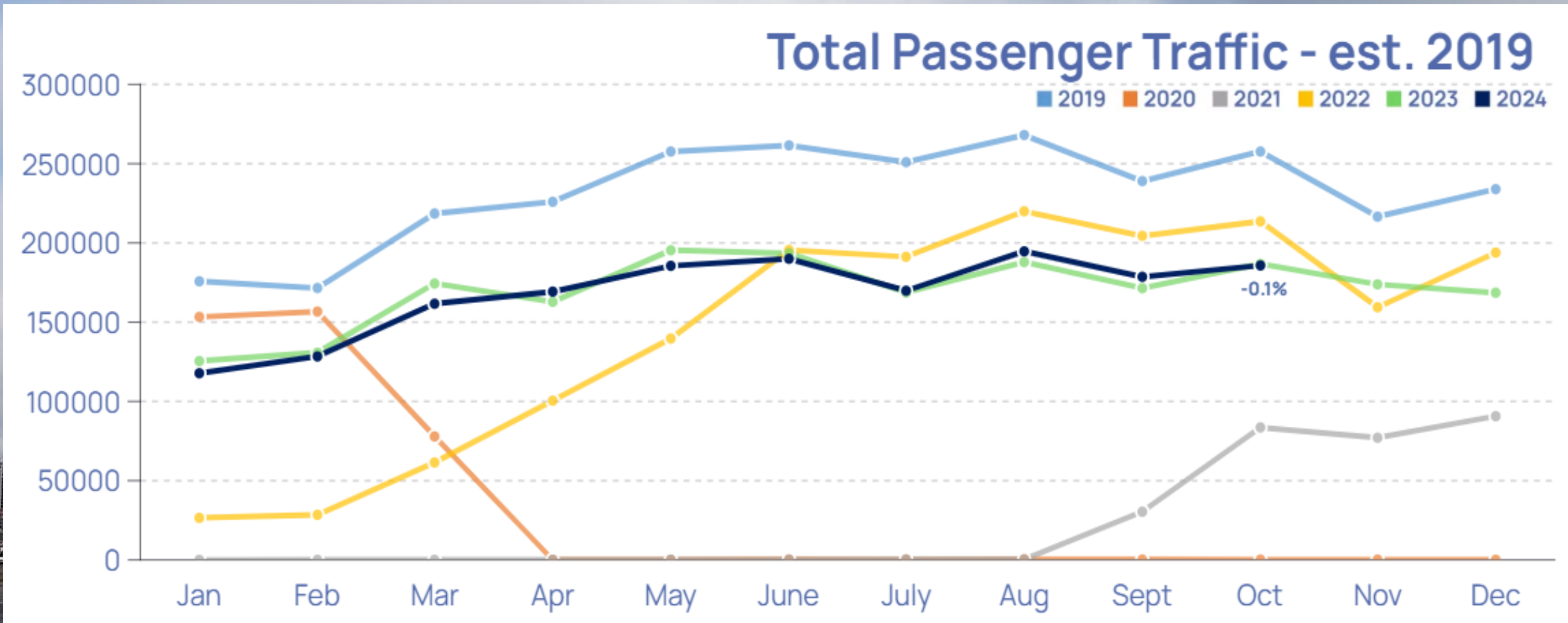


Airport Business Updates

Presented by Warren Askew



Passenger Traffic



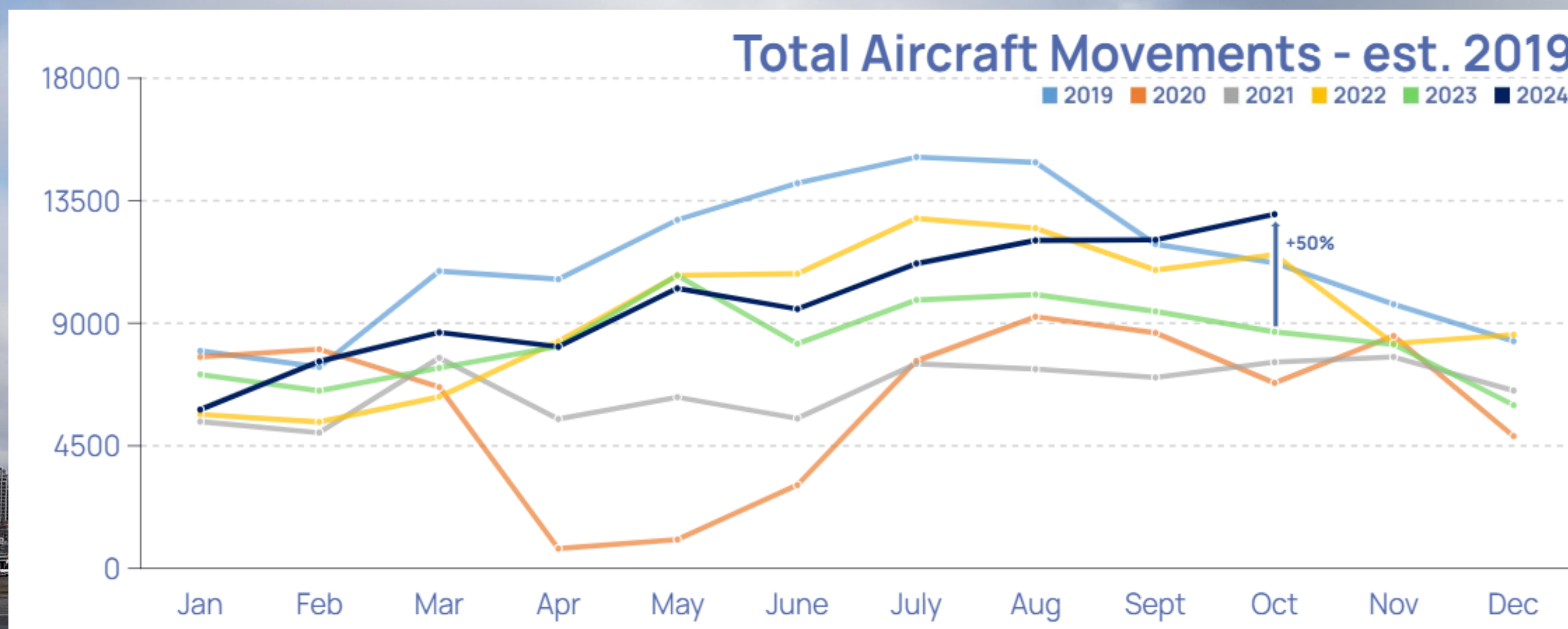
In **October 2024**, YTZ facilitated **185,756** passengers resulting in **1,681,489** YTD

Passenger Comparison Data

DATE	MONTHLY	YEAR TO DATE
vs. 2023	- 0.1%	- 1%



Aircraft Movements

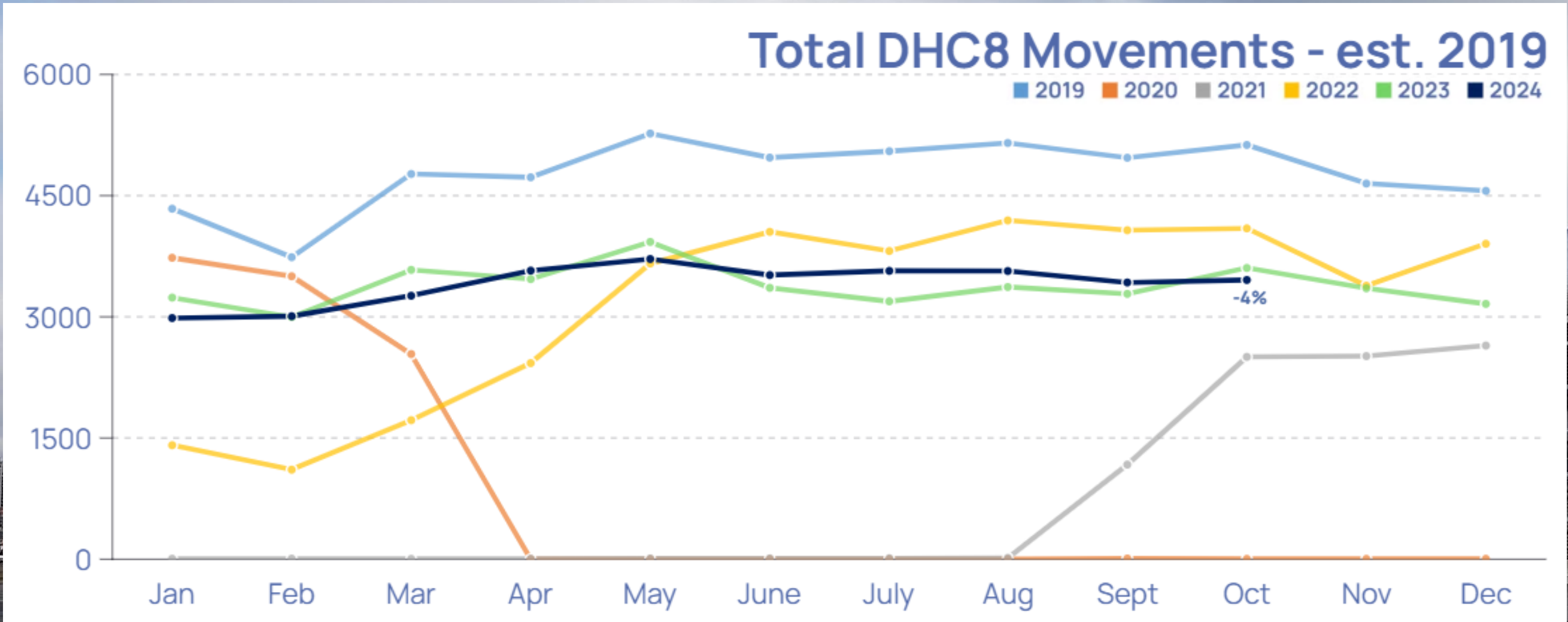


In **October 2024**, YTZ facilitated **13,004** aircraft movements resulting in **98,327** YTD

Movement Comparison Data

DATE	MONTHLY	YEAR TO DATE
vs. 2023	+ 50%	+ 14%

DH8-400 Movements



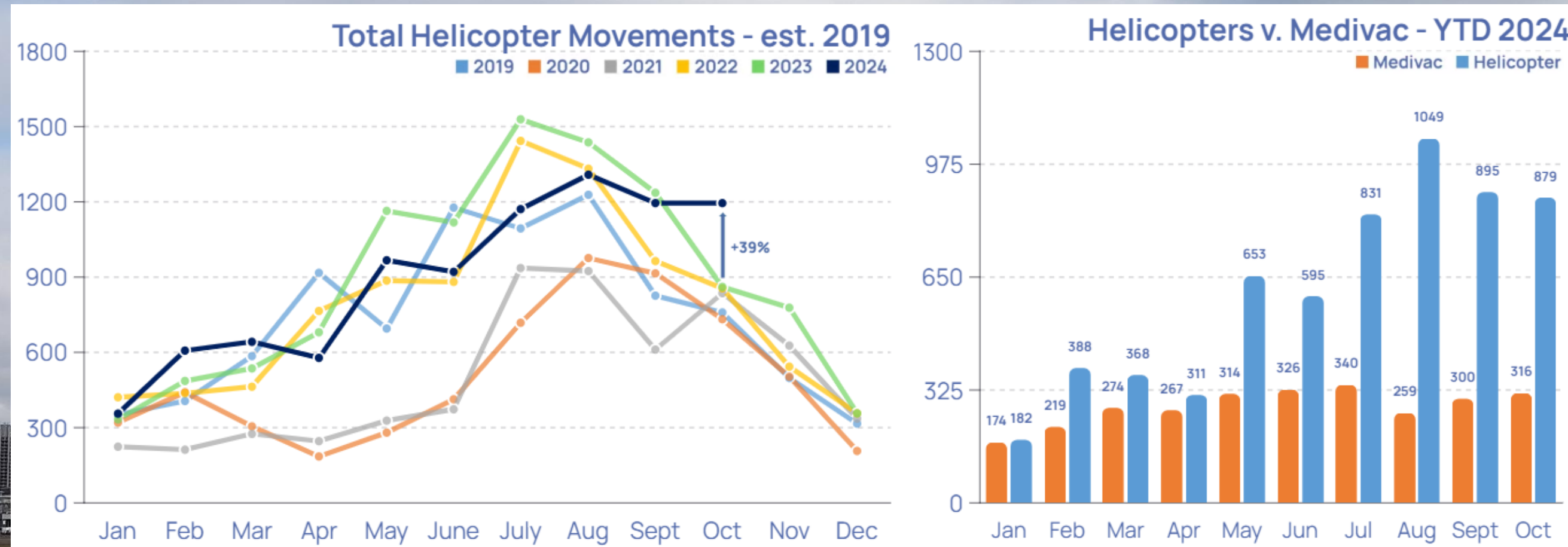
In October 2024, YTZ facilitated 3,456 DH8-400 movements resulting in 34,076 YTD

DH8-400 Comparison Data

DATE	MONTHLY	YEAR TO DATE
vs. 2023	- 4%	+ 0.2%



Helicopter Movements



In **October 2024**, YTZ facilitated **1,195** helicopter movements resulting in **8,940** YTD

Helicopter Comparison Data

DATE	MONTHLY	YEAR TO DATE
vs. 2023	+ 39%	- 5%

Thank You



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Groundside Operations

Presented by Chris Pearce



Airport Operations

Presented by Michael MacWilliam



Community Outreach

Presented by Ryan White & Jessica Pellerin



Recently at YTZ

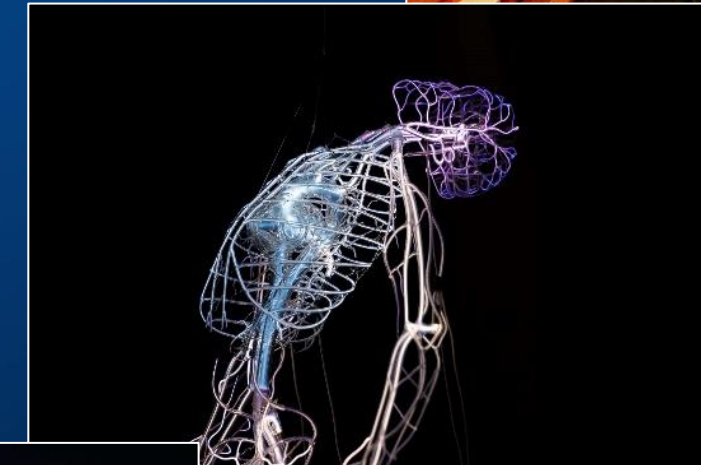
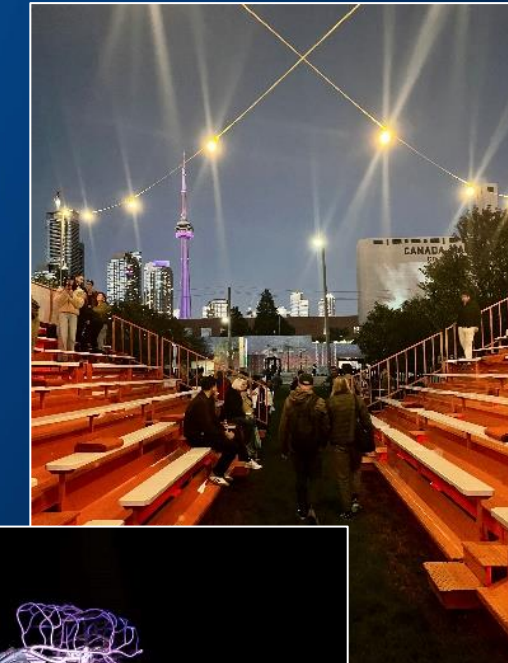


Haul for Hope
\$100,000 raised for Hope Air



Heritage Toronto
Commemorative Plaque

Nuit Blanche



Girls Take Flight



Celebrating Taylor Swift at YTZ

Updates

- Sunflower Program
- Ambassador Program



Holiday Season



Santa Claus Parade
Nov. 24



Concord Adex Survivors
Fund Angel Trees



Christmas Wish
Campaign



Daily Bread
Food Bank

Daily Bread
Donation Drive



Thank You



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Air Quality Update

Presented by Angela Homewood



Air Quality – Continuous Monitoring

The Bathurst Quay Neighbourhood Association approached the University of Toronto to enter into a partnership with the City of Toronto, Toronto Public Health, PortsToronto/BBTCA, and the community to:

- conduct an assessment of air pollution exposure across the neighbourhood;
- identify the main sources of air pollution; and
- conduct an evaluation of policy scenarios for air pollution reduction.

One of the recommendations of this study was to measure localized emissions (particularly diesel engines) in the immediate area from Airport operations. As part of the Airport's continuous improvement program, air quality sampling was conducted in September to support this ongoing work.

Conduct UFP Air Quality Monitoring

- Data was collected on September 23, & September 24, 2024, by Dr. Denis Corr & Heather Dennis.
- Measurements taken using P-Trak Ultrafine Particle Counter 8525, DC1700-PM PM2.5/PM10, and Temtop Indoor Air Quality Monitor.
- Daytime sampling was conducted when fog and rain would not impact the equipment.



Target Sampling Areas

City-Side Sampling Area

1. Ferry loading/truck idling at Ferry Terminal
2. Passenger vehicle parking/idling area at Ferry Terminal
3. Utility exhaust SE of Ferry Terminal
4. Utility exhaust east of Ferry Terminal
5. Buildings east of Ferry Terminal (Corleck building)
6. Shoreline scan from Ferry Terminal to Ireland Park

Island-Side Sampling Areas

1. Shoreline scan on Island side of channel
2. Roof of utility building(s) at airport
3. Airside, aircraft idling area.



Next Steps

- **Complete Data Analysis:** Finalize assessments to identify sources of UFP, air quality trends and correlations with airport operations.
- **Review Mitigation Measures Based on the Analysis:**
 - Assess mitigation scenarios to cleaner operational practices to reduce UFP emissions from Airport operations.
 - Review study findings to look for opportunities to reduce emissions from Airport operations on both the City-Side and Island-Side.
- **Continuous Improvement:** Use insights from the analysis to pinpoint high UFP concentration areas and review mitigation solutions for implementation to support the Airport's Good Neighbour Policy.

Airport Noise Management Sub-Committee Update

Presented by Angela Homewood



Status Update

- At the last NMSC meeting on October 8th, the consulting team from RJ Burnside reviewed the list of draft mitigation improvement rankings based on the results of 19 considered mitigation models.
- The intent of this meeting was to enabled the committee to gain a better understanding of the ground source noises from airport operations and ask questions of the consultants about how they modelled the data and how this analysis will be reflected in the draft report which the NMSC will be reviewing.
- The consulting team is in the process of adding more details to the draft report. PortsToronto is currently reviewing an early draft version, with a plan to circulate to the NMSC meeting in early December and schedule a NMSC meeting in January.

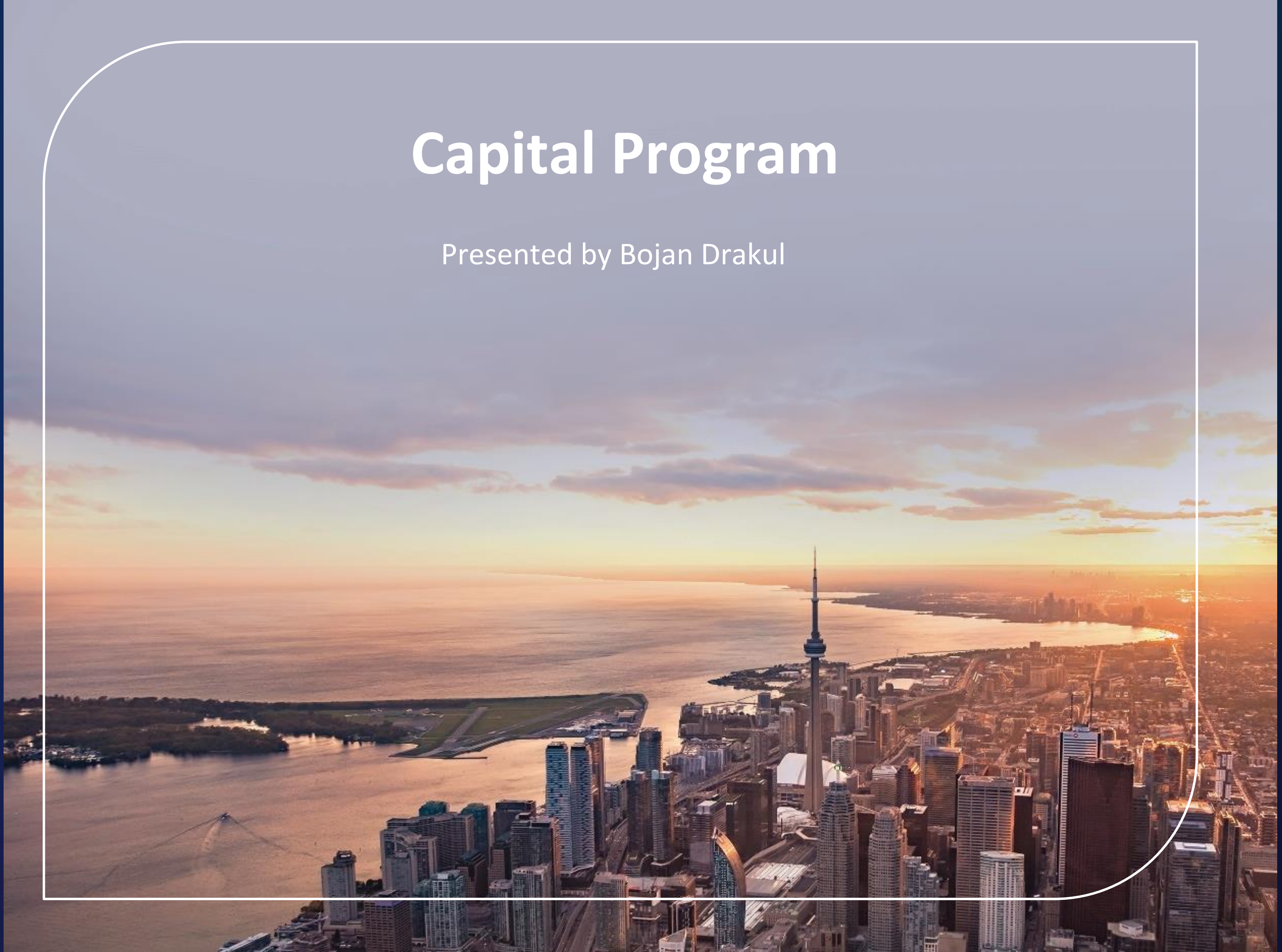
Thank You



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Capital Program

Presented by Bojan Drakul



ESG Updates

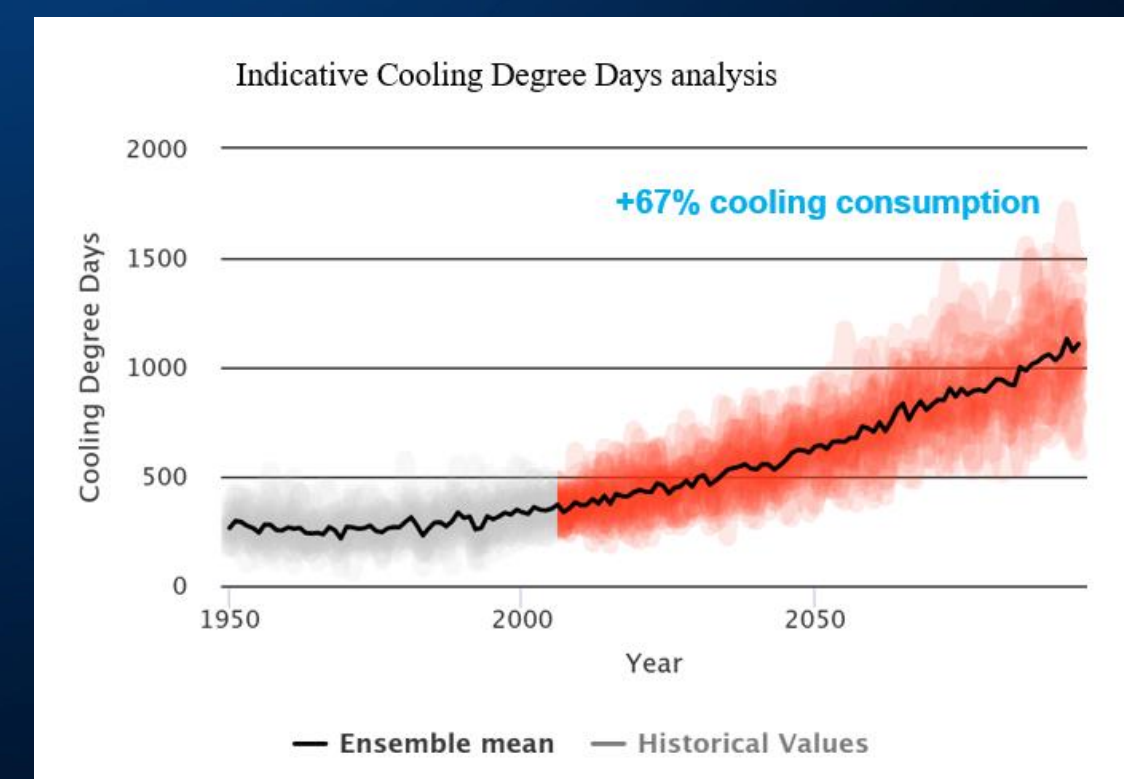
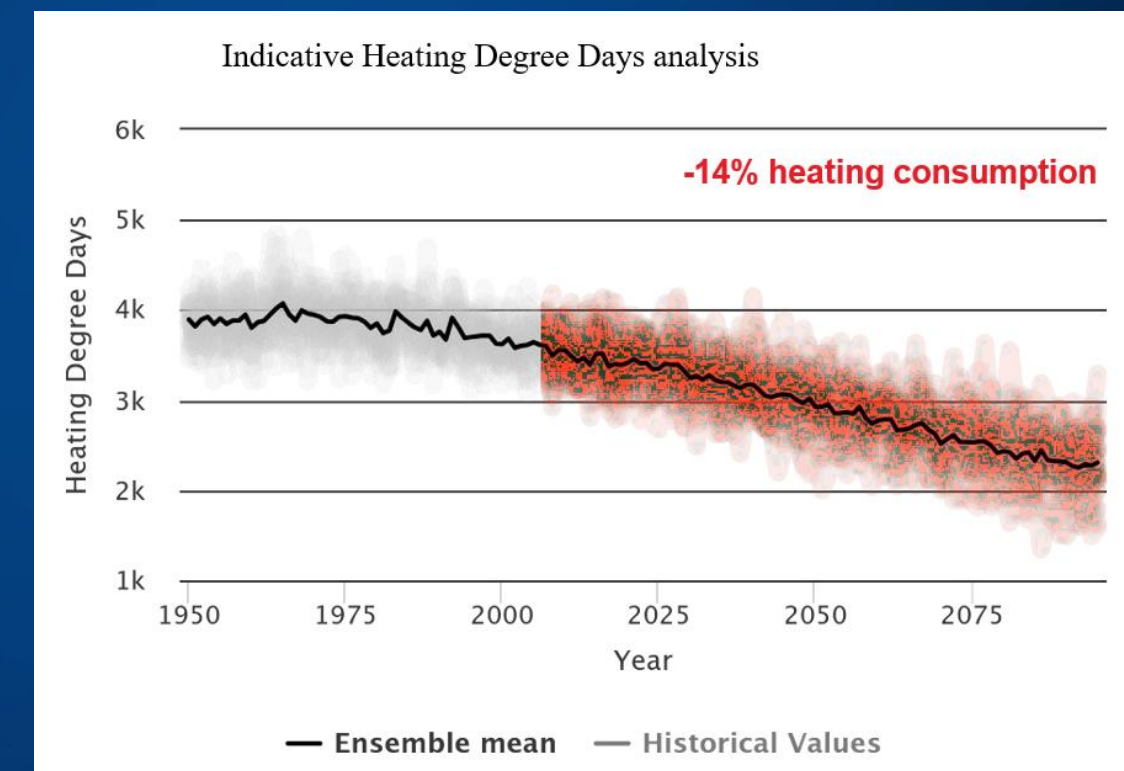
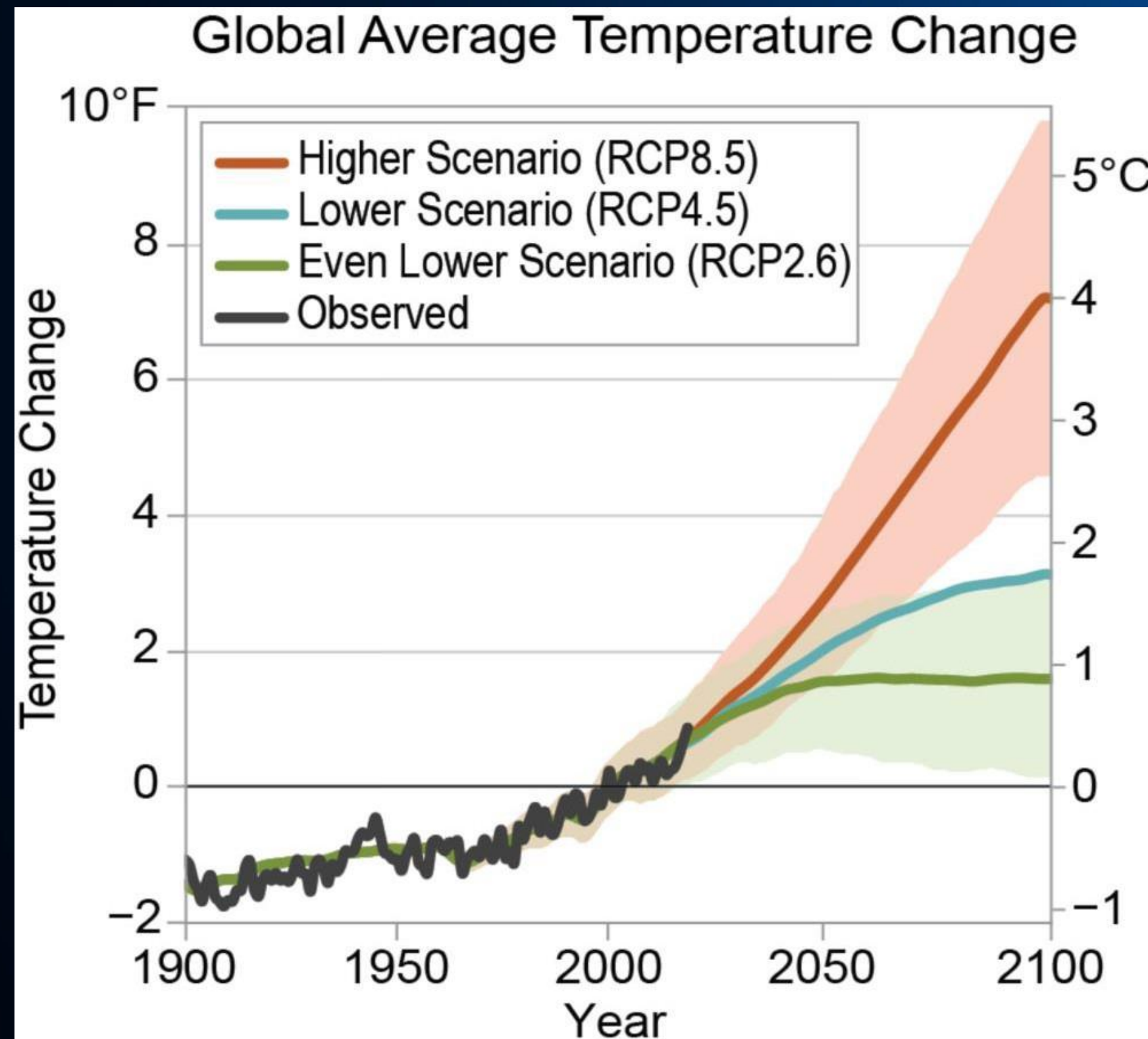
Presented by Juhi Matta



Update on Decarbonization Roadmap

- Major sources of Scope 1 and 2 (direct) emissions include fleet, building heating and cooling
- Evaluating fleet decarbonization technologies like:
 - Renewable and synthetic fuels
 - Hydrogen fuel cell/combustion
 - Battery electric vehicles
 - Synthetic e-fuels
- Evaluating building heating & cooling technologies like:
 - Geo-exchange
 - Air source heat pumps
 - Electric resistance
- Evaluation criteria includes, but is not limited to, operating and capital expenditure, life cycle and asset age, embodied carbon, community benefits and impacts, infrastructure requirements and resilience

Update on Climate Scenario Analysis



Thank You



Appendix C – City of Toronto Presentation

Bathurst Street and Lake Shore Boulevard intersection Watermain Replacement & TTC Streetcar Track Renewal



Information

Overview

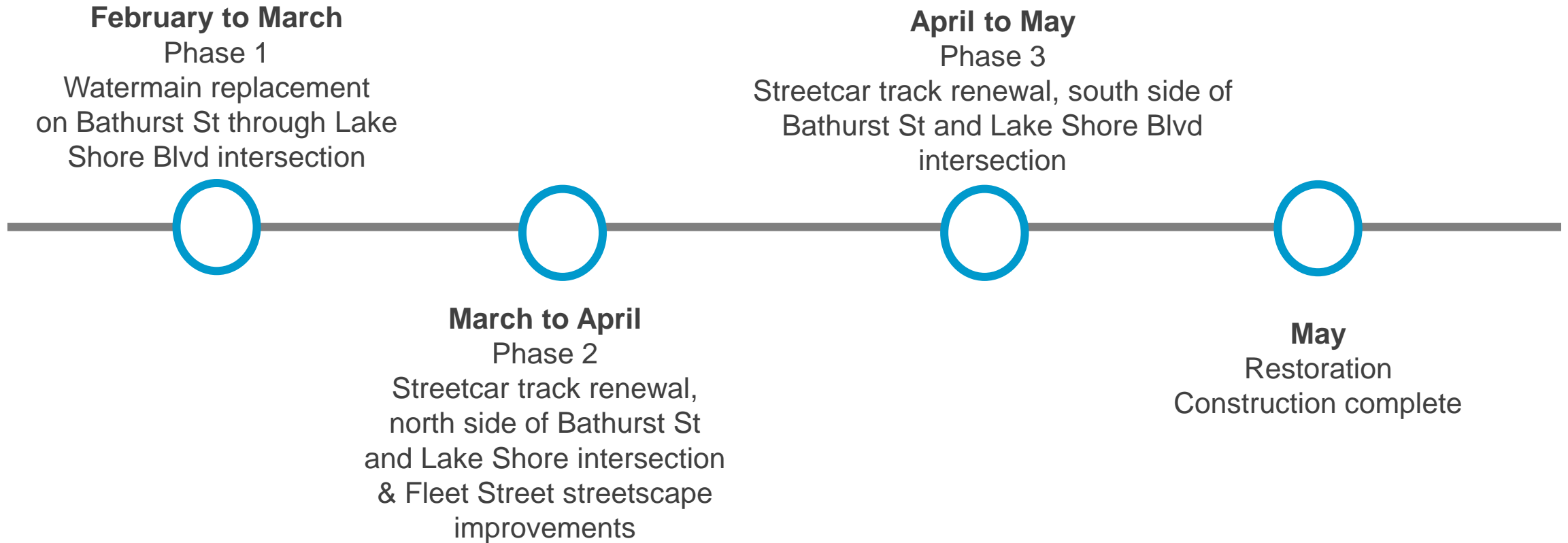
Starting in February 2024, the City of Toronto and TTC will begin construction work at the intersection of Bathurst Street and Lake Shore Boulevard. Construction is expected to take four months to complete.

The work involves:

- replacing the 105-year-old watermain
- replacing the streetcar tracks
- Streetscape improvements on Fleet Street

The proposed phasing of work has been developed to avoid full closure of the intersection, to keep traffic moving along Bathurst Street and Lake Shore Boulevard.

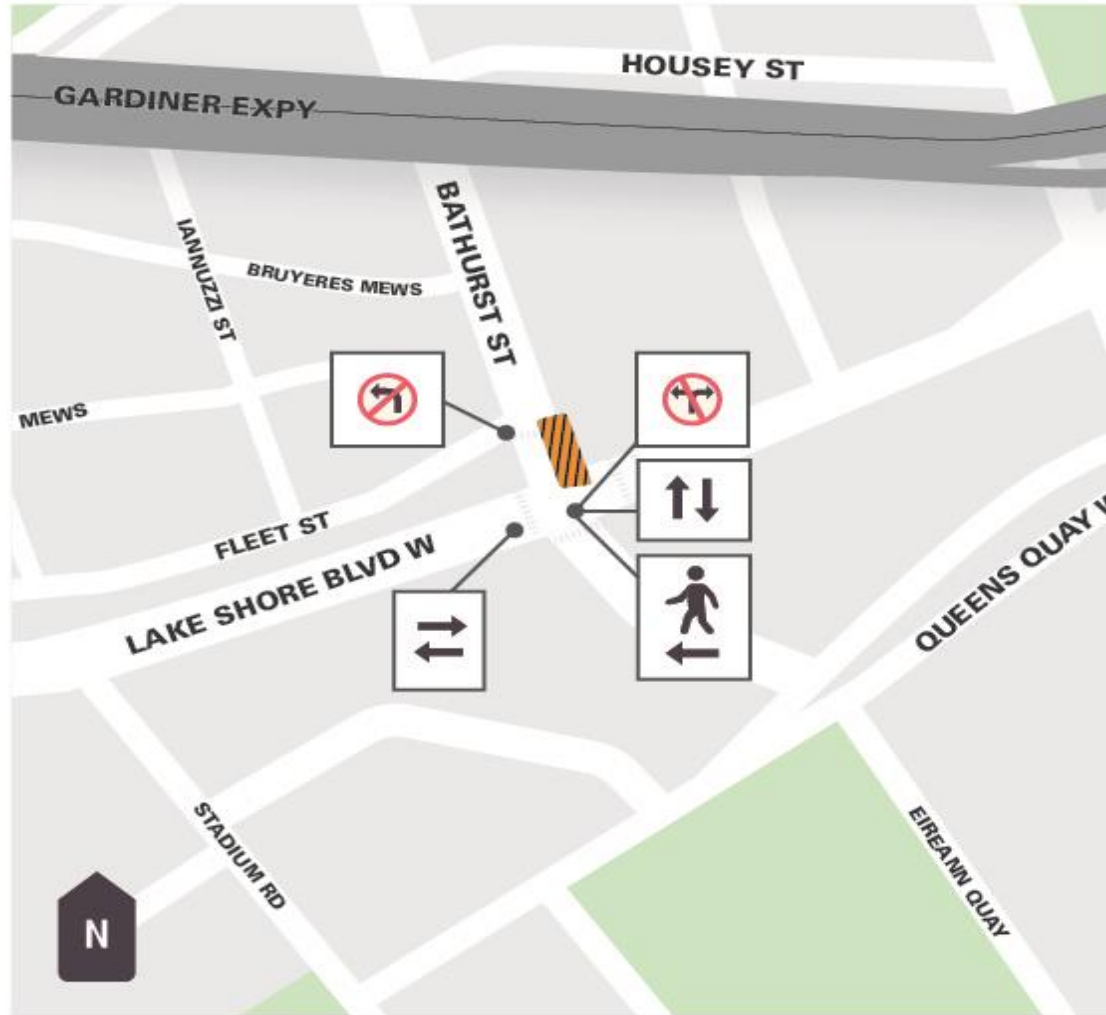
Project Timeline



* Schedule is subject to weather conditions

Phase 1a: Watermain Work – North Side

- Start in February, 3 weeks of work, subject to weather/material
- Crews will replace watermain that runs north-south along Bathurst Street, through the intersection
- At a minimum, one travel lane maintained in each direction
- No turning movements at the intersection of Bathurst Street and Lake Shore Boulevard
- Eastbound left-turn restriction on Fleet St at Bathurst Street
- Temporary closures of sidewalks may be required.



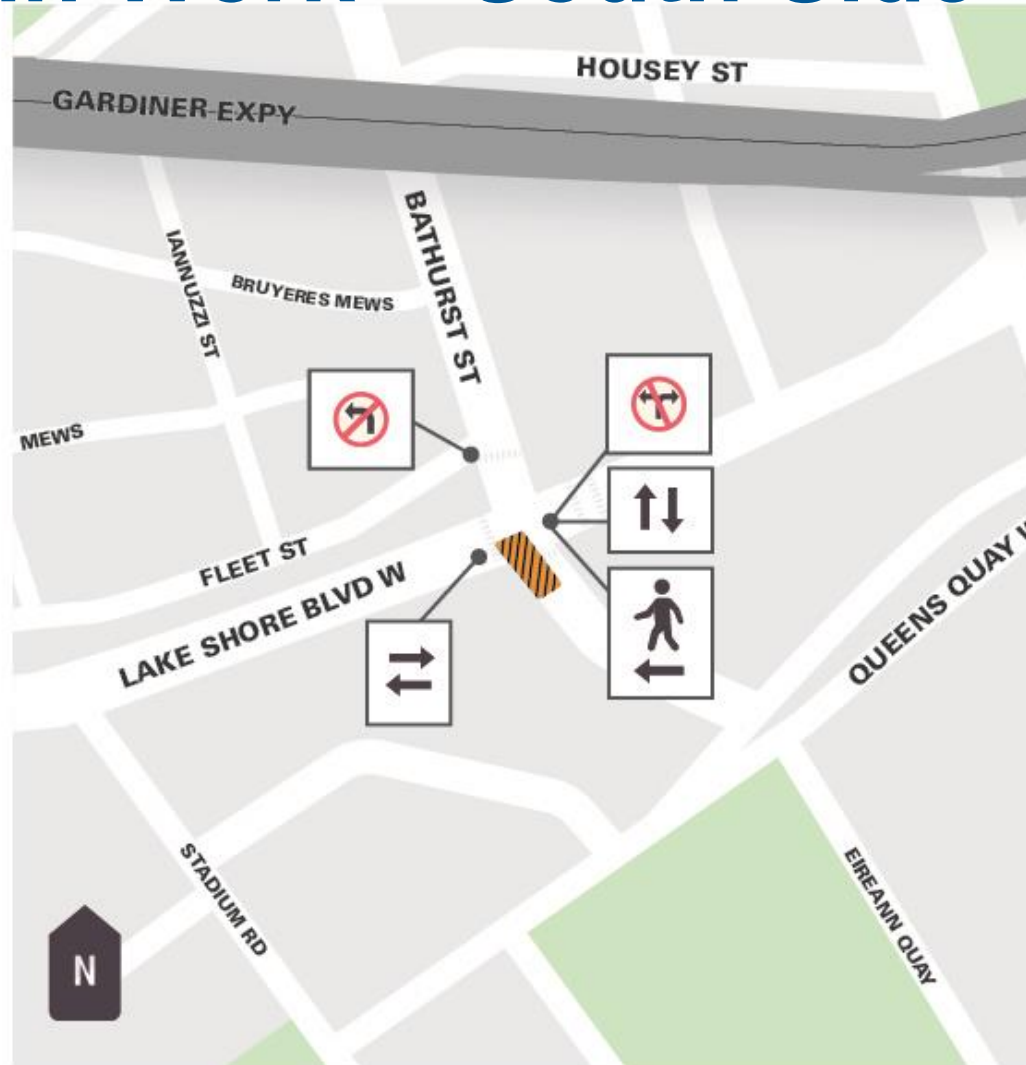
Phase 1A

-  Work Area
-  Left Turn Restriction
-  No Turning
-  One Lane Each Direction North / South
-  One Lane Each Direction East / West
-  Pedestrian Detours

Pedestrian detours and signage will be in place. Access to businesses and properties will be maintained.

Phase 1b: Watermain Work – South Side

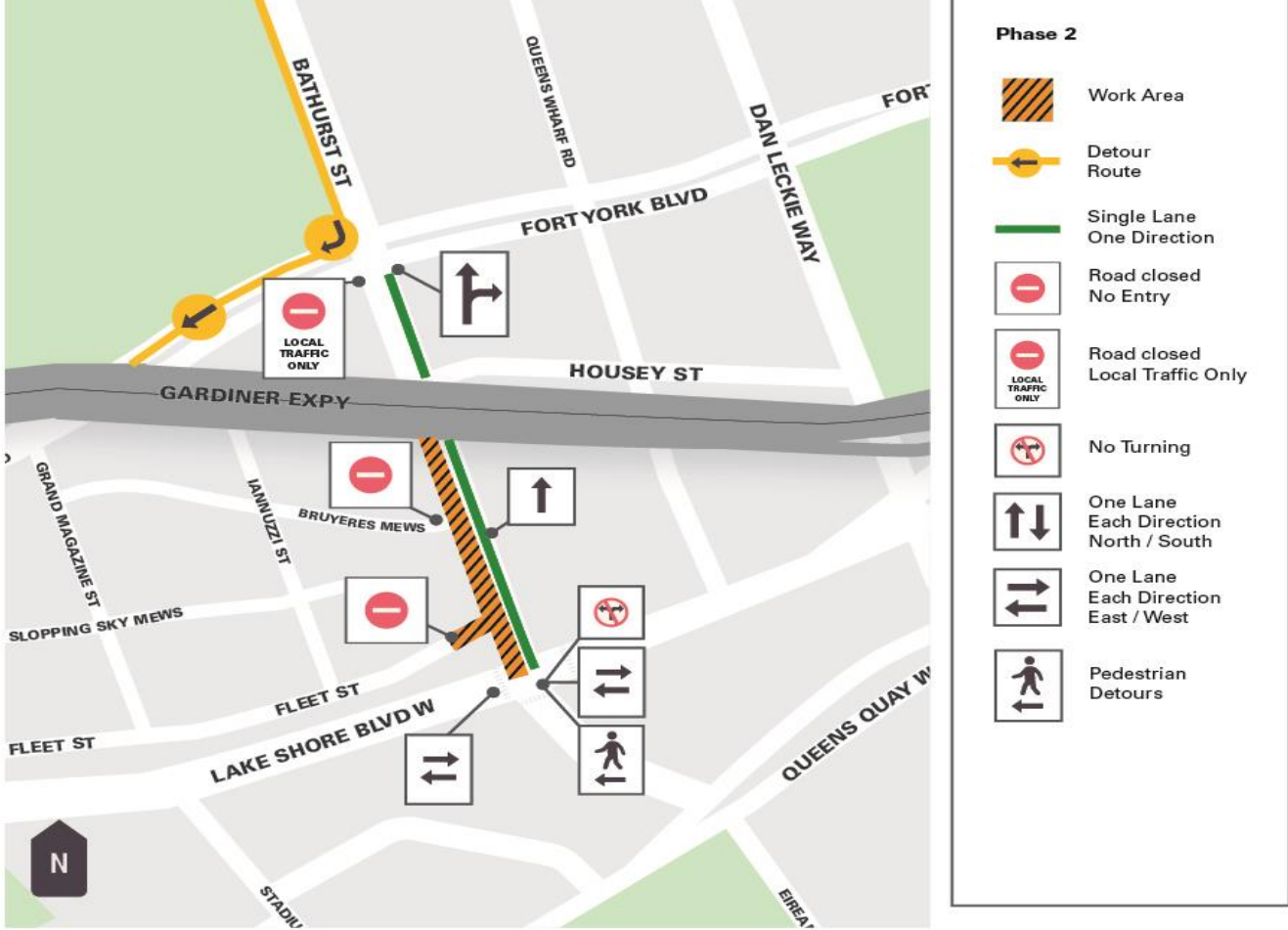
- 1 week of work, subject to weather/material
- Crews will replace the other section of watermain that runs through intersection
- At a minimum, one travel lane maintained in each direction
- No turning movements at the intersection of Bathurst Street and Lake Shore Boulevard
- Eastbound left-turn restriction on Fleet St at Bathurst St.
- Temporary closures of sidewalks may be required. Pedestrian detours and signage will be in place. Access to businesses and properties will be maintained.



Phase 1B

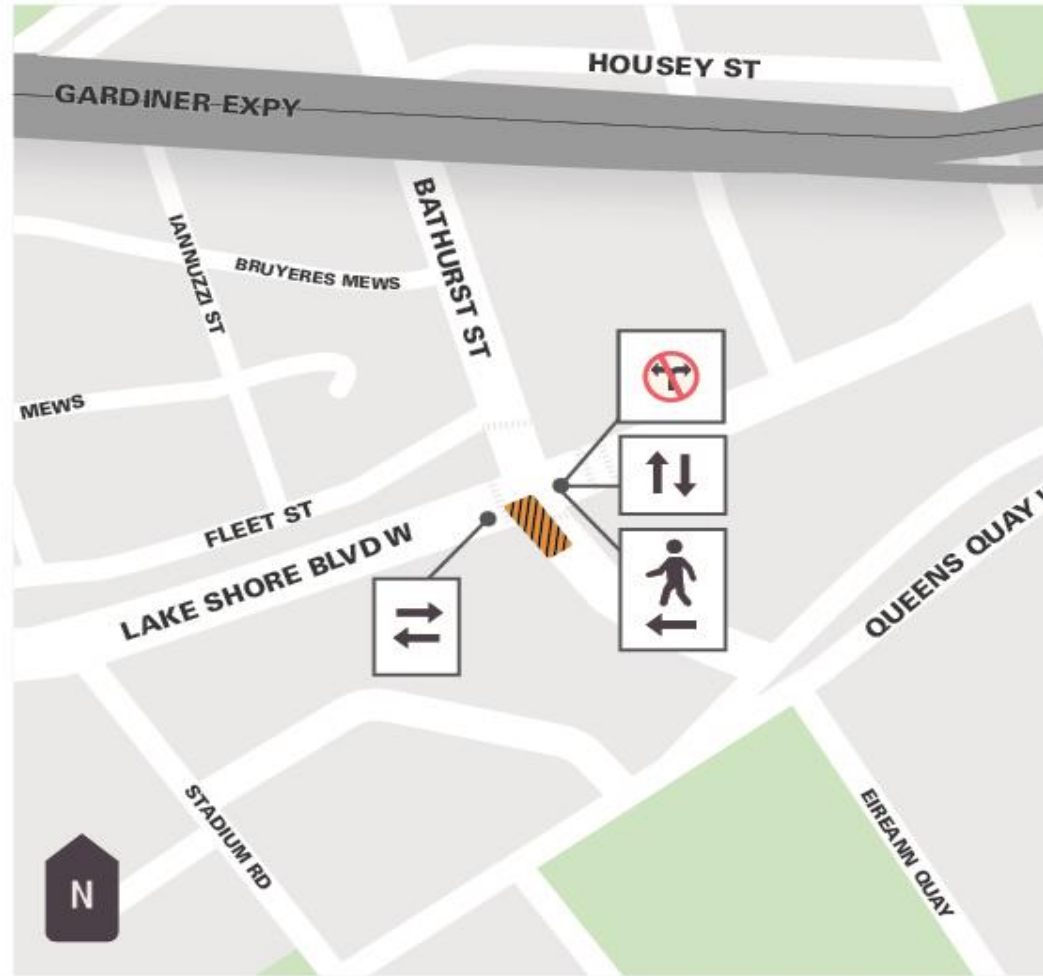
-  Work Area
-  Left Turn Restriction
-  No Turning
-  One Lane Each Direction North / South
-  One Lane Each Direction East / West
-  Pedestrian Detours

Phase 2: Track Replacement – North Side

- March to April 2025
 - Crews will replace the streetcar tracks that runs north along Bathurst St and through the north side of the intersection.
 - Crews will complete streetscape improvements on Fleet St
 - No south bound travel on Bathurst Street. One northbound travel lane will be maintained.
 - No turning movements at the intersection of Bathurst Street and Lake Shore Boulevard
 - Eastbound left-turn restriction on Fleet Street at Bathurst Street
- 
- The map illustrates the project area around the intersection of Bathurst St and Lake Shore Blvd W. Key features include:
 - Work Area:** Indicated by orange hatched rectangles along Bathurst St and near the intersection.
 - Detour Route:** Shown as a yellow line with arrows, diverting traffic from Bathurst St onto Fort York Blvd and then onto Fleet St.
 - Single Lane One Direction:** Represented by a green line with arrows, showing one-way traffic on Bathurst St.
 - Road Closures:** Various signs indicate closures: 'Road closed No Entry' (red circle with a horizontal bar), 'Road closed Local Traffic Only' (red circle with a horizontal bar and 'LOCAL TRAFFIC ONLY' text), and 'No Turning' (red circle with a crossed-out arrow).
 - Lane Configurations:** Signs show 'One Lane Each Direction North / South' (up and down arrows) and 'One Lane Each Direction East / West' (left and right arrows).
 - Pedestrian Detours:** Indicated by a sign with a walking figure and arrows.
 - Streets:** Labeled streets include Bathurst St, Fort York Blvd, Housey St, Gardiner Expy, Fleet St, Lake Shore Blvd W, and Queens Quay W.
 - Other Labels:** 'LOCAL TRAFFIC ONLY' signs, 'BRUYERES MEWS', 'SLOPPING SKY MEWS', 'GRAND MAGAZINE ST', 'JANUZZI ST', 'STADU', and 'EIRIA' are also visible.
- Temporary closures of sidewalks may be required. Pedestrian detours and signage will be in place. Access to businesses and properties will be maintained.

Phase 3: Track Replacement – South Side

- April to May 2025
- Crews will replace the streetcar tracks that run south along Bathurst Street and through the south side of the intersection.
- At a minimum, one travel lane will be maintained in each direction.
- No turning movements at the intersection of Bathurst Street and Lake Shore Boulevard
- Temporary closures of sidewalks may be required. Pedestrian detours and signage will be in place. Access to businesses and properties will be maintained.



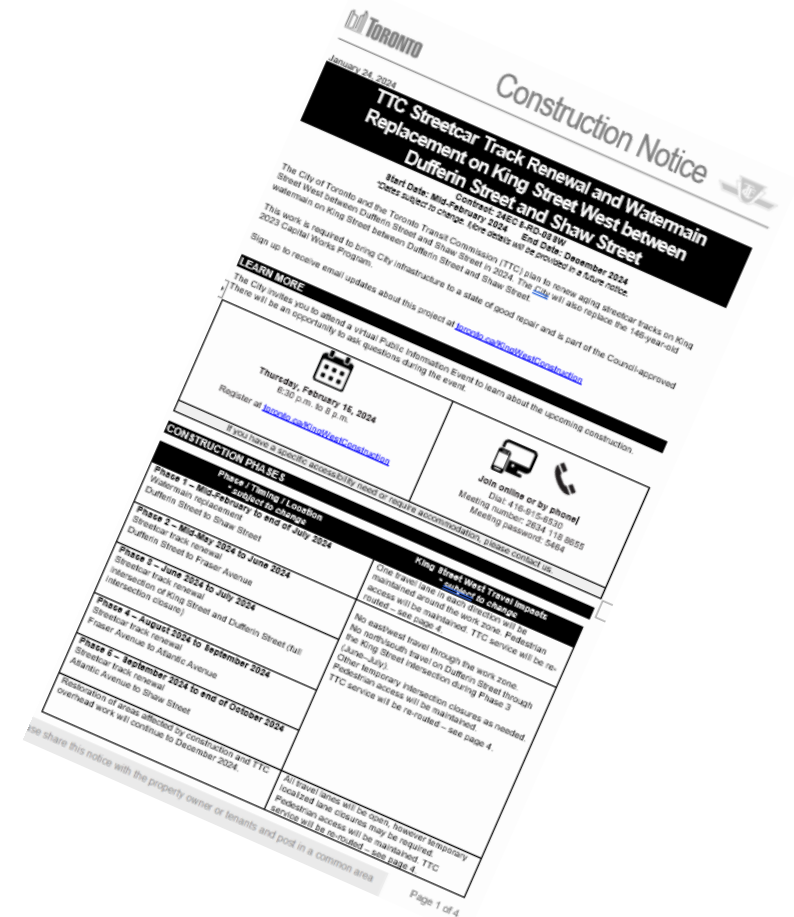
Phase 3

	Work Area
	Left Turn Restriction
	No Turning
	One Lane Each Direction North / South
	One Lane Each Direction East / West
	Pedestrian Detours

Keeping You Informed

Throughout the construction, the City and TTC will:

- Issue Pre Construction and Construction Notices
- Send regular email project updates
- Regularly update the City and TTC project webpages



Contact



If you have any questions regarding construction, please contact:

Mark De Miglio – City of Toronto

Senior Coordinator, Public Consultation Unit

Telephone: 416-395-7178

Email: BathurstLakeShore@toronto.ca

toronto.ca/BathurstLakeShore

If you have any questions regarding TTC Service, please contact:

Michael Vieira – TTC

Senior Community Liaison

Telephone: 437-551-4609

Email: BathurstLakeShore@ttc.ca

ttc.ca/BathurstLakeShore