



**Bathurst Quay Neighbourhood Association Meeting  
Wednesday, January 12, 2021  
7:00 - 9:00 p.m. on Zoom**

**Next meeting is Wednesday, February 9, 2022**

**Present:** Bev Thorpe, Joan Prowse, Lesley Monette, Karen Langill, Max Moore, Ingrid van der Zande, Javon Samuel, Diane Jameson, Angelo Bertolas, Debbie Black, Alison @Ryerson, Karen Langill, Alison @Windward Coop; Hal Beck, Ausma Malik, Hardeep Bubbra, Max Moore, Brian Iler, Farah Mohammed, Zaina Alhillou, Briget North, Debbie Black,

**Guests:** Deijaumar Clarke (MP Kevin Vuong office), , Bushra Mir (Council Cressy's office), MPP Chris Glover (for part of meeting), Gene Cabral, Ports Toronto; Jennifer Quinn, Nieuport; Bryan Bowen, City of Toronto. Regrets from MPP Chris Glover.

1. Approval of Agenda & Minutes from December 15.

- Agenda approved by Jacqueline, Seconded by Bev
- Minutes approved by Lesley, Seconded by Ingrid

2. Air Quality public meeting planning & promotion

A public meeting will be held **27 Jan @ 7 – 8.30 pm**. Registration is being handled by U of Toronto. See [bqna.ca](http://bqna.ca) for registration link.

**ACTION:**

- Joan shared a draft poster for comment. Once poster is finalized Joan will send out. All --please distribute widely in your building, on both BQNA and YQNA website and social media.
- Lesley will send poster to FOSTRA

3. Jennifer Quinn, Nieuport Aviation presentation

Jennifer Quinn presented highlights of the study QUANTIFYING THE ECONOMIC IMPACT OF A MANAGED GROWTH STRATEGY AND US PRE-CLEARANCE FACILITY AT BILLY BISHOP TORONTO CITY AIRPORT – The link to the full report is on the Nieuport.com Media Section at: [nieuport.com/news/independent-analysis-highlights](http://nieuport.com/news/independent-analysis-highlights)

The economic feasibility study is based on assumption that slots will increase from 202 to 246 – as cited in the 2018 Master Plan, and that US pre-clearance will be achieved. Report was done by York Aviation Consultancy.

Open Q&A followed this presentation.

Q: where does investment for the terminal come from?

A – Nieuport finances this.

Q: Need to take into account environmental aspects as well as economic impacts. Was this done? And was the local community polled for reactions to expanded flight slots?:

A: Nieuport undertook polling in November 2021 in 12 different ridings to get public input. This report is not yet public. But over 1200 respondents gave broad support to the airport.

Q: Will all the questions asked in the survey be included in the survey report?

A: Nieuport will consider this

Q: What if no pre-clearance happens?

A: Ports Toronto is working with US Homeland Security with the goal of 18-24 months completion.

Q: Has Ports Toronto and Nieuport seen Professor Borin's report? (see

<http://www.sandfordborins.com/2022/01/03/the-last-thing-toronto-needs-now/>

A: Yes, we did see the critique of the study but we believe the demand is there both for business and for travelers.

Q: Was the impact of the climate crisis taken into account? Both the sustainability reports of Ports Toronto and BBTCA did not take into account carbon emissions from actual flights- only the ground operations.

A: We need to create more sustainable fuels in the near term. And this is what is being worked on, such as hydrogen fuel and electric aircraft

Q: But these are far off and not operational now. Whereas growth strategy is for immediate implementation. At least could BBTCA see full flights before flying? Even if this means rescheduling flights? Also has Nieuport done a noise assessment of current and future expected noise increases

A: This is a Ports Toronto scope of responsibility. Note: The noise study/impacts will be the focus of the Slots Public Meeting on January 13, 2022.

#### 4. Kevin Vuong, MP update.

Met with Ports Toronto, Nieuport, and soon with AC and Porter. He read the critique from Prof Borin. Recognizes that the airport is a priority to resolve prior to 2033 – end of Tripartite Agreement. Seabins maintenance continues to collect waste from the harbour. Did community safety walk with 14 Division. Please reach out to his office.

#### 5. Bryan Bowen update.

Groundbreaking for new Corleck building and silo restoration successful on Nov 2 2021. See video at [https://youtu.be/of\\_KgbbuFtc](https://youtu.be/of_KgbbuFtc)

Currently adding power to silos and public lands; scaffolding for rooftop and concrete reports; Spring 2022 will conduct demolition between the N and S silos to make a pedestrian walkthrough, over 10,000 litres of contaminated water in the silos will be pumped and treated in the Spring. City continues to hear from interested parties re silo design and use. Note the rehabilitation of the silos is a 2.5 year project costing \$9m. But to demolish the silos would cost much more – and they are heritage status.

Corleck art centre will start interior rebuilding (little noise impact) with external design scheduled for this Spring. Public art mural at Waterfront Neighbourhood Centre now in outreach stage and more detailed presentation will be done beginning of summer 2022.

#### 6. Treasurer update

See email from Ingrid. She will be sending invoices out in January.

**ACTION:**

Bev and Ingrid will update 'What is the BQNA' value add summary to accompany the invoices.

#### 7. Committee updates

- Canderel Building proposal. Bushra gave an update. The developers have resubmitted their application – see City website at <http://app.toronto.ca/AIC/index.do> Type in 545 Lake Shore Blvd – see new architectural drawings submitted December 31, 2021. Bushra confirmed that a new traffic study was done. Bushra will email Hardeep with more details.
- Toronto Island Visioning done in 2001. Lesley contacted Tom Bessai and Maria Denegri to present their 2001 architectural plans for the Toronto Island area currently covered by the airport. Tom and Maria will present their plans at the next BQNA meeting on Feb 9<sup>th</sup>.
- Noise Committee. Many issues will be clarified at the upcoming slots meeting this week. Focus will be on inadequacy of Transport Canada modeling for airport expansion that does not take into consideration the impact of an airport on the lake and near to residential buildings. Noise modeling is wrong and needs revising. Also actual data for our community is missing/inaccurate. Hal Beck is asking for a meeting with Transport Canada noise engineers. Noted that the final Master Plan did include recommendation for 44 more slots; and 2018 public meetings did not include noise capacity studies to justify expansion of slots. Recommendation in 2013 to assess health implications before slot increase was not done. Much of the process has not been followed.

**ACTION.**

Diane, Max and Hal will summarize all these issues and send to Bev for her to summarize into a 2-4 page document for public use and understanding. Bev will circulate draft before next BQNA meeting.

**Next BQNA meeting date - Feb 9, 2022.**