

## councilmeeting

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**From:** Bev Thorpe <bevcpro@gmail.com>  
**Sent:** October 7, 2024 12:48 PM  
**To:** councilmeeting  
**Subject:** [External Sender] My comments for 2024.EX17.5 on October 9, 2024 City Council

**Categories:** Marjo, Communication (Supp)

To the City Clerk:

Please add my comments to the agenda for the October 9, 2024 City Council meeting on item 2024.EX17.5, Billy Bishop Toronto City Airport - Runway End Safety Areas

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:



Dear Councillors

We have 2 issues that need your urgent attention prior to the October 9th vote in Council on RESA

**1. It has been brought to our attention that Ports Toronto is misrepresenting the outcome of the Community Liaison Committee (CLC) meeting held September 18th. At no point did members of the CLC express support for RESA Option 2 or 3 --the most expensive and time consuming options.**

At this meeting, community members asked questions about the actual costs of each of the options and the extent of noise disturbance to the community. In fact, many community members did not support ANY of the options presented. Therefore claims by Ports Toronto that the community favours either Option 2 or 3 are patently untrue.

**2. Ports Toronto is misrepresenting the results of the University of Toronto Air Quality Study**

During the meeting, the CLC representative for the BQNA asked Ports Toronto why their 2023 Environmental, Social and Governance (ESG) report contradicts the results of the 3 year University of Toronto Air Quality study. The University of Toronto Transportation and Air Quality Research Group concluded that **"Airport activities are the primary source of ultrafine particle pollution in the neighbourhood."** Yet Ports Toronto states --with no references or data-- that 'the study found that flight activities at Billy Bishop Toronto City Airport have a much smaller impact on ultrafine particle (UFP) emissions in residential areas at Bathurst Quay.' The airport's ESG report even fails to mention the involvement of the BQNA, who initiated the NSERC funded study (and invited Ports Toronto to join), and the University of Toronto, who conducted direct measurement of the air pollutants in our neighbourhood.

We can only conclude that Ports Toronto rejects the scientific conclusions that have been peer reviewed and published internationally. We asked Ports Toronto to provide the data or references to substantiate their claims by the next CLC meeting on November 27. See [Ports Toronto Downplays University of Toronto Air Quality Study](#) [BLOCKEDbqna\[.\]ca/post/ports-toronto-downplays-university-of-toronto-air-quality-studyBLOCKED](#)

But in the meantime, the ESG report will be widely publicized leaving many city councillors with the impression that our community is perfectly safe from the air emissions generated from the island airport. It would be far better for councillors to hear what Dr Marianne Hatzopoulou, Head of the Transportation and Air Quality research group, says about the airports' impact on our air quality. Watch this 15-minute recap of the study's key findings. <https://youtu.be/HJeGUW860I4>

We hope you take our concerns and clarifications seriously prior to your vote on October 9th.

Yours sincerely,

Beverley Thorpe, Secretary of the BQNA and CLC representative  
Joan Prowse, Chair of the BQNA and CLC representative