

July 12, 2026

The Bathurst Quay Neighbourhood Association supports Agenda item 2026.HL34.5 that

1. City Council request the Board of Health to request the Medical Officer of Health to:
 - a. collect all available data from studies related to the potential health impacts of transportation emissions, including ultrafine particles, and noise, including the presence, expansion, and introducing jets in close proximity to residential communities, in the context of Billy Bishop Airport, specifically, Pearson International Airport, and in other jurisdictions internationally; and
 - b. work with Health Canada to conduct a comprehensive study of the potential health impacts of jets in proximity to Billy Bishop Airport including an assessment of the related costs and burdens to our public healthcare system, and a comparison to Pearson International Airport.
2. City Council request the Government of Canada to update air pollution regulations to include safety standards for ultrafine particles (UFPs) that reflect the most precautionary exposure limits to protect human health and actions to greatly reduce the sources of ultrafine particles.

We do this for the following reasons.

- 1. We know our community is continuously impacted by current island airport operations which measurements show is the primary source of Ultra Fine Particle pollution in this neighbourhood.**

[The BQNA was a partner in the University of Toronto Air Pollution monitoring](#) study. After three years of air quality measurements conducted by the [University of Toronto research team](#), the Bathurst Quay Neighbourhood (BQN) learned in 2024 that emissions from the nearby island airport are increasing air pollution in our community. The BQN is home to tens of thousands of people and is in the second most dense riding in the city of Toronto. This new data revealed that **concentrations of airborne ultrafine particles (UFP) are higher across the BQN than they would be in the absence of the airport. More importantly the monitoring included emissions from the Gardener expressway and found that the airport was still the primary source of UFPs.** This updated finding is important because the oft-cited 2013 Golder Study assumed high levels of some air pollutants were caused by vehicle traffic along the city's highways. However, this study did not include any actual direct measurement of pollutant concentrations and did not model the emissions of UFP, the air pollutant that is now known to have higher concentrations around many airports. At that time, the Medical Officer of Health's response to the Golder Report concluded that 'the long-term presence of the airport on the City's Central Waterfront has a more

important impact on health than the proposed incremental changes to the airport's operation' and that 'optimal protection and enhancement of the health of Central Waterfront residents calls for a reduction of current airport impacts. This peer reviewed new data underscores why the November 25, 2013 Report from the Medical Officer of Health, "Health Impacts Associated with Billy Bishop Toronto City Airport Expansion", should now be updated.

2. The Medical Officer of Health must ensure a robust and transparent study with internationally recognized experts.

We ask the Board of Health to ensure that experts such as Dr Scott A. Weichenthal, Dr Marianne Hatzopoulou, Dr Greg Evens, and their respected peers work with the Medical Officer of Health to bring current information on the health impacts of PM2.5 fine particulate matter and ultrafine particles (UFPs), including information from the World Health Organization.

[The BQNA emphasizes this because of our past experience with this issue](#). The Toronto Port Authority has never acknowledged the outcome of the University of Toronto study and have promoted their consultant's non peer reviewed statements that the airport does not substantially contribute to UFP and even that the air in the surrounding community is in fact substantially cleaner. [Representatives of the BQNA challenged the information in their 2023 ESG report](#) and at a subsequent Community Liaison Committee meeting, we asked them to issue a retraction -- or to at least to transparently substantiate their claims.

However, in the revised version of Billy Bishop Toronto City Airport ESG Report 2023, Ports Toronto did not retract their statement nor did they reference the results of the U of T peer reviewed study. Instead Ports Toronto justified their statements in a footnote referencing their consultant's assessment. In the meantime, we can assume that lobbyist's briefings would not have referenced the NSERC's University of Toronto study outcomes to city councilors and elected officials. That is why 3 years ago we called on the city of Toronto to publish the U of T study on their website and take these results seriously into all future planning of our waterfront. We also called on Toronto Public Health to acknowledge the amount of UFPs being emitted into our air and make public the data on chronic diseases and mortality in our community. And [we also launched Canada's first petition to regulate Ultrafine Particles](#).

3. The Board of Health has enough information to act now and conduct this study.

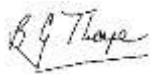
Since the announcement in March this year that jets would be brought into BBTCA, we have often heard from elected representatives that no action can be taken because the Toronto Port Authority has not released their plans or details on types of aircraft. This is a misperception at best and an excuse at worse.

Dr Marianne Hatzopoulou and the U of T research team have stated unequivocally that any increase in aircraft traffic will increase UFP exposure. We also know that research on UFP health impacts have been done for major international airports and nearby communities. Experts such as Dr Scott A. Weichenthal at McGill University were recently featured in a [compelling feature on CBC's The National "Ultrafine particles are everywhere. Should you be worried?"](#)

Respiratory diseases, and cancers are prevalent in our community. An increase in emissions from the airport will acerbate this – not just in the BQN but in the city's waterfront and other communities.

Modeling using indicative growth scenarios were used in the City Planning May 28, 2026 report to the Planning and Housing Committee and also in the Toronto Port Authority's 2017 Environmental Assessment. Qualified epidemiologists and scientists can indeed conduct a robust and comprehensive study of the potential health impacts of jets in proximity to Billy Bishop Airport including an assessment of the related costs and burdens to our public healthcare system, and a comparison to Pearson International Airport.

Your sincerely

A handwritten signature in cursive script, appearing to read "B. Thorpe", with a horizontal line underneath.

Beverley Thorpe
Chair, BQNA