



Norm Di Pasquale, Chair NoJetsTO

**Re: EX17.5 - Billy Bishop Toronto City Airport - Runway End Safety Areas**

Hello members of executive council, my name is Norm Di Pasquale, among other things, I am chair of NoJetsTO. Our group has always strove to ensure that our waterfront maintains the balance that makes all the varied uses of the waterfront work, and that no one use dominates the waterfront, where much of the future of our city will unfold.

We came to this discussion concerned that the RESA discussion was being used to accelerate decision making with respect to the airport's future. There is no way we should rush a decision that will have generational impact on our city and our waterfront. The airport and our waterfront's 50-year horizon are not something we can decide with one consultation.

I would like to commend city staff for such a thorough and thoughtful report, that recognizes the magnitude of the decision being made when we talk about our waterfront and the island airport over a 40 or 50 year horizon. Torontonians deserve a robust consultation that covers our vision for the waterfront, and that covers many of the issues that drive the island airport agreement. From consulting on the airport's master plan, the RESA environmental assessment, to how we manage growth to ensure the airport doesn't dominate, to how noise is monitored and managed, pollution, traffic, and how the local community sees itself in the context of the airport are all weighty items to discuss, and I'm so glad the city is calling to kickstart those meaningful conversations now. This is a decision that cannot be rushed, and requires the thoughtfulness and robust

consultation that the city is calling for in this report. The 250 people who attended consultation told you as much, sharing their concerns over a rushed timeline.

With respect to the RESA options, we are glad the city is encouraging Ports Toronto to focus on a “No Frills” version of RESA that satisfies the safety requirement, both through words in the report and not extending the island airport agreement timeline. We shouldn’t jam too much into a safety requirement that is due soon, and some of the options look less like “No Frills” and more like the “Cadillac” options for the airport, with costs ballooning into the hundreds of millions, and safety areas that look like they could be the site for an expanded runway for jets. We need to move quickly on addressing this safety requirement, but we cannot rush the robust consultations that are needed to look towards the future of the waterfront and the island airport. Thanks again to city staff for recognizing this fact in the report. Let’s ensure Torontonians have a meaningful and robust opportunity to have their say on the island airport.

Norm Di Pasquale

Chair, NoJetsTO