

City of Toronto Public Consultation on Runway End Safety Options at the Island Airport

Summary of Feedback from Public Meeting held on September 24, 2024



Executive Summary

On Tuesday, September 24, 2024, the City of Toronto hosted an in-person public meeting at the Enercare Centre at Exhibition Place to share information and seek public feedback to inform the City's consideration of Runway End Safety Area (RESA) options at the Billy Bishop Toronto City Airport.

There were about 250 participants. Many had a long history of being engaged on Island Airport issues, while others said they were attending their first public meeting on the topic. The participants speaking during the plenary discussion, and the clapping and support expressed by many others in response to their comments, focused almost exclusively on concerns about the Island Airport and/or PortsToronto. Participants supportive of current and/or future airport operations were also participating, sharing their thoughts at small table discussions and through written feedback forms. There were also participants who said that they support the airport as it functions today, but do not want to see it expand.

Third Party Public wrote this summary based on feedback shared during the small table discussions, comments shared during the closing plenary discussion, and completed feedback forms. Similar topics and themes were identified and ordered according to the points raised most frequently.

Participants were first asked, "What do you see as the top 1-2 factors for the City of Toronto to consider when reviewing Runway End Safety Area options? Why?"

In response, participants said:

1. The process has been opaque and rushed, and there's a lack of trust in PortsToronto.
2. The complexity of the RESA decision has not been adequately considered.
3. Environmental impacts, including air, water, noise pollution, and climate impacts must be considered.
4. Cost needs to be considered.
5. Broader consideration of economic benefits and impacts is needed.
6. Safety must be considered.
7. Noise impacts must be considered.
8. Health impacts must be considered.
9. The impacts on the queer community need to be considered.
10. The viability of the Island Airport needs to be considered.
11. Waterfront revitalization is a factor to consider, particularly given that the waterfront is much different now compared to when the Tripartite Agreement was signed.
12. The construction impacts need to be considered.

Participants were also asked, “In the coming months, the City of Toronto will be engaging with PortsToronto as it updates its plans for how the island airport will operate and function in the future. What kind of issues do you think should be considered during this discussion? What is your overall vision of Toronto’s waterfront?”

In response, participants said that the City of Toronto needs to consider:

1. The current negative impact that the island airport has on the quality of life and safety of residents.
2. What could be gained by having something other than an airport in one of the most coveted, valuable areas of the city.
3. What other cities are doing with their waterfronts and their downtown airports.
4. How people access the Toronto Island, and if/how the Island Airport influences that access.
5. The convenience of the island airport for travellers.
6. Environmental concerns associated with island airport operations.
7. Indigenous perspectives.
8. The viability and need for the island airport.
9. The cumulative impacts of construction.

Visions for the waterfront and airport lands shared by participants included:

- A waterfront / island with an iconic public park and green space.
- A more accessible, connected island park.
- A safe, peaceful, environmentally friendly “oasis” free of noise, air pollution, and congestion that supports people’s mental and physical health, and that offers many recreational opportunities.
- An inclusive environment where diverse communities thrive, especially Hanlan’s Point Beach, an important and safe space for queer communities.
- A waterfront with arts and cultural spaces, such as an opera house, Indigenous welcome centre, art exhibition space, restaurants, and more.
- A waterfront and island with more housing, to help address the City’s housing crisis.
- A waterfront and island with no airport.
- A waterfront and island shaped by the voices of Indigenous communities.

In terms of next steps, City of Toronto staff will submit a report on Runway End Safety Areas to the City’s Executive Committee (October 1, 2024) and City Council (October 9-11, 2024).

Meeting Purpose, Structure, and Overview of who Participated

On Tuesday, September 24, 2024, the City of Toronto hosted an in-person public meeting at the Enercare Centre at Exhibition Place to share information and seek public feedback to inform the City's consideration of Runway End Safety Area options at the Billy Bishop Toronto City Airport. There were about 250 participants, including (but not limited to) residents from downtown, Toronto Island, and waterfront communities (York Quay Neighbourhood Association, Bathurst Quay Neighbourhood Association, Waterfront For All, Parks Not Planes, No Jets TO, East Waterfront Community Association, Broad Reach Canada, condo and co-op residents); people self-identifying as part of Toronto's queer communities and users of Hanlan's Point Beach; people from across the city with broader interests (including Etobicoke and Scarborough); business owners; as well as employees working at the airport and with airlines.

Many participants had a long history of being engaged on Island Airport issues, while others said they were attending their first public meeting on the topic. The participants speaking during the plenary discussion, and the clapping and support expressed by many others in response to their comments, focused almost exclusively on concerns about the Island Airport (and the current negative impacts they experience as neighbouring residents) and/or PortsToronto. Participants supportive of current and/or future airport operations were also participating, sharing their thoughts at small table discussions and through written feedback forms. There were also participants who said that they support the airport as it functions today, but do not want to see it expand.

The meeting included opening remarks from Deputy Mayor Ausma Malik and greetings from Transport Canada and PortsToronto. David Stonehouse from the City's Waterfront Secretariat then delivered an overview briefing. Representatives from Mayor Olivia Chow's office and MPP Chris Glover's office were also in the room. Third Party Public, an independent engagement team, facilitated and reported on the meeting.

Feedback was shared by participants through about 20 concurrent small table discussions, each facilitated by members of the Third Party Public team. The meeting wrapped up with brief reports from each facilitator and a closing plenary discussion. This feedback summary reflects perspectives shared at small tables, in the plenary discussion, and in writing through a feedback form available at the meeting. Third Party Public wrote this summary using the following methodology:

- Each Third Party Public facilitator summarized participant feedback and questions from their small table discussion. The small table summaries were then combined and analyzed to identify similar topics and themes in feedback across different tables.
- The topics and themes were then ordered according to which ones were raised most frequently across all table discussions. This feedback was summarized and cross-checked against notes taken in the plenary discussion and completed feedback forms.

In many cases the feedback was very consistent. Where there were differences in the perspectives shared, they are documented. See Attachment 1 for the Meeting Agenda and Attachment 2 for the discussion guide.

What do you see as the top 1-2 factors for the City of Toronto to consider when reviewing Runway End Safety Area options? Why?

- 1. The process has been opaque and rushed and there's a lack of trust in PortsToronto.** Many expressed deep concerns that the notice for the public meeting was very short, crucial information is not yet available (e.g., independent, unbiased environmental study results), and that the City is being pressured by PortsToronto to make a rushed decision. It is not clear why the City is not reviewing a shorter runway option or if/why the emergency engineered “arresting” system has been dismissed. There's concern that PortsToronto cannot be fully trusted and is hastening the process on purpose to create confusion. There's concern there isn't enough time to understand the complexity of the issues surrounding the RESA decision. There is a strong interest in a democratic, transparent public process that is responsive to residents' priorities.
- 2. The complexity of the RESA decision has not been adequately considered.** Many expressed concern that a decision about the Runway End Safety Area has implications in both the short and long term that go well beyond safety and influence the future of Toronto. There is fear about the City taking a position on a Runway End Safety Area option that facilitates the longevity of the airport beyond the 2033 deadline in the Tripartite Agreement; growing the future capacity of the Island Airport; and the future introduction of jet aircraft – referring to RESA as a “Trojan Horse”.
- 3. Environmental impacts, including air, water, noise pollution, and climate impacts must be considered.** This includes concern about pollution from planes, impacts of lakefill on ecosystems, impacts on water flow, marine life, birds, fish, erosion, etc. There is concern about the airport representing an over-use of Toronto's waterfront for industrial purposes and therefore prioritizing business needs over public needs.
- 4. Cost needs to be considered.** Many participants said that the lowest cost, minimally invasive RESA option would be preferred and to avoid “over-investment”. There was concern that a high-cost RESA option would mean that PortsToronto would be unlikely to shut the airport down at in 2033, the current expiry date of the Tripartite Agreement. There was also concern that the financial burden for implementing RESA would fall on taxpayers and/or passengers. There were participants who said that a larger investment in RESA made sense to “not cut corners” and strike a balance between cost and safety.
- 5. Broader consideration of economic benefits and impacts is needed.** There was interest in a transparent, comprehensive analysis done by the City of Toronto regarding the overall economic value and viability of the Island Airport, and to put the airport in the context of Toronto's waterfront as the largest urban renewal project in North America. There were also participants that focused on the convenience of the Island Airport to business travellers who fly frequently and as a better option than trains or Pearson.

- 6. Safety must be considered.** Safety was raised repeatedly through a number of different lenses. Some focused on ensuring the safety of the Island Airport and supported selecting the RESA option that would be the safest. Others asked about: safety in the context of accessibility of the Island Airport to emergency services if an accident were to occur; safety concerns related to fuel storage; safety in the context of terrorism or other security risks; and safety of pedestrians and traffic in the neighbourhood around the Island Airport. There were mixed feelings about the importance of the island airport in supporting medical flights,
- 7. Noise impacts must be considered.** Many referred to existing noise impacts on the waterfront negatively impacting the quality of life of residents and said that noise was one of the most important factors the City should consider. There were questions about why the sound barrier was not included in all RESA options.
- 8. Health impacts must be considered.** Health concerns focused on the impacts of increased air traffic at the Island Airport, including impact on nearby schools and children, as well as local residents. There were questions about how previous reports and studies by various health groups and the University of Toronto were being considered.
- 9. The impacts on the queer community need to be considered.** The historical significance of the island having one of the oldest queer spaces in Canada (Hanlan's Point beach) needs to be considered along with the impact and potential harms any RESA option could have on the beach and its users. There is concern that any proposals that may increase public access to the Island would increase travel and traffic near the beach and potentially lead to more safety and harassment risks for the queer community.
- 10. The viability of the Island Airport needs to be considered.** There were questions about whether the Island Airport is needed and doubts as to whether it is economically viable or profitable – which the City needs to consider when reviewing Runway End Safety Area options. With fewer business flyers since the pandemic, the introduction of the UP Express, and the fact that Porter has moved many flights to Pearson, there were participants who thought the City should consider whether the Island Airport is necessary.
- 11. Waterfront revitalization is a key factor to consider, particularly given that the waterfront is much different now compared to when the Tripartite Agreement was signed.** There was an interest in seeing the City compare the personal, communal, economic, and environmental value of the Island Airport when compared to other uses such as parks, green space, housing, arts/culture, recreation, etc. There is interest in seeing the City consider the future of Toronto, the growing population, tourism, and attractiveness of a waterfront that is accessible to all.
- 12. The construction impacts need to be considered.** This includes how long the construction would last, how many other projects are being constructed at the same time, and a range of associated impacts of construction on people living, working, and travelling through the neighbourhood.

Detailed comments on specific Runway End Safety Area options

Specific comments on each of the RESA options shared by some participants.

Add consideration of RESA option to shorten the declared runway distance

- Interest in seeing the City consider or advocate for shortening the declared runway distance as an option to meeting the Runway End Safety Area requirement. This would mean that Q400 aircraft would not fly from the island airport after July 2027 (the deadline for implementing RESA). This would be the beginning of the winding down of the island airport by 2033. This option is low cost and addresses noise, health, and environmental concerns.

Clarify RESA option to install an Engineered Materials Arresting System (EMAS)

- There are questions and confusion about whether this is a viable option or not. More information is required.

Consider RESA 1 option to add the Minimum Landmass required

- Many participants said that this option would be least invasive, least likely to lead to increased airport activity, and represent less of a waste of investment if the lands are no longer going to be used for an airport.
- Include additional sound barrier proposed in RESA 3 (to address resident noise concerns).
- Adjust taxiway B to avoid lakefilling.

Consider RESA 2 and 3

A few supported RESA 2 and RESA 3, saying these options could balance short-term cost while allowing for long-term benefits.

Any RESA option

- Questions as to whether additional shore protection or breakwater infrastructure would be needed if implementing any RESA options.
- Several suggested all reports and assessment of the options be made public and subjected to independent review to build trust in their conclusions.
- Identify any additional options that could meet the regulatory requirement and minimize or eliminate lakefilling.
- Consider lakefilling on one side only (away from the marine exclusion zone) to limit impacts on the inner harbour.
- Answer key questions such as: What are the environmental impacts of the landfilling the lake, and do they differ between options? How will these options lead to increased or decreased noise? Who will pay for the work? Why does PortsToronto claim an Environmental Assessment is voluntary when the Official Plan requires one?

There were participants did not want to discuss the Runway End Safety Area options at all, saying the City should refuse to accept any of PortsToronto's options and instead advocate for airport operations to cease.

In the coming months, the City of Toronto will be engaging with PortsToronto as it updates its plans for how the island airport will operate and function in the future. What kind of issues do you think should be considered during this discussion? What is your overall vision of Toronto's waterfront?

Participants said that the City of Toronto needs to consider:

- 1. The current negative impact that the island airport has on the quality of life and safety of residents.** People living close to the island airport and along the waterfront said that they have been impacted by the growth in activity at the island airport over the years, including lower air quality (concerns about particulate matter and other air pollutants), odors and smell issues, noise from planes and traffic, increased traffic congestion, and other impacts. There was concern that the opening remarks from PortsToronto misrepresented the benefits of the airport.
- 2. What could be gained by having something other than an airport in one of the most coveted, valuable areas of the city.** The City should conduct a land use study that considers what is the best use of the land on which the island airport sits. This study would think about the changing landscape in Toronto, including the growing population and the construction of the UP Express link to Pearson Airport. It would also consider opportunities for greater economic, cultural, community, recreational, park, and other benefits that prioritize the use of public lands for public (rather than private) benefits.
- 3. What other cities are doing with their waterfronts and their downtown airports.** Participants referenced other cities that have removed their downtown airports and have invested in revitalizing their waterfront (e.g., Chicago). Encouraging travel by train rather than by plane was also suggested.
- 4. How people access the Toronto Island, and if/how the Island Airport influences that access.** There is interest in seeing the Toronto Island more accessible, including several concerns about crowds at the Island Ferry and the opportunity for a pedestrian link. There was concern from the 2SLGBTQIA+ community about encroachment on Hanlan's Point, an important queer space, and concern about increasing foot traffic near Hanlan's Point Beach.
- 5. The convenience of the island airport for travellers.** There were participants said that the island airport is an important access point for the city, improving mobility, keeping businesses and employees better connected, and earning money for Toronto (whereas Pearson supports the City of Mississauga). Others questioned whether business and tourism activity would be impacted if the island airport were to close and did not feel that convenience outweighed concerns about the island airport.
- 6. Environmental concerns as a result of island airport operations.** This includes concerns about air pollution and ultra fine particles, climate change, ecological damage, water quality, loss of animal habitat, impacts on migration, ecosystem destruction, etc.

- 7. Indigenous perspectives.** This includes raising awareness of Indigenous priorities, consulting Indigenous communities, and respecting the rights of Indigenous communities. The absence of any mention of Indigenous communities as part of the consultation was concerning.
- 8. The viability and need for the island airport.** There were questions about the long-term future of the island airport that participants said the City needs to consider, such as: the UP Express connecting downtown to Pearson; the need to support more sustainable modes of transportation; changes happening in the airline industry with changing business/office needs; Porter Airlines operating some flights out of Pearson; and questions about the financial viability and profitability of the island airport.
- 9. The cumulative impacts of construction.** There are many concurrent construction projects that are impacting the waterfront, and there's interest in understanding the social and environmental costs of all these projects on the waterfront.

Visions for the waterfront and airport lands shared by participants

A waterfront / island with an iconic public park and green space. Many wanted to see the airport turned into a park, saying this change could help give Toronto a signature park comparable to Central Park (New York), Hyde Park (London), Stanley Park (Vancouver), and more. This transformation would provide a tremendous quality of life improvement for residents and could become a major tourist attraction. Several said adding parkland would be important given the loss of public space at Ontario Place. Other said their vision included a park that protects and strengthens biodiversity, with the island seen as a wildlife sanctuary with revitalized habitat.

A more accessible, connected island park*. Several participants shared a vision for an island park that is more accessible, with some suggesting the existing tunnel could be used to improve access to the islands, some suggesting adding pedestrian / cyclist bridges at both ends, and some advocating for increased ferry service. A few shared different perspectives on whether there should be more parking to improve access to the park.

A safe, peaceful, environmentally-friendly “oasis” free of noise, air pollution, and congestion that supports people's mental and physical health, and that offers many recreational opportunities.

An inclusive environment where diverse communities thrive, especially Hanlan's Point Beach, an important and safe space for queer communities.

A waterfront with arts and cultural spaces, such as an opera house, Indigenous welcome centre, art exhibition space, restaurants, and more.

A waterfront and island with more housing, to help address the City's housing crisis.

A waterfront and island with no airport.

A waterfront and island shaped by the voices of Indigenous communities.

**Keeping in mind the concern that any proposals that may increase public access to the Island would increase travel and traffic near the beach and potentially lead to more safety and harassment risks for the queer community.*



Next steps

In terms of next steps, City of Toronto staff will submit a report on Runway End Safety Areas to the City's Executive Committee (October 1, 2024) and City Council (October 9-11, 2024).

Island Airport Update

Public Consultation on safety requirements at the Billy Bishop Toronto City Airport

Tuesday, September 24, 2024

7 – 9 pm



Agenda

- 7:00 PM Acknowledgements, Welcome, Agenda Review**
Elected officials
Nicole Swerhun, Third Party Public
- 7:05 Greetings from Tripartite Agreement Signatories**
Transport Canada and PortsToronto
- 7:10 Overview Briefing**
David Stonehouse, Waterfront Secretariat
- 7:30 Small group discussion**
- 1. What do you see as the top 1-2 factors for the City to consider when reviewing the Runway End Safety Area (RESA) options? Why?**

Potential factors could include: waterfront revitalization, environmental impact, timing, cost, other?
 - 2. In the coming months, the City of Toronto will be engaging with PortsToronto as it updates its plans for how the island airport will operate and function in the future. What kind of issues do you think should be considered during this discussion? What is your overall vision of Toronto's waterfront?**
- 8:00 Small group reports**
- 8:30 Closing plenary**
- 8:55 Next steps**
- 9:00 PM Adjourn**

Purpose

To share information and seek public feedback to inform the City's consideration of Runway End Safety Area options at the Billy Bishop Toronto City Centre Airport.

For more info and to fill out the online survey, checkout the City's project website by scanning this QR code.



Island Airport Update

Public Consultation on safety requirements at the Billy Bishop Toronto City Airport

New Airport Safety Regulations

There is a new federal airport safety requirement that must be met at all airports, including Toronto's island airport: the Billy Bishop Toronto City Airport (BBTCA). The requirement is called the Runway End Safety Area (RESA) regulation.

Runways already have regulated safety areas. This new regulation requires the regulated safety areas to extend even further. The intention of RESA is to reduce the severity of damage to an aircraft if it overshoots or overruns the runway.

Transport Canada (the federal agency responsible for transportation policies and programs) has identified three ways airports can meet RESA requirements:

- Prepare natural, compacted open areas (at Toronto's island airport, this requires lakefill)
- Install an engineered material designed to decelerate an aircraft
- Shorten the runway's "declared distance" (shorten the runway)



Natural, compacted open areas (like soil or grass)



Engineered Materials Arresting System

How is the City of Toronto involved?

Toronto's waterfront is transforming, and the benefits influence our city's prosperity and our quality of life. Every day, we see the revitalization principals from the City of Toronto's 2003 Central Waterfront Plan being realized. We're removing barriers and making connections, building a network of spectacular waterfront parks and public spaces, promoting a clean and green environment, and creating dynamic and diverse communities.

The island airport is part of Toronto's waterfront. What happens at the airport is of significant interest to the City of Toronto.

How is the island airport governed?

PortsToronto is the owner and operator of the island airport. The airport is governed by a Tripartite Agreement between PortsToronto, the City of Toronto, and Transport Canada. Each signatory to the Tripartite Agreement owns part of the 85 hectares on which the airport sits. The Tripartite Agreement was signed in 1983 and serves as both a lease and an operating agreement. It prohibits the signatories from any actions that would interfere with the safe use and operation of the island airport.

The Tripartite Agreement also prohibits lake filling. An amendment to the Agreement would be required to specifically allow extensions of the land at both ends of the main runway. PortsToronto has also indicated that it would like an extension to the Tripartite Agreement to provide time to generate the revenue required to pay for the changes required by RESA.

Learn more & Share Your Thoughts



Scan the QR code to learn more about the City's Public Meeting on Tuesday, September 24, 2024 and to complete the online survey

Considering RESA options from the City of Toronto's perspective

The three public actors that have signed the Tripartite Agreement — Transport Canada, PortsToronto, and the City of Toronto — each have different mandates and responsibilities.

The City of Toronto, the fourth largest city in North America, is unique among the signatories in that its responsibility and mandate is to deliver a high quality of life for residents, businesses and visitors.

There are many factors the City takes into account when it considers the RESA options, including (but not limited to):



Waterfront revitalization. Over the last 20 years, there have been multi-billion dollar public investments in the revitalization of Toronto's waterfront by the Government of Canada, the Province of Ontario, and the City of Toronto. Flood protection of the Port Lands and re-naturalization of the mouth of the Don River are fundamentally changing Toronto's waterfront and will bring thousands of more people to new homes, jobs, schools, community centres, parks, and public spaces.



Principles from the Central Waterfront Secondary Plan. These include; Removing barriers/Making connections; Building a network of spectacular waterfront Parks and public spaces; Promoting a clean and green environment; and Creating dynamic and diverse communities.



City Planning policies related to the airport. There is a Site and Area Specific Policy (SASP 194) in the City's Official Plan that states that the City of Toronto supports the continued use of the airport lands for aviation purposes in accordance with the terms of the Tripartite Agreement. The Official Plan also states that revisions to the Tripartite Agreement may be

undertaken, provided that the City is satisfied that improvements can be made without adverse impact on the surrounding residential and recreation environment.



BBTCA contribution to the city's economic competitiveness. An airport downtown facilitates business operations and the flow of goods and services. By offering direct access to major North American cities, it amplifies Toronto's profile. Travelers, whether for business or leisure, support the city's financial health and its economic development efforts by contributing to tax revenues and generating employment across various sectors.



Recent efforts related to managing growth. This includes the City's Bathurst Quay Neighbourhood Plan and projects at the airport such as the ground run-up enclosure (to address noise concerns), the taxi corral (to better manage traffic), the electric ferry and electric buses (to address pollution concerns), and the pedestrian tunnel (to reduce traffic surges).



Priorities shared through previous public consultations. Some people focus on the benefits BBTCA provides the city, including preserving good jobs close to growing residential areas, and the convenient access from the Downtown core. There are also those who express concerns about the compatibility and impacts of the airport — including traffic, noise, pollution, etc. There are people who want to see other uses for the land on which the BBTCA sits, such as parks and housing. Climate change also needs to be considered.

A closer look at RESA options

PortsToronto considered six options for complying with RESA. Two were not considered feasible because commercial air service would no longer be viable, including reducing the length of the runway and reconfiguring the runway threshold area.

The four options that PortsToronto is currently considering include:

- Engineered Materials Arresting System (EMAS)
- **RESA 1:** Minimum Landmass to meet the regulatory requirement
- **RESA 2:** Additional Taxiway
- **RESA 3:** Additional Airside Roads, Sound Barrier + Underground Utility Corridor

The table to the right highlights some of the differences between the options that involve extension of the airport landmass and lakefilling.

Differences between RESA options*

		RESA 1	RESA 2	RESA 3
		Minimum Landmass	Additional Taxiway	Additional Airside Roads, Sound Barrier, Underground Utility Corridor
West End	Lakefill volume	7,850m ²	11,800m ²	12,800m ²
	Landmass length	54m	82m	82m
	Landmass width	145m	145m	150m
East End	Lakefill volume	6,100m ²	11,300m ²	32,700m ²
	Landmass length	54m	52m	66m
	Landmass width	135m	160m	270m
Impact on Marine Exclusion Zone		None	None	None

* For more details on PortsToronto’s analysis of the options, see PortsToronto’s website www.safequiet.ca.



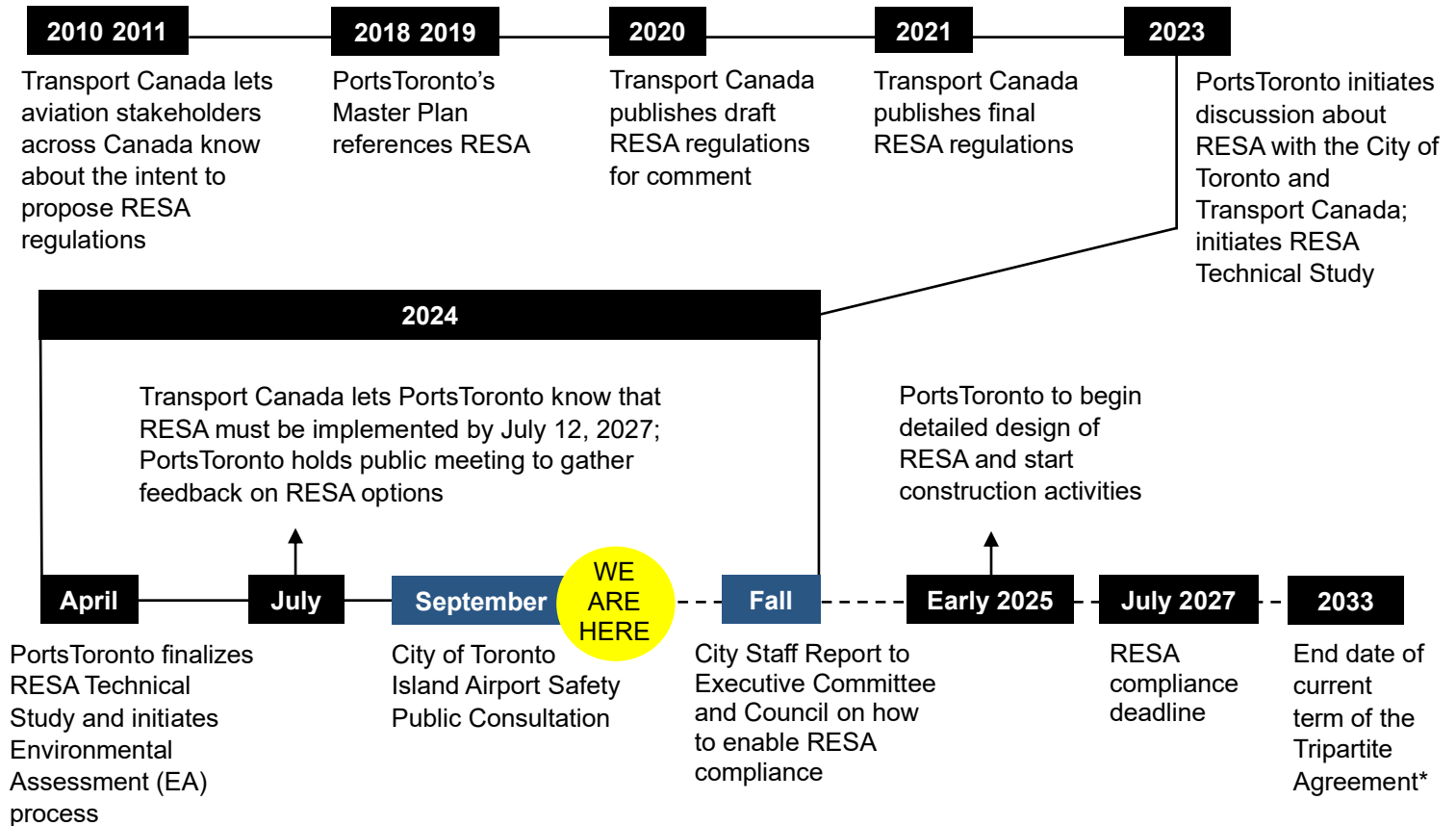
RESA 2 Additional Taxiway



RESA 3 Additional Airside Roads, Sound Barrier, Underground Utility Corridor



RESA Timeline



* The Tripartite Agreement has been amended twice since it was originally signed in 1983, once in 1985 to permit the introduction of the Q400 aircraft (which fly out of the island today) and a second time in 2003 when a fixed link to the island airport was being considered. The pedestrian tunnel construction did not require an amendment.

Questions for You

1. **What do you see as the top 1-2 factors for the City to consider when reviewing the Runway End Safety Area (RESA) options? Why?**

Potential factors could include: waterfront revitalization, environmental impact, timing, cost, other?

2. **In the coming months, the City of Toronto will be engaging with PortsToronto as it updates its plans for how the island airport will operate and function in the future. What kind of issues do you think should be considered during this discussion? What is your overall vision of Toronto's waterfront?**

Next Steps

City of Toronto staff will submit a report to the City's Executive Committee and City Council this Fall regarding RESA. Public consultation feedback will be included in the report.

PortsToronto has noted that City Council decisions that would enable RESA compliance are needed in the fourth quarter of 2024 in order to provide enough time so that construction of RESA can be complete by Transport Canada's mid-2027 deadline.



For more information, visit the project website by scanning the QR code or contact: Meg St John, Waterfront Project Manager, Waterfront Secretariat, City Planning Division, City of Toronto, Meg.StJohn@toronto.ca