

From: [Ken Jackson](#)
To: [Planning and Housing](#)
Cc: [Jay Paleja](#); [Ken Jackson](#)
Subject: [External Sender] Comments for June 11, 2026 Planning and Housing Committee – Item PH31.5
Date: June 9, 2026 1:42:47 PM

To the City Clerk:

Please add my comments to the agenda for the June 11, 2026 Planning and Housing Committee meeting on Item 2026.PH31.5, Billy Bishop Airport Proposed Expansion: Response to Council Request for Information on Housing and Transportation Impacts.

I am a long-time Toronto resident and Professor Emeritus in the Department of Computer Science at the University of Toronto. I am writing to express my concerns regarding proposals that would expand Billy Bishop Toronto City Airport to accommodate jet aircraft or otherwise increase the airport's footprint and intensity of operation.

Over the past several decades, Toronto's waterfront has undergone one of the most significant urban revitalization efforts in North America. Governments, community organizations, businesses, and residents have invested billions of dollars in transforming former industrial lands into parks, public spaces, natural areas, cultural destinations, and vibrant mixed-use communities. As a downtown Toronto resident who regularly uses and enjoys the waterfront, I believe this transformation has been one of the city's greatest achievements.

For that reason, I am concerned that airport expansion would be inconsistent with the long-term vision that has guided waterfront redevelopment for many years. The waterfront is increasingly valued as a place for people to live, walk, cycle, gather, enjoy nature, and access Lake Ontario. Major investments have been made in parks, flood protection, habitat restoration, public amenities, and new communities, including those emerging in the Port Lands.

Expanding airport operations could create additional noise, environmental impacts, transportation pressures, and demands for infrastructure that would affect both nearby residents and the millions of people who visit Toronto's waterfront each year.

I also believe it is important to preserve the protections embodied in the 1983 Tripartite Agreement, which has helped balance airport operations with broader public interests for more than four decades. Any proposal that significantly alters that balance should be approached with great caution.

At a time when governments are working to increase housing supply and improve housing affordability, public policy should prioritize housing, livable neighbourhoods, parks, public spaces, and waterfront communities rather than infrastructure changes that may constrain future waterfront development opportunities.

Toronto has only one waterfront. Decisions affecting it should be evaluated not only in terms of transportation needs but also in terms of their long-term impact on the city's public realm, environmental assets, housing objectives, and quality of life.

I respectfully urge the Committee to place the long-term interests of Toronto's waterfront, housing objectives, public spaces, and environmental assets ahead of proposals to expand airport operations.

Sincerely,

Ken Jackson
Professor Emeritus, Department of Computer Science
University of Toronto
Toronto Resident