

16 July 2026

Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Attention: Nancy Martins

Re: PH32.7 - Billy Bishop Airport Proposed Expansion: Response to Council Request for Information on Housing and Transportation Impacts

Dear Chair Perks and P&H Committee Members,

The East Waterfront Community Association (EWCA) includes the municipal area of East Bayfront and Lower Yonge Precincts, bounded by the waterfront south of Queens Quay East, on the west by Yonge Street, on the north by Lake Shore Boulevard East, and on the east by Cherry Street. This area encompasses the following existing and under-development condominium communities: Pier 27, Monde, Artscape, Aqualina, Aquavista, Aquabella, Aqualuna, Pinnacle One, Menkes Sugar Wharf, Daniels Lighthouse West and Lighthouse East, Empire Quay House, Lakeside Residences, 307 Lake Shore Boulevard East, and Quayside.

The East Waterfront Community Association writes in support of the City staff reports and to urge the Planning and Housing Committee to frame its response around the central public-interest question already raised in this file: how decision-makers must weigh the benefits and costs of jet operations at Billy Bishop Airport against Toronto's waterfront, climate, and planning goals. City staff have advised that they have not been provided with a comprehensive plan, business case, or rationale for the proposed expansion. Under those circumstances, Council must be especially careful to distinguish between impacts that are already reasonably known and claims that remain unknown, speculative, misunderstood, or publicly misrepresented.

Specific to the area around BBTCA, East Bayfront and Lower Yonge Precincts form a growing community with a range of housing tenures and affordability that has matured over the last decade. The neighbourhood includes a variety of parks and open spaces, two community recreation centres (One Yonge CRC and East Bayfront CRC), one public school in development, five current and future daycare centres, and a new library planned for Quayside. The Lower Yonge Precinct Plan and East Bayfront Precinct Plan were developed through close collaboration between the City of Toronto and Waterfront Toronto to bridge the high-level policies of the Central Waterfront Secondary Plan (CWSP) down to block-by-block zoning by-laws, establishing a vision, guiding principles and actions that provide a framework that builds on the strengths of this neighbourhood to achieve a complete community on the waterfront.

For EWCA' residents, this is not an abstract aviation policy matter. It is a waterfront planning, livability, climate, housing, mobility, and public-interest issue that directly affects existing neighbourhoods and long-planned city-building objectives along the central waterfront. Costs associated with airport expansion will be borne by waterfront communities, while benefits will be shared by the GTA. Transport Canada's own consultation confirms that the issues in play include environmental impacts, noise, housing, transportation, access, urban planning, and economic and social benefits.

The City of Toronto must use its position in the Tripartite Agreement, and its continuing planning authority and waterfront responsibilities, to influence any federal decision-making process concerning Billy Bishop Airport. The Tripartite framework remains the core instrument governing community impacts at the airport, including restrictions on runway and landmass extensions, aircraft noise, and the types of aircraft that may operate there. The City has already described the Tripartite Agreement as the mechanism used to manage airport impacts on surrounding communities.

Although Ontario enacted legislation in 2026 intended to enable the province to take Toronto's place in the Tripartite Agreement, that does not relieve the City of its obligation to assert its interests forcefully in all ongoing intergovernmental and public processes, particularly where federal decisions remain necessary. Public reporting has also noted that any decisions about airport operations and aircraft types require agreement among the Tripartite parties, underscoring that federal decision-making cannot properly ignore Toronto's waterfront and planning interests.

At a minimum, the City must ensure that the federal government is pressed to evaluate the following known issues:

- The airport proposal has implications well beyond airport operations, extending to waterfront planning, access, transportation, housing, environmental effects and Indigenous matters, all of which Transport Canada itself has identified as relevant to its consultation.
- The airport proposal engages the very protections that the Tripartite framework was designed to manage, including runway extension, landmass impacts, aircraft noise, and compatibility with adjacent communities.
- City staff have not been given the kind of complete evidentiary record that would allow an informed balancing of public benefits against public costs.
- The federal review cannot rely on assumptions, broad promises, or incomplete assertions in place of transparent evidence.

The City must also identify for federal review the major unknown or misrepresented issues that remain unresolved:

- Claims about economic growth, connectivity, and public benefit have not been matched by a full public business case available for independent review.
- Claims that governance changes can simplify the issue do not answer whether jet operations are compatible with Toronto's waterfront, planning framework, or climate objectives.
- Claims that aircraft technology or operational changes can solve the problems must not be accepted without rigorous evidence on cumulative noise, emissions, traffic, and land-use

impacts. The Tripartite framework exists precisely because operational compatibility with surrounding communities has always required enforceable limits rather than trust alone.

Accordingly, EWCA asks the Planning and Housing Committee to join EWCA in reaffirming support for the staff reports and to direct that the City actively use every available role it retains under the Tripartite framework, its waterfront planning mandate, and its intergovernmental relationships to influence the federal process.

The City must urge Transport Canada not to support any amendment or decision enabling jet operations or related expansion until a complete, public, independently testable record exists on the full waterfront, climate, planning, transportation, and community trade-offs.

This matter must not be narrowed into a simple airport-capacity discussion. In 2024, Toronto took a leadership position regarding the implementation of RESA 1. For waterfront communities such as the East Waterfront Community Association and other waterfront communities, Toronto must continue to defend long-established protections and planning objectives in the face of an incomplete and still unproven proposal.

Sincerely,



Michael Bethke
President, East Waterfront Community Association

cc. Planning and Housing Committee

Gord Perks, Chair
Frances Nunziata, Vice Chair
Josh Matlow, Councillor
Jamaal Myers, Councillor
Brad Bradford, Councillor
Vincent Crisanti, Councillor

Toronto-East York Community Council

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