



WATERFRONTToronto

20 BAY STREET, SUITE 1310
TORONTO, ON M5J 2N8
Tel: 416.214.1344
Fax: 416.214.4591
www.waterfronttoronto.ca

December 2, 2013

Toronto City Council Executive Committee
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2

Dear Members of Executive Committee:

As the agency entrusted by the federal, provincial and city governments and the public to be the steward of waterfront revitalization, Waterfront Toronto is successfully leading the planning and implementation of the largest urban regeneration project in North America and one of the largest in the world. The more than \$1.26 billion in public monies invested to date has already provided \$2.6 billion in development investments, which will return \$1.46 billion in revenues to governments as well as catalyzing an additional \$9.6 billion in private sector investment.

The decision regarding the expansion of Billy Bishop Toronto City Airport (BBTCA) is a generalised question, with generational impacts potentially profoundly affecting not only the significant achievements that have already been made to transform the waterfront into a destination to live, work and play, but also affecting future revitalization prospects for the entire Waterfront.

Waterfront Toronto believes that the proposed request to allow jets at BBTCA is not and should not be a debate primarily about technology, although any new technology must be at least as good or superior to that which is currently in use in its impact on the waterfront. Nor is the proposed expansion a question of the future of any particular airline or aircraft manufacturer. Jets would enable access to new markets which will lead to further expansion of the airport for all airlines and additional types of jets.

For Waterfront Toronto, the overarching concern is that of scale and balance. Our revitalization approach flows from both global best practices and from the City's own planning documents such as the Central Waterfront Plan. That plan focuses on:

- removing barriers and reconnecting people to their waterfront;
- building a network of spectacular waterfront parks and public spaces;
- promoting a clean and green environment; and
- creating dynamic and diverse new communities.

We have planned and are transforming the waterfront to ensure that no one element dominates – there is a careful balance between residential, retail, employment, recreation and tourism, creating an overall equilibrium between neighbourhoods, commercial uses and public spaces. The Central Waterfront Secondary Plan and Waterfront Toronto's own planning approach currently do not envisage an expanded airport on the waterfront.

Waterfront Toronto believes there is a central question to be addressed: at what point does the airport cease to be compatible with a thriving waterfront and, becomes instead, a presence that overwhelms the waterfront to the detriment of the significant public and private investments made to date to draw residents, employment and tourism to the waterfront?

Simply put, if we damage our waterfront the harm is permanent - we only have one waterfront. We do, however, have another airport.

To date, Waterfront Toronto's revitalization efforts have co-existed with the airport and the airport's operations as currently configured. We very much recognize that the airport provides a service valued by Torontonians and contributes to Toronto's economy.

The growth of the airport since 2006 from 23,000 to 2.3 million passengers per year has, however, already resulted in serious, unresolved traffic and transportation issues and has negatively impacted residential communities adjacent to the airport. Further expansion is now proposed that could more than double passenger volumes to 4.8 million per year, exceeding the current passenger volumes of the Ottawa airport – the 6th largest airport in Canada. We need to consider the total infrastructure required to operate an airport of this scale and its impact on the waterfront. It is important that BBTCA continues to provide a valued service in balance with an increasingly thriving waterfront, and not as an element that places at risk the delivery of the waterfront as a key city-wide asset for Toronto, Ontario and Canada.

The specific areas where the impact of expansion on the waterfront needs to be carefully evaluated are:

- Development prospects both in terms of the appeal of the waterfront as a destination for builders and residents and the impact on building restrictions and requirements;
- Transportation both in terms of increased road and transit traffic and parking requirements;
- Safety and security with regard to increased use and handling of hazardous materials such as jet fuel, emergency escape route requirements, risk to wildlife, including bird strikes, and possible increases to insurance rates for nearby buildings;
- Recreation both water and landside and in terms of the waterfront as a destination for business, residents and visitors. The sensory and experiential environment created by an expanded airport on these target groups; and
- Related issues to broader health impacts.

Moreover, the serious transportation, road congestion and community impact issues created by the airport's current operations need to be addressed before considering expansion and the potential exacerbation of these issues. For example, the City of Toronto technical studies show that the proposed expansion could more than double peak car volumes at Eireann Quay from 750 per hour to 1,715 per hour – or 650 passengers per hour, each way.

We are also concerned that the Tri-Partite Agreement inadequately protects the waterfront given that it already allows significant expansion from the current 2.3 million passengers per year to at least 3.8 million per year with currently approved technology. Any re-opening of the Agreement should look carefully at appropriate caps for airport operations as is done in many other airports in city environments.

Given the findings of the City of Toronto's review, the problematic conditions for transportation and traffic created by the airport's current operations, Waterfront Toronto believes that expansion has the potential to create significant risks for waterfront revitalization.

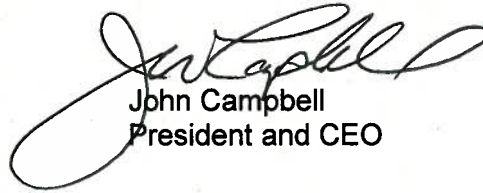
There is a clear vision for the waterfront being implemented now that is transforming our waterfront. What is required is a clear vision and decision on the appropriate scale for BBTCA within a thriving waterfront. Specifically, how large can the airport become before a tipping point is reached that overwhelms and threatens the present and future potential of the waterfront?

No decision on expansion should proceed without the information required to make this generational decision. We would urge the City of Toronto to proceed expeditiously to obtain all necessary information to allow a final conclusion to be reached.

Sincerely,



Mark Wilson
Chair



John Campbell
President and CEO

JWC/mp

copy: Waterfront Toronto Board of Directors
Members of Council
John Livey
Fiona Chapman
Chris Dunn