

Appendix H

Socio-Economic Report

Socio-Economic Report

Runway End Safety Area, Billy Bishop Toronto City Airport

PortsToronto

60733457

October 2025

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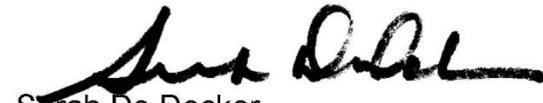
Authors

Report Prepared By:



Tatianna Brierley
Social Impact Specialist
AECOM Canada ULC

Report Reviewed By:



Sarah De Decker
Senior Social Impact Specialist
AECOM Canada ULC

Report Approved By:



Marvin Stemeroff
Associate Vice President
Power Industry
AECOM Canada ULC

PortsToronto

Socio-Economic Report

Runway End Safety Area, Billy Bishop Toronto City Airport

Prepared for:

PortsToronto
207 Queens Quay West, Suite 500
Toronto, ON M5J 1A7

Prepared by:

AECOM Canada ULC
105 Commerce Valley Drive West, 8th Floor
Markham, ON L3T 7W3
Canada

T: 905.886.7022

F: 905.538.8076

aecom.com

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1	May 2025	AECOM	Draft Socio-Economic Report
2	October 2025	AECOM	Final Socio-Economic Report

Distribution List

# Hard Copies	PDF Required	Association / Company Name
	✓	PortsToronto
	✓	Avia NG Airport Consultants

Land Acknowledgement

We acknowledge that Billy Bishop Toronto City Airport is located on the traditional territory of many nations including the Mississaugas of the Credit, the Anishinaabe, the Chippewa, the Haudenosaunee, and the Wendat peoples, and is now home to many diverse First Nations, Inuit, and Métis peoples. PortsToronto also recognizes that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

Executive Summary

AECOM Canada ULC, herein after referred to as “AECOM”, has been retained by Avia NG to complete an Environmental Assessment for the implementation of Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Billy Bishop Toronto City Airport is owned and operated by PortsToronto (the Project proponent) and is located in the City of Toronto on the Toronto Islands.

The purpose of the Project is to comply with the Canadian Aviation Regulations Part III, Subpart 2, Division VI – Runway End Safety Area (RESA), published in January 2022, which mandate RESAs for airports serving over 325,000 commercial passengers annually. RESAs are designated open spaces at both ends of runways, designed to minimize damage if an aircraft overshoots or undershoots the runway. At Billy Bishop Toronto City Airport, the RESA requirements apply only to the primary runway, Runway 08/26, which enables commercial aircraft use.

Although there are no regulatory requirements under the federal or the provincial acts that mandate the Environmental Assessment process for the Project, a Section 82 evaluation under the Impact Assessment Act is required for all Project components that fall on Transport Canada-owned land. A Section 82 evaluation is a requirement under the Impact Assessment Act for projects located on federal lands or being carried out by federal authorities. In the City of Toronto’s Official Plan (2024), policies exist that require projects where lake filling in Lake Ontario is proposed to undertake an Environmental Assessment. As such, PortsToronto has undertaken a non-statutory Environmental Assessment process for the RESA project at Billy Bishop Toronto City Airport.

As part of the Environmental Assessment, PortsToronto has identified and evaluated alternatives for implementing RESAs at Billy Bishop Toronto City Airport. The Environmental Assessment also considers the opportunities to enhance airport operational safety. This includes minimizing regular non-airport and airport vehicular crossings on Runway 08/26, currently necessary for both airport operations and Toronto Islands access requiring co-ordination with the airport traffic control tower. This effort supports Transportation Safety Board of Canada’s objective to reduce the risk of runway incursions at airports. Additionally, the Environmental Assessment examined measures to reduce emissions and ground-based noise levels along the lakefront. Informed by extensive research and primary source data collection, this Socio-Economic Report has confirmed that there will be some lasting net effects from any of the three RESA alternatives at Runway 08/26 at Billy Bishop Toronto City Airport that cannot be fully mitigated. These Net Effects are summarized in **Table E-1-1** in comparison to an Existing Conditions Summary Statement of each of the identified socio-economic Use and Non-Use Values. The negative net effects are primarily the

result of the infill of the Toronto Harbour that is required to construct any of the three RESA alternatives. Some residential and recreational users may experience a negative effect from infill, as it changes the viewshed and reduces overall enjoyment of the waterfront due to the loss of total water area. Additionally, the infill from the RESA is a permanent change that fixes use of that area as land, precluding future use of that area for water-based activities, impacting the Non-Use Values associated with the Toronto Waterfront and Harbour. The amount of infill increases for each of the three RESA alternatives

However, RESA 2 and RESA 3 also provide some additional positive net effects due to proposed design elements, including modifications to the alignment of Taxiway B and D and the construction of a new noise wall on the east side of the airport and extension of the existing noise wall on the west end of the airport. Residents along the waterfront and recreational users of the area are expected to experience positive changes due to the taxiway modifications. These changes will result in a reduction of aircraft idling time and a reduction in the noise caused by aircraft when on the ground, due to reduced idling time and the new noise walls.

Further, no net effects are anticipated for the economic and tourism conditions of the socio-economic study area, as the RESA will enable Billy Bishop Toronto City Airport to remain operational and continue its existing contribution to the economic, business and tourism uses within the study area.

Finally, it is worth noting that while there are potential time limited, negative effects to some social values as a result of construction activities, negative net effects can be significantly reduced through the appropriate mitigations measures, which are detailed in the effects assessment for each RESA alternative (Refer Table B-1 in Appendix B for further detail).

Table E-1-1: Summary of Net Effects of RESA Alternatives during Operations

Social Value	Existing Conditions Summary Statement	Net Effects of RESA Alternatives During Operations
Residential Uses	<ul style="list-style-type: none"> ■ Densely populated area with trend of increasing population across mixed use of houses, condos, Island homes and some house boats. Current airport operations negatively affect some local area residents, particularly noise from aircraft, however, this does not deter many homeowners wishing to live in the area. 	<ul style="list-style-type: none"> ■ RESA 1: No net effects are anticipated in Operations. ■ RESA 2: Residents closest to the airport are expected to experience a positive net effect as a result of taxiway modifications in reducing emissions reducing the noise of aircraft when on the ground. ■ RESA 3: Residents closest to the airport are expected to experience a positive net effect as a result of taxiway modifications in reducing emissions and the new noise walls reducing the noise of aircraft when on the ground.
Recreational Uses	<ul style="list-style-type: none"> ■ Area has many land and water-based recreational activity areas, businesses and organizations/clubs that attract users from the City of Toronto and region. Current airport operations negatively impact some recreational users and enjoyment of some recreational spaces on the Toronto mainland, Toronto Islands and the Harbour. However, there is a general acceptance of the airports current level of flight activity/volume and current Marine Exclusion Zone extent. 	<ul style="list-style-type: none"> ■ RESA 1: Some recreational users may experience a negative net effect due to infill in the Harbour changing the viewshed and reducing overall water area, although the Marine Exclusion Zone boundary will remain unchanged. ■ RESA 2: Some recreational users may experience a negative net effect due to infill in the Harbour changing the viewshed and reducing overall water area, although the Marine Exclusion Zone boundary will remain unchanged. Some may experience a positive net effect due to improved mitigation of noise and air impacts due to taxiway modifications. ■ RESA 3: Some recreational users may experience a negative net effect due to infill in the Harbour changing the viewshed and reducing overall water area, although the Marine Exclusion Zone boundary will remain unchanged. Some may experience a positive net effect due to improved mitigation of noise and air impacts due to taxiway modifications and the new noise walls.
Public facilities, services and Institutional Uses	<ul style="list-style-type: none"> ■ The socio-economic study area includes many public services, facilities and institutions (e.g. schools, social services) that are used and accessed by those who live, work or travel to the area for those services. Current Billy Bishop Toronto City Airport operations do not have a direct impact on access to those services. ■ Billy Bishop Toronto City Airport is a public facility itself, providing emergency air services, commercial and recreational services for both residents of the Greater Toronto Area region and visitors to Toronto. 	<ul style="list-style-type: none"> ■ RESA 1, 2, 3: ■ No net effects are anticipated.
Economy and Tourism	<ul style="list-style-type: none"> ■ Billy Bishop Toronto City Airport contributes to the economic and tourism value to the socio-economic study area and City of Toronto as a whole. Current airport operations are not seen as negatively impacting local business and tourism activity in the socio-economic study area. The airport is seen by some as an important portal for current and future tourism, while some would prefer the airport be converted to park land. ■ The RESA at Runway 08/26 at Billy Bishop Toronto City Airport will enable the Billy Bishop Toronto City Airport to remain operational, contributing to the economic, business and tourism uses and value of the socio-economic study area. 	<ul style="list-style-type: none"> ■ RESA 1, 2, 3: ■ No net effects are anticipated.
Non-Use Values	<ul style="list-style-type: none"> ■ Non-users of the Waterfront see value in passively enjoying the presence of the lake/waterfront itself; the current combination of recreational, economic (tourism, airport, businesses), and naturalized spaces to both residents and potential future visitors of the City of Toronto as part of the city's Waterfront brand; and in preserving options for potential future uses and enjoyment. 	<ul style="list-style-type: none"> ■ RESA 1, 2, and 3: Negative net effects are anticipated as the socio-economic study area will be permanently changed, since the infill from the RESA will prevent future use of that area for water-based activities or enjoyment of the viewshed. Impacts vary based on the amount of water reduction.

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1. Introduction

AECOM Canada ULC, herein after referred to as “AECOM”, has been retained by Avia NG to complete an Environmental Assessment for the implementation of Runway End Safety Area (RESA) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Billy Bishop Toronto City Airport is owned and operated by PortsToronto (the Project proponent) and is located in the City of Toronto on the Toronto Islands.

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1.1 Project Overview

The Project involves implementation of RESA by expanding the landmass at the east and west ends of Runway 08/26 at Billy Bishop Toronto City Airport. The work also includes ancillary airfield improvements in conjunction with the RESA work off both runway ends. As part of the Environmental Assessment, PortsToronto has identified and evaluated various alternatives for implementing a RESA at Billy Bishop Toronto City Airport.

The purpose of this Socio-Economic Report is to present an assessment of the social consequences relating to each of the 3 potential RESA alternatives at Runway 08/26 at Billy Bishop Toronto City Airport. The overall intent was to determine if the RESA alternatives might result in positive or negative changes to the socio-economic Use and Non-Use Values associated with the Toronto Waterfront.

1.2 Study Area

The Project Study Area encompasses all Billy Bishop Toronto City Airport lands involved in the RESA implementation, including the Marine Exclusion Zone. The Marine Exclusion Zone is a buoy-marked area of the lake where vessel entry is prohibited without PortsToronto's authorization. The Project Study Area is illustrated in **Figure 1-1**.

The socio-economic study area is larger than the Project Study Area, and its boundaries have been determined to include all relevant features along the waterfront and to ensure that potential impacts within key areas of the waterfront are assessed. The socio-economic study area is shown in **Figure 1-2** below and is bounded by:

- The Gardiner Expressway to the north.
- Port Lands to the east (Leslie Street as eastern boundary).
- Leslie Street Spit to the south.
- Ontario Place to the west.

A wider area encompassing the City of Toronto was also identified for the phone survey done as part of the 2017 AECOM Environmental Assessment, which surveyed people living anywhere within the City of Toronto on their perspectives and values associated with the Toronto Waterfront area.

Figure 1-1: Project Study Area

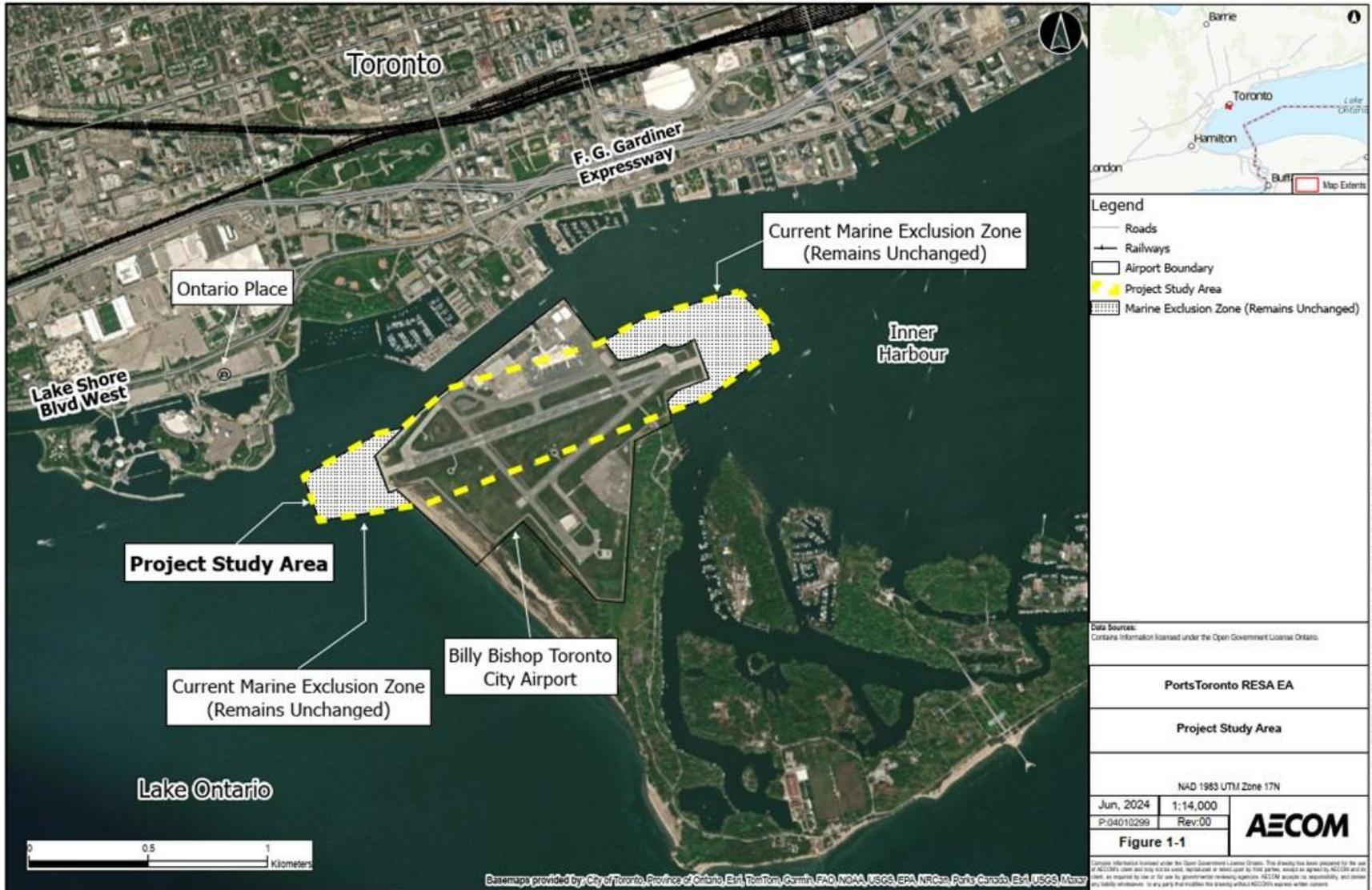


Figure 1-2: Socio-Economic Study Area



2. Methodology

In 2017, AECOM conducted an Environmental Assessment on behalf of PortsToronto in relation to current and potential future operations of the Billy Bishop Toronto City Airport. The data collection, analysis and assessment of socio-economic conditions was conducted in 2016 and compiled in a draft Socio-Economic Memo, which was shared with PortsToronto (AECOM, 2017).

In Spring of 2024, AECOM conducted a Gap Analysis on the compiled data and assessment from the 2017 unpublished Environmental Assessment for the Billy Bishop Toronto City Airport, to determine what findings were still valid and relevant and what additional information was needed to develop a socio-economic assessment for the RESA Project. An extensive amount of primary data collection and secondary source socio-economic research was conducted between 2015-2017 to complete the draft Socio-Economic Memo. An overview of the data collection methodology deployed for the 2017 Environmental Assessment can be found in **Table 2-1** below.

Table 2-1: Overview of the Data Collection Methods and Description from the 2017 Unpublished Environmental Assessment

Primary Data Collection Method	Number of Study area Respondents	Number of City of Toronto Respondents	Number of Respondents Outside of the City of Toronto	Total Number of Respondents	Description	Field Dates
Telephone Surveys	388	416	N/A	804	Telephone surveys with a statistically significant sample of residents within the socio-economic study area and City of Toronto.	August 31, 2015 to September 17, 2015
Intercept Surveys	45	130	89	264	One-on-one surveys with users of the socio-economic study area, including business, recreational, residential and airport users as well as commuters.	August 26, 2015, to September 11, 2015
Stakeholder Interviews	18	6	1	25	One-on-one open-ended interviews with a range of stakeholders including residents, businesses, associations, real estate brokers and community groups.	June 11 to October 27, 2015

It is important to note that intercept surveys, interviews with businesses and yacht clubs etc. conducted in the spring and summer of 2016 were intended to provide qualitative insight regarding the use and significance of waterfront activities and their association with operations at Billy Bishop Toronto City Airport. Presentation of findings from this 2016 research should be interpreted as qualitative. No attempt was made to say these findings were statistically representative.

The Gap Analysis (AECOM, 2024) determined that due to the extensive data gathered in 2016 for the 2017 unpublished Environmental Assessment Report, much of the findings related to the identification and description of key social values were still relevant and could be leveraged for the RESA Project. However, given several years had passed and changes in socio-economic study area demographics have occurred, along with the immediate and longer-term impacts from the COVID-19 pandemic, it was determined that some additional desktop research and key stakeholder interviews should be conducted to ensure the description and understanding of social values was up to date and to accurately assess the relevant socio-economic effects associated with the current proposed Project, the RESA alternatives for Runway 08/26 at Billy Bishop Toronto City Airport.

2.1 Key Research Questions

The following qualitative research questions guided the 2024 socio-economic assessment:

- What are the current socio-economic conditions in the socio-economic study area and how do the current operations of Billy Bishop Toronto City Airport:
 - Affect nearby residents?
 - Affect the use and enjoyment of the waterfront and the island from a recreational and cultural perspective?
 - Affect local businesses and tourism?
- How have the socio-economic conditions of the Toronto Waterfront and Harbour area evolved in the past ten years, since the 2017 Environmental Assessment data collection?
- How might any of the social values associated with the Toronto Waterfront – including both Use and Non-Use Values – change due to any of the RESA alternatives at Runway 08/26, including short-term construction and future operations?

A qualitative methodology and data collection approach was developed to answer these questions. The overall intent was to determine if the RESA at Runway 08/26 at Billy Bishop Toronto City Airport might result in positive or negative changes to the socio-economic Use and Non-Use Values associated with the Toronto Waterfront.

2.2 Methodology

The overall methodology for the socio-economic assessment of the proposed RESA is based on verifying and updating qualitative descriptions of the social values identified during the 2017 Environmental Assessment, which included a range of “Use Values” associated with the Toronto waterfront and area:

- Residential Uses.
- Property values.
- Recreational Uses.
- Public facilities, services and institutional uses.
- Economy and tourism.

Non-Use Values, which refer to passive uses or potential future uses associated with the waterfront, were also identified as part of the socio-economic assessment of the 2017 Environmental Assessment as being important to the wider City. These Non-Use Values refer to important considerations that are believed to be highly valued by City residents (and others), whether they do or do not use the airport or visit the waterfront including:

- Passive enjoyment of the lake and the waterfront and its viewshed.
- Preservation of options for future City generations to develop and use the waterfront.
- Ensuring a “living legacy” for future generations.
- Enhancing the “brand” of Toronto as a waterfront city.

Due to changes in population dynamics along the Toronto Waterfront since 2017 and the need to identify potential effects associated with the three RESA alternatives for this Project, existing condition descriptions and identification of potential effects of the RESA alternatives at Runway 08/26 at Billy Bishop Toronto City Airport were validated through both desktop research, key stakeholder interviews and input from public consultation sessions.

2.3 Data Collection

Desktop data gathering included research to validate and update descriptions and detailed inventories for each of the Use and Non-Use Values. The research involved a review of recent studies and reports in relation to Use Values, including detailed assessments related to the economic and tourism value of the airport to the socio-economic study area as well as publications documenting property values and real estate trends in the waterfront area. The recent findings from the Noise Impact Assessment, Air Quality Impact Assessment, Marine Physical Environment Impact Assessment, Traffic and other relevant assessments completed for the Project were also reviewed to understand the effect that changes in these areas of the environment could have on the residential, recreational, economic or other uses of the area. These sources are referenced as relevant throughout this memo and in the References section.

Primary data collection consisted of input compiled through both public consultations led by PortsToronto and the City of Toronto in relation to the Project, as well as and targeted interviews undertaken in 2024 to further refine the Existing Condition description of each social value and to help identify potential effects associated with the three RESA alternatives at Runway 08/26 at Billy Bishop Toronto City Airport.

For the most part, the knowledge gained from the above data and information gathering activities lends itself to a qualitative assessment only and is presented as such. No attempt is made to assess if any single “Use” or “Non-Use” Value is more important or carrying greater weight than others.

It is important to note that all the data and information collected, reviewed and synthesized in this assessment should not be interpreted as statistically representative. Responses in the interviews were not tabulated or quotes attributed to protect the anonymity of respondents as the sample size is relatively small. Instead, the results of the interviews are reported upon qualitatively throughout this section. For more details on the interview methods, including an interview guide and summary of interview activities, please refer to **Appendix A**.

3. Existing Conditions

The following “Use” and Non-Use” Values were identified during the Environmental Assessment in 2017. As a result of the gap assessment conducted for the RESA Environmental Assessment, it was determined that Non-Use Values have not changed from 2017, as they relate to passive enjoyment of the lake and waterfront as well as potential future uses or association of Toronto as a waterfront city. However, the description of existing conditions and any potential effects of the RESA alternatives at Runway 08/26 at Billy Bishop Toronto City Airport to each of the Use Values would need to be validated and/or updated through desktop research, targeted interviews and information gathering during public and key stakeholder consultations.

The following sections describe the current existing conditions of the socio-economic “Use Values” associated with the Toronto Waterfront.

3.1 Residential Uses

3.1.1 Population and Age Demographics

The socio-economic study area is characterized by a high population density and is primarily comprised of a mix of residential and commercial (office) properties. The residential uses include low and mid-rise non-profit and assisted housing complexes, and high-rise market-rate condominiums on the mainland side, detached family homes on the Toronto Islands, and house boats harboured in the Central Waterfront area (either docked at the mainland or at the Toronto Islands) (N. Barry Lyon Consultants, 2013).

Recent demographic and population data relating to socio-economic study area residents was obtained from Statistics Canada (Statistics Canada, 2021a). The boundaries provided by Statistics Canada correspond to the Federal Electoral District as per the 2013 Representation order (Statistics Canada, 2021a). It is important to note that the boundaries used by Statistics Canada to provide population statistics are larger than the socio-economic study area of this project. However, this dataset aims to give a general overview of its adjacent and surrounding areas, and more specific data through a variety of City of Toronto reports will be used to contextualize demographic and population trends within the socio-economic study area.

Population data was obtained for the Spadina—Fort York Federal Electoral District which includes the socio-economic study area. Population change was determined relative to the rest of the city using data obtained from the 2021 and 2016 Census. Although Spadina—Fort York was recently reclassified as Spadina—Harbourfront

according to the Federal Electoral District (2023 Representation Order) in Ontario, the former classification of Spadina—Fort York from the 2013 Representation was used instead. This choice was made due to data availability and to illustrate changes in population trend data.

The Spadina—Fort York Federal Electoral District is a largely urbanized and population dense area with a density of 10,675 persons per square km², compared to the Toronto density of 631.09 persons per km² (see **Table 3-1**) (Statistics Canada, 2021; City of Toronto, 2021). Relative to Toronto, population across all ages has been increasing, with the largest age demographic belonging to those of working age (25-64).

Table 3-1: Population and Distribution of Age within Spadina—Fort York and Toronto Averages

Population	Spadina—Fort York			Toronto		
Age	2016	2021	% Change	2016	2021	% Change
Children (0-14)	7 380	9 300	26.02	398 135	384 295	-3.48
Youth (15-24)	13 065	12 575	-3.75	340 275	320 460	-5.82
Working Age (25-64)	86 700	103 685	19.59	1 566 220	1 612 615	2.96
Seniors 65+	8 360	10 645	27.33	426 945	476 985	11.72
Total Population	115 506	136 213	17.93%	2 731 571	2 794 356	2.3%
Total Area (km²)	12.76		N/A	4427.8		N/A
Population Density (per km²)	9052.19	10675	17.93%	616.91	631.09	2.3%

Over 76% of Spadina—Fort York Federal Electoral District is represented by those of working age, compared to the Toronto average, at approximately 58%. Notably, the Spadina—Fort York Federal Electoral District has a much younger demographic, with the number of seniors less than half that of the Toronto average, at 8% compared to 17%.

3.1.1.1 Property Values

Property values play a role in residential use, as homeowners often regard their properties as financial assets. As noted previously, this statement does not apply to the approximate 500 long-term lease holders on the Toronto Islands (Toronto Islands Residential Community Stewardship Act, 1993). A review of property values along the waterfront was conducted in 2017 as part of the Environmental Assessment and involved a review and synthesis of background studies and data from the Toronto Regional Real-Estate Board to assess historical changes in property values within the

socio-economic study area, and to help understand the current conditions and identify perceptions of the properties along the waterfront.

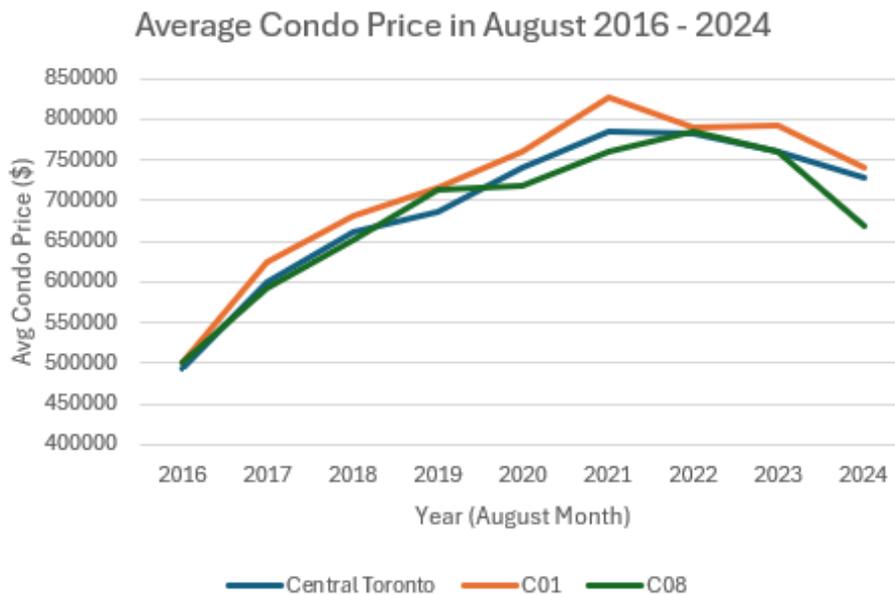
The Toronto Regional Real-Estate Board provides real estate trends for the socio-economic study area. The socio-economic study area falls within the boundaries of two distinct areas: Toronto C01 and Toronto C08 (Toronto Regional Real-Estate Board, 2025). Toronto C01 is area is bound by Bloor Street to the north; Bathurst Street to the west; Lake Ontario and the waterfront to the south, and Yonge Street to the east. Directly east of C01, Toronto C08 is similarly bound by Bloor Street to the north and Lake Ontario and the waterfront to the south but bound by Yonge Street to the west and the Don River to the east.

The Toronto Regional Real-Estate Board's monthly August – Annual Market Watch Report for 2024 indicated a steady rise in property value within the Central Waterfront Area, though, in the past four years, growth has slowed, and has begun to decline, as interest rates have increased across the country and economic uncertainty has slowed buyers. Additionally, the COVID-19 pandemic provided many working individuals remote flexibility, which enabled individuals to live further from their workplace, and out of downtown cores (McKinsey, 2022). The property values in the waterfront area seem to have remained consistent with those across the Central Toronto Zone, as defined by the Toronto Regional Real-Estate Board. Although, as of 2024, C08 appears to be declining more rapidly than the broader Central Waterfront, though this is hard to determine as the data point may be an outlier.

Despite post-pandemic increases in property price, there are decreases in property value due to due to high mortgage rates, and economic uncertainties. Economic uncertainties such as fluctuating trade relationships with the United States, have also led some households to adopt a cautious approach to home buying (Toronto Regional Real-Estate Board, 2025). To counteract economic uncertainties, the Bank of Canada decided to lower its policy rate. On January 29, 2025, the Bank of Canada reduced policy rate to 3%, announcing end of quantitative tightening (Bank of Canada, 2025). This decision was influenced by ongoing trade tensions with the U.S., which have created economic uncertainty and led to new tariffs on Canadian exports, affecting key industries and introducing some risk of job losses in early 2025 (Bank of Canada, 2025).

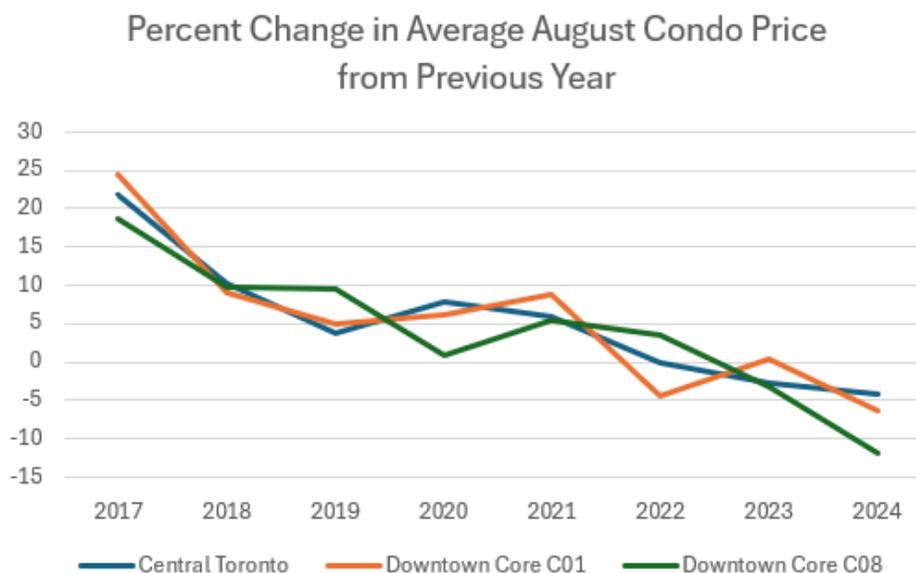
From the period 2016 to 2024, the average condominium prices along the waterfront (C01 and C08) mostly match those for broader Central Toronto (see Figure 3-1).

Figure 3-1: Average Condominium Price in the Toronto Regional Real-Estate Board Central Toronto, C01, and C08 Regions, for the Month of August (2016 – 2024)



Equally important, the percentage change in condominium prices from one year to the next tends to show that waterfront condominium prices (C01 and C08) have, for the most part, kept pace with those in Central Toronto (see Figure 3-2 below).

Figure 3-2: Percent Change in Average August Condominium Price, Year Over Year, for the Toronto Regional Real-Estate Board Central Toronto, C01, and C08 Regions



The socio-economic study area has several market strengths, but it also has notable weaknesses identified in a study by Barry Lyon Consultants (2013) for the City of Toronto. These weaknesses generally prevent the area from achieving higher per square foot values, which are often seen in other North American waterfront communities. Key challenges include noise and pollution, heavy tourist traffic, and congestion during rush hour (N. Barry Lyon Consultants, 2013). Despite these issues, the area remains attractive to prospective buyers, as evidenced by the steady average condo prices in the socio-economic study area as compared to Central Toronto, shown in Figure 3-1 and consistent with findings from Barry Lyon Consultants (2013). This desirability is further supported by the ongoing development interest, with over 4,600 units currently planned for the Quayside development (Waterfront Toronto, 2023).

While the Billy Bishop Toronto City Airport is highly visible, generates significant activity in the area, and contributes to traffic and noise, Barry Lyons Consultants (2013) found there is no evidence to support that the Billy Bishop Toronto City Airport has had an impact on either the sale of new condominiums by developers, or in the resale market in terms of pricing. Based on the interviews Lyons conducted with are sales agents, they found that it is likely some owners have moved away from waterfront condominiums due to airport traffic, congestion on Queens Quay or noise, but there still appears to be a steady supply of buyers willing to live with these conditions, suggesting that for many, the benefits of living in the area outweigh the above negatives.

- **Future Development in the Study Area:** Residential and mixed-use developments in the socio-economic study area highlight the continued desirability of living near Billy Bishop Toronto City Airport. The following section highlights future development occurring in the socio-economic study area. These projects demonstrate ongoing urban growth, supporting increased population density, economic activity, and improved infrastructure.
- **Central Waterfront Secondary Plan:** The Central Waterfront Secondary Plan has guided development in the socio-economic study area with a focus on connectivity, green spaces, environmental sustainability, and diverse housing (City of Toronto, 2023a). The plan targeted 25% of housing as affordable or low-end market, prioritizing rental units, including larger family-sized options. Funding from senior government programs was actively pursued to support these goals (City of Toronto, 2023a).
- **Development Pipeline:** Toronto's Development Pipeline identified the socio-economic study area as part of the Downtown and Central Waterfront area, a region that has experienced significant residential growth. As of Q4 2023, there were 518 projects proposing 189,882 residential units and over 4.7 million m² of non-residential space (City of Toronto, 2023b). Residential

project sizes increased, with active projects 57% larger than recent completions and those under review nearly three times as large (City of Toronto, 2023b).

- **Toronto Islands Community:** The Toronto Islands Residential Community Trust has regulated property transactions and pricing within the Islands, maintaining a controlled housing market through a waitlisted lottery system (Toronto Islands Residential Community Trust Corporation, 2015). The Purchasers' List, which manages access to island homes, is capped at 500 individuals and only reopens when space permits, underscoring the high demand for this unique residential area. Established under the 1993 Toronto Islands Residential Community Stewardship Act, the Trust ensured stability for island residents through 99-year land leases (Toronto Islands Residential Community Stewardship Act, 1993).

3.1.1.2 Areas of Expected Growth

Ookwemin Minising Precinct Plan: A planned mixed-use waterfront community featuring 9,000 residential units, including 2,200-2,700 affordable homes. The area is expected to support over 15,000 residents as part of the larger Port Lands redevelopment (City of Toronto, 2024b).

East Harbour Transit Oriented Community (TOC): A major mixed-use development with 4,000 residential units (20% affordable) and 10 million square feet of commercial space, designed to accommodate 50,000 jobs. The project will integrate transit and community services, with completion expected by 2032 (Infrastructure Ontario, 2025; Cadillac Fairview, 2025; City of Toronto, 2024c).

Waterfront East LRT (WELRT): The 3.8 km LRT will connect Union Station to key waterfront precincts, supporting 50,000 jobs and a projected 100,000 residents by 2032 (City of Toronto, 2023c).

Overall, significant residential and mixed-use developments demonstrate continued interest in living near Billy Bishop Toronto City Airport, reinforcing the area's urban growth trajectory.

Resident Perspectives

People choose to reside along the waterfront area for a variety of reasons. Survey results from the 2017 study indicate that people (mostly young and without children) prefer to live in the waterfront area because of its mix of recreational, work, and lifestyle opportunities not available elsewhere. This choice prevails despite noise, traffic, and air quality concerns from multiple sources, most notable being activity from construction and traffic. Noise and disruption from Billy Bishop Toronto City Airport is periodic and is

of more concern to residents close to the airport. Yet, the general conclusion was that most residents accept, and even use, Billy Bishop Toronto City Airport.

The 2024 stakeholder interviews and conversations at the PortsToronto Open House have re-confirmed the overall perception of the Toronto waterfront by its residents. Residents express satisfaction with the area's location and natural setting, which continue to outweigh concerns such as airport noise and local traffic. One interviewee noted a lot more people coming down to the waterfront than in years past, including *“people using bike paths, young families with babies walking, older couples from the neighbourhood who are still around, a mix of people”*.

Long-term residents have noted that the levels of noise, traffic and air pollution have rapidly increased in the area over the past 10 years, because of the increasing population and myriad construction activities in the socio-economic study area. Some individuals living close to the Billy Bishop Toronto City Airport say they have been negatively impacted by the growth, odour and smell issues, noise, traffic, and more (City of Toronto, 2024a). One resident suggested that the area has *“grown too fast”* and plans haven't taken into consideration *“traffic mitigations, noise or air quality”*, acknowledging that not all those impacts are related to the airport. It is worth noting, however, that traffic congestion in the area likely cannot be attributed to the Billy Bishop Toronto City Airport and is likely due instead to overall population increase in the socio-economic study area. Passenger levels of the Billy Bishop Toronto City Airport remained constant at around 2.8 million passengers per year until 2020, when the airport passenger levels decreased during the Covid-19 pandemic, and have not yet recovered to pre-pandemic levels, as displayed in **Figure 3-3**.

Figure 3-3: Billy Bishop Toronto City Airport, Approximately Passengers by Year (Billy Bishop Toronto City Airport Environment, Social and Governance (ESG) Reports, 2017-2023)

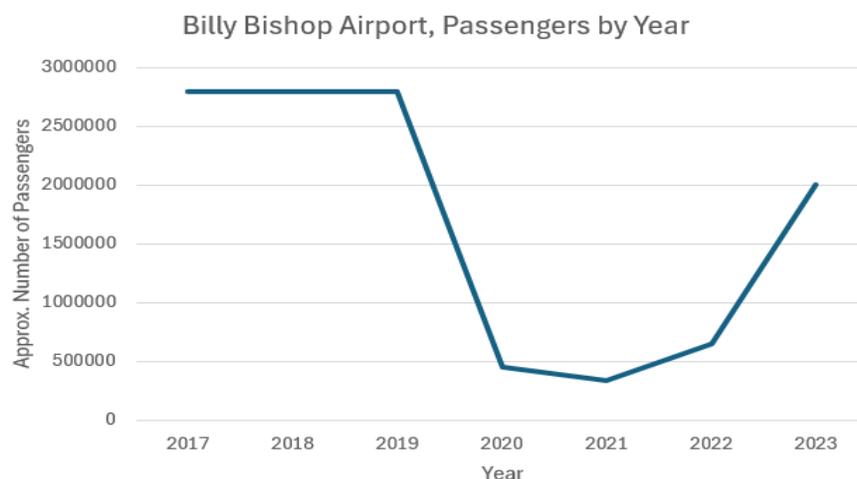


Table 3-2: Residential Use Value and Existing Condition Summary in Relation to Billy Bishop Toronto City Airport

Value	Existing Condition Summary
Residential Uses	Densely populated area with trend of increasing population across mixed use of houses, condos, Island homes and some house boats.

3.2 Recreational Uses

The socio-economic study area provides several unique recreational activities, events, and opportunities that are not available elsewhere in the City of Toronto. In 2017, intercept surveys were conducted with recreational users (i.e., boaters, runners, cyclists, walkers, and bird watchers) on random days to gain an understanding of the local environment, current Billy Bishop Toronto City Airport operations and effects of a proposed runway extension on recreational opportunities and use. The intercept surveys were administered throughout the socio-economic study area on public property, in the following locations: outside the Ontario Place site; within Bathurst and Eireann Quays; Music Garden; HTO Park; the area surrounding the Harbourfront Centre; Jack Layton Ferry Terminal; within the East Bayfront Precinct; within the Distillery Historic District; within the Lower Don Lands and Port Lands including the Leslie Street Spit; and on the Toronto Islands. City of Toronto parks, public spaces, trails and beaches were utilized to engage recreational users. The 2017 survey respondents and stakeholder interviewees indicated that the area is a draw for both area residents and region-wide visitors largely due to the natural setting, lake views, and variety of activities and public spaces offered.

Recreational land uses and facilities in the socio-economic study area include parks, natural areas, beaches, trails and sports facilities. The network of parks and open spaces that line the Toronto Waterfront and Toronto Islands is extensive and is expanding. Most recently, the new Bathurst Quay Common Park was developed and opened to the public in October 2024. The socio-economic study area provides a variety of both active and passive recreational space for residents and visitors alike (USI, 2013). Examples of active recreational space uses include sports fields, skating rinks, marinas, and outdoor theatres (for concerts/plays), while examples of passive recreational space include natural or undeveloped park space, picnic sites, playgrounds, hiking trails, and areas for wildlife viewing and bird watching. Many of the recreational spaces within the socio-economic study area are connected by a system of sidewalks, trails, and walkways. Some of the common recreational activities in the socio-economic study area include cycling, boating, bird watching, picnicking, and use and enjoyment of the Toronto Island beaches. The Toronto Island and broader socio-

economic study area also hosts a variety of competitions including the Toronto Island Triathlon, Dragon Boat Racing, and Sailing.

Hanlan's Point Beach, located on the Toronto Islands and within the socio-economic study area, holds historical and cultural importance for the LGBTQIA+ community in Toronto, primarily as a gathering space symbolizing freedom and acceptance. For the LGBTQIA+ community of Toronto, preserving this space is vital not only for honouring its legacy as a rare, inclusive public area for queer expression, but also to ensure that future generations can continue to access a safe and affirming environment (Friends of Hanlan's, n.d.). The ongoing practice of place-keeping—actively maintaining and protecting culturally significant spaces—strengthens Hanlan's Point as a site of belonging, where the LGBTQIA+ community can gather and connect. One interviewee noted that Hanlan's has been a kind of “*outdoor living room*” for gay and lesbian people for a long time. The Toronto Island Park Master Plan specifically includes preservation of this space as one of its six goals: *“Honour Queer Significance: Toronto Island Park, and more specifically Hanlan's Point, has long been a safe space for the 2SLGBTQ+ community in Toronto and beyond to freely express themselves. Continued support for the community to share and celebrate the history, legacy and significance of this place will promote awareness and safety in this beloved space is to honour Hanlan's Point* (City of Toronto, 2024d). Furthermore, recent public engagement conducted by the City of Toronto in September 2024 and in the public session hosted by PortsToronto in October 2024 on the RESA alternatives generated feedback consistent with the above with some participants expressing the continued importance of preserving the space for the queer community in Toronto (City of Toronto, 2024a).

The Harbourfront Centre is a focal point for a wide range of recreational activities and events within the socio-economic study area. The Harbourfront Centre is a not-for-profit cultural organization governed by a 15-person community-based volunteer Board of Directors. It is located on a 10-acre site in the Toronto Central Waterfront and offers a diverse range of activities and events to the public attracting over 6.3 million visitors each year to its many facilities, venues, and events (Harbourfront Centre, 2024). Some of the Harbourfront Centre's recreational spaces include Ann Tindal Park, Canada Square, Exhibition Common, Natrel Pond/Rink, the Toronto Music Garden, and the WestJet Stage. There are also over 30 clubs and organizations located within the socio-economic study area that are used for their local amenities (both recreational and social). Most of the activity is related to boating, given the location of the socio-economic study area on Toronto's waterfront.

The socio-economic study area is a major recreational destination for socio-economic study area and regional residents as well as visitors from outside the region. Socio-economic study area residents make use of the natural setting and recreational

amenities described above, and the area draws visitors from the wider City of Toronto) and even further afield. In the 2017 surveys and interview feedback, the most frequently stated recreational uses or activities by residents and visitors were jogging, hiking, exercising, or walking; boating; relaxing; going to restaurants; and attending local cultural events. Stated negative factors affecting their use and enjoyment were weather, crowds, traffic and lack of parking, and pollution (water, noise, and air pollution).

As boating is one of the most common recreational activities of the waterfront, representatives from several boating related clubs (i.e., sailing, rowing, and yachting) were interviewed in 2017. All the club representatives interviewed in 2017 expressed that while the Toronto Waterfront and Harbour has experienced a lot of change over the past decade or so, they are mostly satisfied with the location of their club and continue their enjoyment of activity on the Waterfront with some exceptions. In 2017, when asked how the Billy Bishop Toronto City Airport and its operations affect their group or club, many expressed a growing concern for the safety of boaters in the Inner and Outer Harbours. Other concerns were related to health concerns with diminished air quality and the smell of aircraft fuel; the impact of airport noise (specifically when teaching on the water); and the distraction from passing planes overhead. Interviewees in 2017 and 2024 also noted that navigating the Western Channel is challenging for boaters due to the narrow passage and any reduction of open water was noted as a concern for boaters in this area.

Desktop research and recent interviews conducted for the RESA Project have validated and confirmed that similar recreational activities and uses are still available on the waterfront and Toronto Islands and continue to be highly valued by socio-economic study area residents and visitors. Waterfront Toronto's mandate emphasizes the importance of public parks and spaces, balancing housing and economic development with green areas and promenades, to maintain the area as a major regional attraction where people come to be near the water. The continued value and interest in preserving and expanding the recreational uses of the waterfront were also heard during recent public engagement on the Next Phase of Waterfront Revitalization. Recommendations included making better use of underutilized spaces, generating destinations or uses to attract people year round to the area, as well as creating new public spaces (City of Toronto, 2022).

Waterfront Toronto is also engaged with Indigenous communities as part of the Next Phase of Waterfront Revitalization as well as implementation of the City of Toronto's Reconciliation Action Plan. Indigenous engagement feedback received to date includes the significant and meaningful connections Indigenous communities and people have with the natural environment around the waterfront: *"It is a beautiful thing to have for the city. A place to go to clear your head and given thanks for what water gives to us"* and *"I have gone to the lake for healing and to try and find secluded spaces to sing and do my*

offerings. I don't want to be in a position of having to teach others, answer questions or be on display to others passing by" (City of Toronto, 2023d). This feedback re-enforces the value that public parks and open spaces, especially those along the water in the socio-economic study area, deliver for these important cultural uses and practices.

Among interviewees, there is a perceived increase in recent uses of recreational spaces, including more recreational boating activity. Interviewees attribute this to increased population in the area as well as post-COVID changes, which have resulted in higher intensity use of the waterfront recreational spaces. This is experienced as a negative impact by some interviewees who expressed they prefer less activity and preservation of the quiet, secluded recreational spaces along the waterfront. In general, while some of the users of recreational spaces and clubs noted some dissatisfaction with the location of the Billy Bishop Toronto City Airport on the Toronto Waterfront, they expressed some willingness to accept the current level of operations i.e., current frequency (volume) of flights. An updated listing of the parks and recreational facilities found within the socio-economic study area is outlined in **Appendix C**, while a list of clubs and organizations operating in the socio-economic study area is found in **Appendix D**.

Table 3-3: Recreational Use Value and Existing Condition Summary in Relation to Billy Bishop Toronto City Airport

Value	Existing Conditions Summary Statement
Recreational Uses	<ul style="list-style-type: none"> <li data-bbox="472 1119 1419 1220">■ Area has many land and water-based recreational activity areas, businesses and organizations/clubs that attract users from the city and region. <li data-bbox="472 1224 1419 1390">■ Current airport operations negatively impact some recreational users and enjoyment of some recreational spaces on the Toronto mainland, Toronto Islands and the Harbour. However, there is a general acceptance of the current level of airport activity /flight volume and current Marine Exclusion Zone extent.

3.3 Public Facilities, Services, and Institutional Uses

There are a wide variety of public facilities, services and institutions located in the socio-economic study area. These include educational institutions such as schools or child-care services; clinics and service providers, including those that are medical, dental, and skin-related; places of worship; and emergency and social service and welfare organizations. An updated inventory of the public facilities, services and institutions found in the socio-economic study area is provided in **Appendix D**.

No questions in the 2017 intercept or phone survey directly related to public facilities, services or institutional use; however, of the socio-economic study area respondents,

7% indicated they chose to live in the socio-economic study area because of the proximity to services (includes shopping, medical facilities, schools, etc.). Some stakeholders interviewed in 2017 involved representatives of institutions located in the socio-economic study area, including a representative George Brown College (Waterfront Campus), a representative from the Toronto District School Board, and an emergency services representative from the Toronto Police Services Marine Unit. The Toronto District School Board has three educational facilities located within the socio-economic study area, i.e., the City School, the Waterfront School and the Island Public/Natural Science School, and George Brown College has one campus in the socio-economic study area. The positive aspects of their location include access and proximity to the Waterfront; a unique location that offers both educational and social experiences for area students and families; and proximity to historic and cultural sites and events (e.g., Fort York, Malt Silos, Medieval Times, Canadian National Exhibition, etc.).

Negative aspects noted by interviewees included traffic congestion at peak hours, which coincides with school drop off and pick up times; and the safety of children and parents related to accessing the school, but interviewees acknowledged these are attributed to population density or construction impacts and not to the current Billy Bishop Toronto City Airport operations themselves. A willingness to tolerate the current level of airport operations of the Billy Bishop Toronto City Airport was generally acknowledged; however, if operations are increased, an imbalance of uses on the Waterfront could be created.

As part of the updates for the Project, interviews and desktop research re-confirmed the above descriptions of institutional use within the Toronto waterfront area. Interviews with the Waterfront Business Improvement Area, the Canada Ireland Foundation and the Waterfront Secretariat confirmed that planned developments in the socio-economic study area aim to create a complete, vibrant community where residents can live, work, and play. Interviewees in 2024 noted that, in the past, the waterfront may have been overlooked, but there is now a stronger emphasis on creating recreational and public spaces in the area that foster a sense of community and create a “*vibrant and aesthetically pleasing area*”. In support of this vision, investments are being made in recreational spaces, such as parks and other facilities, to foster a well-rounded and healthy environment for everyone (Waterfront Toronto, 2022). These efforts are part of an ongoing commitment to building a holistic community that meets the diverse needs of its residents. This includes connections that enable access to mainland services by Toronto Island residents. During the City of Toronto’s public engagement session on RESA in September 2024, concerns were raised about services, including issues related to emergency service access and general neighborhood traffic around the Island Airport (City of Toronto, 2024a).

Current measures are in place to connect the Toronto Island residents and businesses with public services and institutions. Toronto Island residents and businesses can be accessed or receive services as required through the PortsToronto runway crossing reservation system (STOLport Billy Bishop, 2024) which enables crossings by City of Toronto owned/operated serving vehicles, utility contractors, non-city service providers and other entities such as the Toronto Region Conservation Authority. Furthermore, the Toronto Island school bus crosses airport lands when the ferry is not operational in the winter. Finally, island residents can also connect to services and institutions on the mainland via the municipal ferry services and private water-taxis operators.

Finally, Billy Bishop Toronto City Airport is a public facility itself, providing both recreational, commercial, and emergency air services for both visitors to the city and to residents of Greater Toronto Area region. In 2023, Ornge conducted over 2,500 medevac flights from its base at Billy Bishop Toronto City Airport. These flights are part of Ornge's air ambulance operations, which provide urgent patient care and medical transportation across Ontario. The use of Billy Bishop Toronto City Airport allows Ornge to efficiently access the downtown Toronto area, making it a critical location for their operations (Airports International, 2024).

Table 3-4: Public Facilities, Services, or Institutional Uses Existing Conditions Summary in Relation to Billy Bishop Toronto City Airport

Values	Existing Conditions Summary Statement
<p>Public facilities, services, or Institutional Uses</p>	<ul style="list-style-type: none"> ■ The socio-economic study area includes many public services, facilities and institutions (e.g., schools, social services) that are used and accessed by those who live, work or travel to the area for those services. ■ Current Billy Bishop Toronto City Airport operations do not have a direct impact on access to those services. ■ Billy Bishop Toronto City Airport is a public facility itself, providing emergency air services, commercial and recreational services for both residents of the Greater Toronto Area region and visitors to Toronto.

3.4 Economy and Tourism

As part of the comprehensive 2017 socio-economic assessment, a review of the following background studies and data was completed to understand economic conditions related to business across the City of Toronto, at the time:

- Community AIR, 2013. Reviewing Deluce’s Jets Proposal: What the City Has (and Hasn’t) Done;

- Environics Research Group, 2013. Toronto Resident Survey: Billy Bishop Toronto City Airport.
- HLT Advisory, 2013. Economic Impact Considerations of an Expanded Billy Bishop Toronto City Airport.
- InterVISTAS Consulting, 2012. Billy Bishop Toronto City Airport (YTZ) Economic Impact Study.
- Urban Metrics Inc., 2013. Economic Impact Analysis (2001-2013). Prepared for Waterfront Toronto.
- Urban Strategies Inc. (USI), 2013. Billy Bishop Toronto City Airport Review Preliminary Land Use Evaluation. For the City of Toronto Waterfront Secretariat.

These studies delivered a common message. That the Billy Bishop Toronto City Airport contributes to the economic vitality of the City and region in multiple ways. Specifically, it:

- Facilitates the movement of tourists and business travelers particularly within the regional short-haul catchment area.
- It provides faster access to the city centre eliminating bottlenecks at Pearson International Airport.
- It enables city residents and visitors to use mass transit to and from Billy Bishop Toronto City Airport.
- Because of the above time savings and convenience of access to the city centre, some studies attribute considerable economic benefits (e.g., economic development stimulus) to ongoing operations of Billy Bishop Toronto City Airport.

The following more recent studies/reports were also reviewed to update the Economic Use Value associated with Billy Bishop Toronto City Airport:

- Richard Florida and the Creative Class Group, 2023. Toronto's Downtown Airport, A Powerful Economic Asset in the City's Urban Core. A report financed by PortsToronto and Nieuport Aviation, January 2023.
- York Aviation, 2021. Quantifying the Economic Impact of a Managed Growth Strategy and US Pre-Clearance facility at Billy Bishop Toronto Airport. A report prepared for Nieuport Aviation, November 2021.
- InterVISTAS Consulting Inc., 2017. Billy Bishop Toronto City Airport, 2017 Economic Impact Study. A report prepared for PortsToronto, October 2017.

Generally, these recent data and analyses indicate that Billy Bishop Toronto City Airport does contribute to the growth and prosperity of the City of Toronto. This contribution of Billy Bishop Toronto City Airport to business growth and employment sustainability has been further documented by Florida (2023) and York Aviation (2021). The main theme emerging from these studies is that Billy Bishop Toronto City Airport is a catalyst for knowledge, entertainment and other “hubs” of economic activity. As such, the following update on the existing economic conditions begins from the documented basis that Billy Bishop Toronto City Airport:

- Fosters economic growth and development.
- Enhances travel convenience for many City residents and businesses.
- Sustains direct and indirect employment.

InterVISTAS (2017) modelled the contribution of Billy Bishop Toronto City Airport to Toronto and the Province came to the same conclusion: that Billy Bishop Toronto City Airport fosters economic growth and prosperity for the City of Toronto and the regional economy (York Aviation, 2021; Florida, 2023).

Interviews conducted with selected business organizations (i.e., Waterfront Business Improvement Area) and individual business (located along Queens Quay) as part of the 2017 Environmental Assessment provided testaments to the importance of Billy Bishop Toronto City Airport to the success and sustainability of area businesses. These perspectives were reconfirmed through the targeted interviews completed in 2024 for the RESA project, most notably the Waterfront Business Improvement Association. These interviews identified that activity along the waterfront has not returned to pre-pandemic levels. The office occupancy rate is crucial for many businesses along the waterfront that rely on office workers as their primary customers. The pandemic altered office attendance and preferences, and at the time of the interview mid-2024, the interviewee indicated just over 60% of the workday population had returned to Toronto. This further highlights the importance of the downtown airport in continuing to attract tourists and other visitors to the area and support the economic vibrancy of the area.

Richard Florida and Creative Class Group (2023) paint a compelling argument for managed coexistence of Billy Bishop Toronto City Airport and the city’s downtown core to sustain a positive work-life balance, foster growth of the city’s burgeoning knowledge-based economy. This was validated again through the City of Toronto’s public engagement in September 2024, where participants noted that the airport helps keep businesses and employees better connected in the city (City of Toronto, 2024a).

Not everyone agrees with these conclusions. The City of Toronto held a recent public forum on the RESA project, where some participants offered alternative uses and aspirations for the waterfront and land currently utilized by the Billy Bishop Toronto City

Airport. Some forum participants expressed a desire for most of current Billy Bishop Toronto City Airport lands be repurposed to green open space for public use (City of Toronto, 2024a). This feedback is consistent with recent public engagement on the Next Phase of the Waterfront Revitalization, where some participants recommended that the City rethink the use of the Billy Bishop Toronto City Airport space (City of Toronto, 2022) and consider transforming the airport lands into park land. This perspective is best described and promoted by the organization Parks not Planes (Parks Not Planes, 2021).

However, recent public engagement has not universally rejected all industrial or economic uses along the waterfront; there is a general recognition and acceptance among the public that the Toronto port has always connected the city to the rest of the world and there is support for industries which rely on that port for shipping of concrete, salt, aggregate, building materials, etc. (City of Toronto, 2022). Furthermore, there is interest in expanding other areas of economic development along the waterfront, including sectors of health, climate resilience, and creative industries such as film and artistic destinations as well as development of new attractions to increase tourism activity (City of Toronto, 2022).

3.4.1 Tourism

Tourism-related uses with the socio-economic study area are varied and there is an integrated environment of walkways, parks and trails that now link the area together and create an inviting experience for visitors. Several cultural venues and attractions such as museums, galleries and concert venues are also found in the area which is another draw for tourists and visitors.

An updated list of venues and attractions in the socio-economic study area is identified in **Appendix F**.

An intercept survey of 264 people along the waterfront conducted in 2016 provide valuable insight regarding waterfront uses and attractions. Specifically, 74 of the 264 (28%) intercept survey respondents were visitors or tourists to the city and socio-economic study area. They participated in various activities including jogging/hiking/exercise/walking; biking; relaxing; boating; picnicking; swimming; and visiting the Toronto Islands (Centreville, Parks, and Beaches) as well as visiting local restaurants and businesses while in the area.

Furthermore, two organizations interviewed in 2016, stated that they derive a large portion of their business from tourists/visitors and that their waterfront location is important and valuable to visitors and residents seeking amenities that foster their use and enjoyment of the waterfront. The Waterfront Business Improvement Association representative described the key attraction for tourists and visitors in the area is the

beauty and uniqueness of the waterfront and its amenities (e.g., sailing and small boating, walking, swimming at the island beaches, etc.). One operator in the accommodation business stated that their guests prefer this waterfront location over many alternatives throughout the City of Toronto because of the waterfront experience along with its proximity to the business core of the city.

When two waterfront businesses were asked if they had any concerns related to the Billy Bishop Toronto City Airport operations, they offered the following observations:

- Billy Bishop Toronto City Airport is commonly used by their patrons and is valued for its convenience and service quality.
- The current aircraft-related noise and other interruption events linked to Billy Bishop Toronto City Airport are not a factor for their patrons – based on a lack of comments or complaints. Rather, there have been many complaints linked to traffic and the Queens Quay revitalization construction.
- The visible and audible flights linked to Billy Bishop Toronto City Airport do not appear to be detractors from the waterfront experience. One comment is: *“The flights tend to be part of the theatre of the area”*.

According to a recent study conducted for the Waterfront Business Improvement Association over four million passengers arrive at the waterfront’s airport and ferry terminals each year, with over 30% of visitors coming from out of town (Business of Cities, 2024). Of visitors that arrive on the island via ferry (approximately 1.5 million in 2023), 82% of travellers come between May and September (WBIA Area Data Package, 2024). This suggests the important role the airport plays in supporting year-round tourism and economic activity in the region.

Revitalization Plans

Waterfront Toronto is currently leading a major transformation of the downtown waterfront as part of the Next Phase of Waterfront Revitalization, with investments in natural wildlife habitats, affordable housing, public art, and spaces for work and recreation. This revitalization is expected to boost tourism in the area (Waterfront Toronto, 2022). As described in more detail above, some people believe alternative uses for key locations, such as the airport and former Ontario Place, should be considered, while others support the current vision for the waterfront’s redevelopment (City of Toronto, 2024). For example, Waterfront Toronto’s recent public and Indigenous engagement on the Next Phase of Waterfront Revitalization identified the following themes or recommendations related to tourism in the area:

- New destinations and tourist attractions across the wider waterfront: Many wanted to see more destinations for tourists and locals to visit regularly.

- Support local businesses and main streets along the waterfront to enhance the destination, to promote Indigenous businesses and arts and culture, initiatives, and support covid-19 economic recovery (City of Toronto, 2023d; and, City of Toronto 2022).

New investment in tourism facilities and amenities is planned as the Ontario government has announced that the revitalized Ontario Place will include a relocated Ontario Science Centre and expanded development including a spa and indoor waterpark in addition to green space and beaches. The Ontario Place Revitalization Plan Project included public consultation activities in April and September 2023 to gather feedback for the resubmission package from Infrastructure Ontario. Public feedback was categorized into five main themes: transportation, public realm, uses and activities, built form and heritage, environment and sustainability, and other comments. A key public concern related to both Billy Bishop Toronto City Airport and the Ontario Place Revitalization Plan is transportation.

Specifically, there is concern about how increased activity at Ontario Place might affect airport operations, particularly in terms of access and transportation logistics. Although the airport is already well-connected, it could face additional pressure on its access routes, especially as Ontario Place becomes more popular. During the project's consultation events, participants raised concerns about the capacity projections for the proposed Therme Spa at Ontario Place. Both the Therme Spa and Billy Bishop Toronto City Airport are expected to draw up to 3 million visitors annually, leading to worries about transportation access, space usage, and overall congestion on the island (Ontario Place Community Consultation Meetings, 2023). One participant in a consultation group suggested limiting Billy Bishop's passenger capacity to 1,200 passengers per hour to help manage traffic (Ontario Place Community Consultation Meetings, 2023). Although the timelines and complete plans for the Ontario Place Revitalization Plan are not yet finalized, they will result in increased tourism use of the Toronto waterfront once it is operational.

Table 3-5: Economy and Tourism Existing Condition Summary in Relation to Billy Bishop Toronto City Airport

Value	Existing Conditions Summary
Economy and Tourism	<ul style="list-style-type: none"> ■ Billy Bishop Toronto City Airport contributes to the economic and tourism value to the socio-economic study area and City of Toronto as a whole. Current airport operations are not seen as negatively impacting local business and tourism activity in the socio-economic study area. ■ Some consider the airport an important portal for current and future tourism while others would prefer the lands convert to parkland.

3.5 Non-Use Values

One does not have to actively or currently use the Toronto waterfront and area to derive satisfaction and value from its existence. Many people in the City of Toronto or surrounding Greater Toronto Area may not have visited or plan to visit the waterfront, but they nonetheless derive value from it in the form of:

- Maintaining options for future generations to develop and use the waterfront as they wish it to become.
- Preserving aspects of the natural environment for future use and enjoyment – the argument being for example that if part of the Inner Harbour is filled in the loss is irreversible.
- Representing or contributing to the “brand” of Toronto as a major “waterfront” city with a certain “quality of life” that is attractive.

Furthermore, passive enjoyment of the waterfront, the lake and the Toronto Islands for its scenery and naturalized environment alongside the densely built up and urbanized landscape is highly valued by those living and visiting the socio-economic study area.

In 2017, individuals from the socio-economic study area and the wider City of Toronto participated in phone and intercept surveys. They were asked to list the top three things they value most about Toronto’s waterfront. From 2017 phone survey respondents, wider City of Toronto respondents named a variety of things they value, from the scenery (26%) to specific activities. Socio-economic study area respondents are more likely than those in the wide City of Toronto to cite the scenery (35%), the large open space (23%), the convenient location (18%), the sense of community (13%), and the peaceful nature of an area close to but away from the rest of the City (13%), while wider City of Toronto respondents were more likely than the socio-economic study area respondents to cite the recreational facilities (11%). However, both socio-economic study area and wider City of Toronto respondents indicated that they value the water and proximity to the lake and expressed they enjoyed walking or biking in the area along the lakeshore. These results demonstrate value associated with uses and specific activities, such as recreational uses etc., along with passive Non-Use Values, such as the simple presence of the lakeshore, large open spaces, a body of water, contribution to a sense of community, and the presence of nature close to the City.

Furthermore, the 2017 phone survey also found that City of Toronto residents who have never visited the socio-economic study area (13.6%) value the waterfront despite never having utilized the area. These “non-users” cited scenery and view (22%) and the water and proximity to the lake (17%) as the top reasons why they attribute value the waterfront. The results from the intercept survey generated similar responses that

indicate value associated with passive-use of the area, particularly focused on the presence of the lake and activities along the shore, referencing the natural setting, the opportunities for recreation that the open land and water provides, the uniqueness of the area in comparison to other recreational or open spaces in the City of Toronto, as well as the identity it creates for the City of Toronto as a “waterfront” city.

Respondents to the 2017 phone and intercept survey were also asked to state how important they believe the waterfront is to the City of Toronto. Almost all City of Toronto phone survey respondents (socio-economic study area and the wider City of Toronto) rated Toronto’s waterfront as important to the city. socio-economic study area phone survey respondents were more likely to state, “very important” (93%) as were phone survey respondents in the wider City of Toronto (89% - users only), with 82% of passive / future-users in the City of Toronto stating this as well. Overall, the majority of intercept survey respondents also felt that the waterfront is very important to the City of Toronto, with 89% of respondents stating this. Only 6% of respondents felt that the area is somewhat important, and 3% of respondents “didn’t know/were not sure”.

Recent public consultation feedback and comments from key interviews for the Project have re-confirmed that there continues to be interest and value associated with maintaining or creating new “non-use” space around the Toronto waterfront. Indigenous engagement for the Next Phase of Waterfront Revitalization indicated similar interest in identifying areas to be left alone for potential future uses: *“Interest is more focused on how the environment and natural resources will be left for future generations, than it is about commemorating specific historical places [such as] where a longhouse was built in the past... The lens used by city planning can tend to bring a colonial perspective, identifying and discussing specific projects and areas without considering how they impact or relate to the broader environment.”* (City of Toronto, 2023d).

Some additional “non-use” examples suggested by interviewees for this RESA Environmental Assessment included recommendations to create “buffer” areas - an area of “un-used” space, often naturalized, that can provide a physical, visual, and conceptual buffer zone between two highly varied use areas, such as an airport and a clothing-optional beach. Furthermore, such areas can also be considered, now or in the future, to reduce the effects of human impact on the environment and mitigate effects of climate change, such as carbon sequestration, buffer against rising water levels or storm surges, support for biodiversity by providing habitat and ecosystem resilience, moderation of local temperatures etc.

Similarly, while the Marine Exclusion Zone is an area of water that cannot be used for recreational boating or other water uses are permitted due to the proximity to the Billy Bishop Toronto City Airport, this open water area is passively enjoyed as a pleasing component of the waterfront landscape. The presence of open water area within the

Marine Exclusion Zone contributes, as opposed to infilled land as part of a RESA contributes to the passive enjoyment of the waterfront overall for both land and water-based recreational users and as a safety-buffer for those on the water and as a visually appealing part of the lake area.

Finally, a diversity of community groups or organizations representing several different causes also operate in the socio-economic study area. any of these groups either advocate for a cause directly related to protecting or expanding the waterfront’s natural environment for potential future use and enjoyment (Parks Not Planes, 2021). Many of these community groups and organizations are identified in **Appendix G**.

Table 3-6: Non-Use Value and Existing Condition Summary in Relation to Billy Bishop Toronto City Airport

Value	Existing Conditions Summary Statement
Non-Use Values	<ul style="list-style-type: none"> <li data-bbox="483 789 1440 982">■ Even non-users of the Waterfront and the Billy Bishop Toronto City Airport itself see value in passively enjoying the presence of the lake/waterfront itself and the current combination of recreational, economic (tourism, airport, businesses), and naturalized spaces to both residents and potential future visitors of the City of Toronto as part of Toronto’s waterfront brand. <li data-bbox="483 995 1409 1119">■ There is also value in preserving options for potential future uses and enjoyment or establishing buffer areas to address future, unknown needs e.g., potential mitigations of climate change or human’s impact on the environment etc.

4. Socio-Economic Assessment

Runway End Safety Area at Billy Bishop Toronto City Airport

The project involves the implementation of Runway End Safety Areas (RESAs) at Billy Bishop Toronto City Airport, which requires expanding the landmass at both the east and west ends of Runway 08/26. To meet the requirements for RESA implementation, three alternatives were developed, each progressively building on the previous one with increased landmass expansion and additional features. The following outlines the three RESA alternatives.

RESA 1 – Minimum Landmass

RESA 1 proposes the minimum landmass expansion to meet RESA requirements, extending 54 m from the seawall on the west end (7,850 m²), and 52 m on the east end (6,100 m²). On the west end, the breakwater structure will be raised to 81 m above sea level, about 4.5 m above the threshold at Runway 08/26, to prevent wave overtopping and water spray. The breakwater at the east end (Inner Harbour) will be raised to 77 m above sea levels, about 1 to 1.5 m above the threshold, since there is no need to control any waves or water spray.

The proposed layout includes perimeter airfield roads around the RESA ends, providing restricted access across the runway, similar to current access conditions. The road will be managed by the control tower to avoid conflicts with aircraft landing or taking off, as this landmass configuration does not provide sufficient airspace clearance for unrestricted vehicle passage (does not meet Obstacle Limitation Surface requirements). An Obstacle Limitation Surface is an imaginary surface or series of surfaces that define the limits to which objects may project into airspace, to protect the airspace for the safe operation of aircraft during takeoff, landing and emergency operations.

RESA 2 – Taxiway Improvements

This alternative builds on RESA 1 – Minimum Landmass by incorporating additional airfield improvements in conjunction with the RESA work at both runway ends. Specifically, it proposes upgrades to Taxiway B at the west end and Taxiway D at the east end to enhance operational efficiency and safety at the airport.

For Taxiway B, the relocation of the Localizer 26 antenna to the new western RESA increases the landmass expansion to the west, reaching 82 m² from the seawall (11,800 m²). The relocation of Taxiway D requires additional landmass to the northeast, bringing the total landmass on the east end to 11,300 m². This relocation enables the airport to upgrade its visual approach guidance system for aircraft landing on Runway 26, which

is intended to improve aviation safety with a more precise system. All other features from RESA 1- Minimum Landmass remain the same in this alternative.

RESA 3 – Noise Walls and East Utility Conduit

This alternative builds on RESA 2 – Taxiway Improvements by incorporating additional elements. The key new features of RESA 3 include: 1) unrestricted airfield perimeter roads connecting the north and south sides of the airport, 2) a noise wall at the east end along with an extension of the existing noise wall at the west end, and 3) a reserved utility conduit for future hydro, water, and telecommunication services to the Toronto Islands community.

To accommodate these new components and ensure aeronautical airspace clearances over the new roads, security fences, and noise walls, a landmass expansion is required; 73 m from the seawall (29,980 m²) on the east end and 82 m from the seawall (12,600 m²) on the west end. All other features from RESA 2 are included in this alternative.

The following is a qualitative assessment of whether any change to the identified Use and Non-Use Values is anticipated for each of the three identified RESA alternatives at Runway 08/26 at Billy Bishop Toronto City Airport.

Each Use and Non-Use Value is associated with Measures of Effect which are used to determine whether there will be a negative, positive or no effect as a result of the proposed RESA or during the construction phase. The Key Assumptions and Design Considerations which have informed the effects assessment are identified for each Use or Non-Use Value. Mitigations or effects management measures to minimize the potential negative effects are identified for each Use or Non-Use Value. The assessment then determines the Net (or remaining) Effects after mitigation has been applied.

4.1 Socio-Economic Assessment Summary

The assessed effects associated with each Use or Non-Use Value and the three RESA alternatives at Runway 08/26 at Billy Bishop Toronto City Airport for the construction and operations phases is presented below. A detailed summary of this Socio-Economic Effects Assessment is presented in **Appendix B**.

Consistent Assumptions and Design Considerations: Several assumptions and design considerations have been consistently included when determining the potential effects of each of the three RESA alternatives on the various social values. It is assumed that the current extent of the Marine Exclusion Zone will not change and that current airport operations will not change. Specifically, this means flight numbers, flight frequency, and

operational times will remain consistent with current levels of operations. Finally, it is assumed that all planned construction activities will take place during airport off-peak or non-operational hours (between 11:00 pm and 7:45 am). However, in unforeseen circumstances, limited work may be required during operational hours.

4.2 Residential Uses

The 2017 and 2024 Environmental Assessment socio-economic assessments confirmed that noise and air quality are top priorities for the community. As described in the Existing Conditions summary, some residents in the socio-economic study area are currently negatively impacted by aircraft-related noise and emissions from the current operations at Billy Bishop Toronto City Airport. This has been a long-standing concern for some members of the community, affecting their daily lives and overall well-being.

Criteria: Changes in the use and enjoyment of residential property as a result of the RESA extension including effects of airport operations (e.g., noise and air quality), changes to the viewshed, and any potential benefits due to design elements were considered against the established Existing Conditions for the Residential Use Value. The potential effects, proposed mitigations and anticipated net effects for all three RESA alternatives are presented below for Construction and Operations phases.

Construction Potential Effects: Construction of any of the three RESA alternatives will result in time-limited, negative effects due to traffic congestion, dust and noise. Additionally, the planned overnight construction, scheduled to take place during the airport's non-operational hours, may disturb residents' sleep and nighttime enjoyment of their properties due to noise or construction lighting. Though the impacts will be similar in effect, the impacts differ in duration. RESA 1 will have the shortest duration (18-months) while RESA 2 (21-months) and RESA 3 (24-months) have a longer construction duration to account for the larger land mass and additional design considerations.

Construction Mitigation Measures: Given off-peak construction activities are anticipated. Residents to be informed about upcoming construction activities and mitigation measures as described by each relevant discipline should be implemented to minimize noise and nuisance impacts, including construction lighting at night, where possible. Please refer to the Noise Impact Assessment and Air Quality Assessment for specific mitigations for construction noise, and Table B-1 in Appendix B for light pollution mitigation measures.

Construction Net Effects: As these effects are directly related to the duration of construction, RESA 1 will have the shortest duration, while RESA 2 and RESA 3 have longer construction times and therefore a longer effect duration. Net negative effects

from construction activities can be reduced for all three RESA alternatives, regardless of construction duration, through the implementation of appropriate mitigation measures as described by each discipline, e.g., informing residents and community groups of the construction schedule; implementing noise and light pollution mitigations; air quality management plan; traffic management plan to be developed during detailed design, etc.

Operations Potential Effects: For any of the three RESA alternatives, because airport operations remain unchanged, there will be no additional noise disruptions or negative impacts to air quality during operations impacting the use and enjoyment of residential properties. The reduction in water area due to the harbour infill may be considered a negative impact for some residents, as it affects their enjoyment of the viewshed, including the water in the harbour, from their homes.

For RESA 2 and RESA 3, there may be potential benefits experienced by some residents in the form of reduced emissions due to reduced taxi times following modifications to Taxiway B and D. RESA 3 may have additional positive benefits from improved noise mitigation for aircraft on the ground because of the new noise walls.

Operations Mitigation Measures: No mitigation measures proposed during Operations as the effects are anticipated to be neutral for RESA 1 and positive for RESA 2 and RESA 3.

Operations Net Effects: No net effects are anticipated for RESA 1 alternative during operations. For RESA 2 and RESA 3, overall, residents are expected to experience a positive change, from modifications to Taxiways B and D which will reduce taxi times, thereby decreasing associated noise and emissions. RESA 3 will also include the installation of noise walls aims to mitigate aircraft noise while planes are idling on the ground. For more detailed information, refer to the Noise Impact Assessment and the Air Quality Impact Assessment; provided under separate cover, that inform these conclusions.

The net effects for RESA 2 and 3 will be generally positive for residents in the long term, despite the negative short-term impacts from construction. These additional mitigating features are anticipated to help address two of the top concerns of residents—noise and emissions—providing some relief and benefits to the community.

4.3 Recreational Uses

The 2017 and 2024 Environmental Assessment findings confirmed that the variety and availability of recreational uses in the socio-economic study area, inclusive of the Toronto Waterfront and Toronto Islands, is highly valued among socio-economic study area residents, those who live in Toronto, as well as visitors and tourists to the area.

Current airport operations can negatively impact recreational uses and enjoyment of some recreational spaces on the Toronto mainland, islands and the harbour, however, there is a willingness to tolerate the current level of airport operations – specifically current flight volumes and the current extent of the Marine Exclusion Zone - in order to enjoy the unique recreational activities available in the area.

Criteria: Changes to the use and enjoyment of recreational spaces on the Toronto Islands (e.g. parks, beaches, boardwalks), within the Harbour (e.g. recreational boat uses), and along the Toronto Waterfront (e.g. changes to viewshed, ability to use and enjoy rec) as a result of the RESA extension, including effects of airport operations (e.g., noise and air quality), changes to the viewshed, and any potential benefits due to design elements were considered against the established Existing Conditions for the Recreational Use Value.

The potential effects, proposed mitigations and anticipated net effects for all three RESA alternatives are presented below for Construction and Operations phases.

Construction Potential Effects: Construction of any of the three RESA alternatives will result in time-limited, negative effects due to delivery of materials by barge and in-water construction activities which may restrict some water-based activities or discourage water and land-based recreational users due to increased water-traffic, noise and visual distraction (e.g. construction lighting). Though the impacts will be similar in effect, the impacts differ in duration. RESA 1 will have the shortest duration (18-months) while RESA 2 (21-months) and RESA 3 (24-months) have a longer construction duration to account for the larger land mass and additional design considerations.

Construction Mitigation Measures: For all three RESA alternatives, to minimize impacts on nighttime recreational users (e.g. water taxis, beach use) notice should be provided regarding all construction activities. Mitigation measures as described by each relevant discipline should be implemented to minimize noise and nuisance impacts, including night-time construction lighting, where possible. For mitigations related to construction noise, please refer to the Noise Impact Assessment. Refer to Table B-1 of Appendix B for light pollution mitigation measures.

Construction Net Effects: Net negative effects from construction activities can be reduced through the implementation of appropriate mitigation measures for all three RESA alternatives, e.g. informing recreational facilities of the construction schedule; implementing noise and light-pollution mitigations; air quality management plan; traffic management plan to be developed during detailed design, etc. As the effects are directly related to the duration of construction, RESA 1 will have the shortest duration, while RESA 2 and RESA 3 have longer construction times and therefore a longer effect duration.

Operations Potential Effects: For any of the three RESA alternatives, there will be notable impacts on recreational uses. To accommodate any one of the three RESAs, infill will be required in the surrounding water, which is currently utilized by various boaters, including those in sailboats, paddleboats, and kayaks. Currently, a Marine Exclusion Zone around the airport prevents boaters from accessing certain areas. While the Marine Exclusion Zone will remain unchanged as part of the RESA project, the public's enjoyment of the harbour and waterfront may be negatively affected due to the infill. This infill has faced opposition from boaters and recreational users, who are concerned that it will limit future uses of the water and negatively impact the viewshed and enjoyment of the water by reducing the water area. The infill required for the RESA project is seen as a constraint on the flexibility and enjoyment of the harbour area, negatively impacting the overall recreational experience for the community. Though the impacts will be similar in effect, the impacts differ in quantity. RESA 1 will have the least infill (332,000 tonnes of infill) while RESA 2 (450,000 tonnes of infill) and RESA 3 (865,000 tonnes of infill) have a longer a larger land mass and therefore additional infill.

With respect to sediment transport and its potential impacts on the nearby Hanlan's Point Beach: *Preliminary Design Littoral Sediment Transport Overview* (Shoreplan, 2024) notes that the landmass expansion for the west RESA could impact sediment movement along the adjacent sand beach (Hanlan's Point Beach), and minimal impacts are expected relating to sediment transport for the east extension (AECOM, 2025c). An extended RESA landmass in the west may result in sediment build up on the north end of Hanlan's Point Beach against the RESA structure (Shoreplan, 2024). However, consultation with the Friends of Hanlan's (2024) indicated the sediment that does accumulate on the north end of Hanlan's Point Beach may not be in the beach area most frequently and consistently used by the LGBTQIA+ community and broader public, who frequent the beach area further south.

There will be no additional noise disruptions or air quality impacts as airport operations will remain the same, meaning most land-based recreational spaces will have no changes to use or enjoyment. However, for RESA alternative 2 and 3 there may be potential benefits experienced by some recreational users in the form of reduced emissions due to reduced taxi times following modifications to Taxiways B and D. For RESA 3, there may also be improved noise mitigation for aircraft on the ground because of the new noise walls.

Operations Mitigation Measures: Negative impact from the infill restricting future use of the water, impacting the viewshed and reducing the enjoyment of the waterfront given the reduction of total water area, may be indirectly mitigated by support for community initiatives to enhance enjoyment and encourage use of other areas of the Toronto Waterfront important to recreational users.

Possible enhancements may be achieved in collaboration with environmental and community groups, including initiatives for clean water along the waterfront, and for the preservation and enhancement of Toronto Island beaches. This can include expansion of the existing Trash Trapping Program, a partnership between PortsToronto, the University of Toronto and the Waterfront Business Improvement Area to remove trash from the lake-front (PortsToronto, n.d.), or the management of erosion of Gibraltar Point and the development of a sand management plan to renourish Hanlan's Point Beach. Please refer to the Marine Physical Environment Assessment (AECOM, 2025c) and the Shoreplan Assessment (Shoreplan, 2024) for further details.

Operations Net Effects: For all three RESA alternatives, some recreational users may experience net negative effects from changing viewshed/loss of water at varying degrees, with RESA 1 having the least infill, while the amount of infill for RESA 2 and RESA 3 increase, respectively. However, it is anticipated that for RESA 2 and RESA 3 some users will experience a net positive effect from noise and emission reductions.

4.4 Public Facilities, Services, and Institutional Uses

The 2017 and 2024 Environmental Assessment findings confirmed that the socio-economic study area is valued due to proximity and accessibility of various public facilities, services and institutions, including Billy Bishop Toronto City Airport itself, which provides emergency as well as commercial and recreational air services. For other public facilities, services and institutions (such as schools and social service providers in the socio-economic study area), current airport operations do not have a direct impact on access to those services.

Criteria: Changes to the use and access of public facilities, emergency services and institutions within the socio-economic study area as a result of the RESA extension, including effects of airport operations (e.g., noise and air quality) and any potential benefits due to design elements were considered against the established Existing Conditions for the Public Facilities, Services and Institutional Use Value.

The potential effects, proposed mitigations and anticipated net effects for all three RESA alternatives are presented below for Construction and Operations phases.

Construction Potential Effects: Construction of any of the three RESA alternatives will result in time-limited, negative effects due to traffic congestion, dust and noise in the socio-economic study area, which may disturb or impede access to some local services and institutions. Construction disruptions will also occur on the water, including delivery of materials by barge, in-water construction activities, which may impact the Toronto Marine Police Unit and other water-based services such as water taxis and ferry services. If construction activities require Billy Bishop Toronto City Airport to close their

runway for any reason, this may interrupt air services, including emergency medical air services. Though the impacts will be similar in effect, the impacts differ in duration. RESA 1 will have the shortest duration (18-months) while RESA 2 (21-months) and RESA 3 (24-months) have a longer construction duration to account for the larger land mass and additional design considerations.

Construction Mitigations: For all three RESA alternatives, a detailed assessment of potential traffic disruptions should be completed, including potential measures for minimizing disruptions to existing traffic and pedestrian flows. Mitigations should be developed in consultation with essential service providers including the Toronto Police Marine Unit and Ornge, water taxi and ferry services, and the Toronto Transit Commission to prevent disruption of access to public services and institutions by the public or any barrier to emergency services on land or in the water during or after construction.

Construction Net Effects: Negative Net effects from construction activities can be reduced through the implementation of appropriate mitigation measures e.g., planning construction activities with input from local service providers and institutions including EMS; noise mitigations; air quality management plan; traffic management plan to be developed during detailed design, etc. As the effects are directly related to the duration of construction, RESA 1 will have the shortest duration, while RESA 2 and RESA 3 have longer construction times and therefore a longer effect duration.

Operations Potential Effects: The proposed RESA alternatives will not have an effect on access to public facilities, services or institutions as airport operations (flight numbers, frequency, times etc.) will remain consistent. No change in the existing Marine Exclusion Zone means no permanent change in access/use of the harbour for EMS or other water-based services, such as water taxis and ferry services. Current solutions that ensure access of services, for example, services which connect the Toronto Island residents to the mainland via ferry services, water taxis, enable runway crossings for vehicles owned/operated by the City of Toronto, utility services (e.g., Toronto Water, hydro, Bell, Rogers, garbage/recycling trucks), vehicles for the Toronto and Region Conservation Authority (e.g., supporting projects like Gibraltar Point Erosion Control) public service vehicles (e.g., mobile library units), food service vehicles, and event-related traffic (e.g., for sporting or cultural events) through the existing PortsToronto Runway crossing process will not be changed as a result of the RESA.

Operations Mitigation Measures: None required.

Operations Net Effects: No net effects are anticipated.

4.5 Economy and Tourism Uses

The 2017 and 2024 Environmental Assessment findings confirmed that Billy Bishop Toronto City Airport contributes to the economic and tourism value of the socio-economic study area and the City of Toronto as a whole. Current airport operations are not seen as negatively impacting local business and tourism activity in the socio-economic study area and the airport is seen as an important portal for current and future tourism.

Measures of Effect: Changes to economic, business or tourism activity because of the RESA extension and any potential benefits due to design elements were considered against the established Existing Conditions for the Economy and Tourism Use Value.

The potential effects, proposed mitigations and anticipated net effects for all three RESA alternatives are presented below for Construction and Operations phases.

Construction Potential Effects: Construction of any of the three RESA alternatives will result in time-limited, negative effects due to traffic congestion, dust, light-pollution and noise in the socio-economic study area, which may negatively impact local business or tourism activity. Construction disruptions will also occur on the water, including delivery of materials by barge, and in-water construction activities, which may negatively impact some businesses based on water activities, including those that operate late at night (e.g., evening boat tours/cruises, water taxis, etc.). Construction of the RESA may require Billy Bishop Toronto City Airport to close their runway for short periods of time, interrupting commercial air service and reducing economic value or tourism access during those limited times. Though the impacts will be similar in effect, the impacts differ in duration. RESA 1 will have the shortest duration (18-months) while RESA 2 (21-months) and RESA 3 (24-months) have a longer construction duration to account for the larger landmass and additional design considerations.

Construction Mitigation Measures: To minimize impacts on nighttime business and tourism activities (e.g. boat cruise, water taxis) notice should be provided regarding all construction activities. Mitigation measures as described by each relevant discipline should be implemented to minimize noise and nuisance impacts, including light pollution, where possible. It is recommended a traffic management plan be developed to mitigate any congestion due to construction.

Construction Net Effects: Negative net effects from construction activities can be reduced through implementation of appropriate mitigation measures e.g., informing local businesses and tourism operators of the construction schedule; implementing noise and light pollution mitigations; air quality management plan; traffic management plan to be developed during detailed design etc. As the effects are directly related to the duration

of construction, RESA 1 will have the shortest duration, while RESA 2 and RESA 3 have longer construction times and therefore a longer effect duration.

Operations Potential Effects: The three RESA alternatives will not change economic conditions, local business activities or tourist behaviours in the socio-economic study area as airport operations remain consistent. However, the construction of the RESA enables the Billy Bishop Toronto City Airport to continue to operate and contribute to the economic and tourism activity of the socio-economic study area and the City of Toronto as a whole.

Operations Mitigation Measures: No mitigations are needed.

Operations Net Effects: No net effects are anticipated, though the RESA extension will enable Billy Bishop Toronto City Airport to remain operational, contributing to the existing economic, business and tourism uses and value of the socio-economic study area.

4.6 Non-Use Value

The 2024 Environmental Assessment findings confirmed that even non-users of the Waterfront and the Billy Bishop Toronto City Airport itself see value in the current combination of recreational, economic (tourism, airport, businesses), and naturalized spaces to both residents and potential future visitors of the City of Toronto. There is also value in preserving options for potential future uses and enjoyment, the concern being that if part of the Inner Harbour is filled in, as is required for construction of the RESA at Runway 08/26 at Billy Bishop Toronto City Airport, the loss is irreversible.

Criteria: Changes to the identified Non-Use Values of the overall socio-economic study area as a result of the RESA were considered against the established Existing Conditions for the Non-Use Value.

The potential effects, proposed mitigations and anticipated net effects for all three RESA alternatives are presented below for Construction and Operations phases.

Construction Effects: Construction of any of the three RESA alternatives will not have an impact on the Non-Use Values associated with the socio-economic study area (this Value is about current perceptions and potential future options associated with the socio-economic study area which are not directly impacted by time-limited construction activities).

Construction Mitigation Measures: No mitigations are identified.

Construction Net Effects: No net effects anticipated during Construction.

Operations Potential Effects: The expansion of Billy Bishop Toronto City Airport to include any of the three RESA alternatives will have a change on Non-Use Value, or perception, of the socio-economic study area due to reduced overall water area in the Toronto harbour from infill on both the East and West sides of the airport lands, even though the Marine Exclusion Zone will remain unchanged. This change prevents or limits potential future uses of that former water area, by fixing it as land. Though the impacts will be similar in effect, the impacts differ in quantity. RESA 1 will have the least impact on water loss (13,950m²) while RESA 2 (23,100m²) and RESA 3 (42,580m²) have a longer construction duration to account for the larger land mass and additional design considerations.

Operations Mitigation Measures: No mitigation measures are possible. Infill for any of the three RESA alternatives is a permanent feature.

Operations Net Effects: The Non-Use Value of the socio-economic study area will be changed as the infill from the RESA prevents potential future uses of that area for water-based activities or enjoyment. However, potential future uses of that new landmass for purposes other than an airport will continue to be possible. As the net effects are directly related to the reduction of water, RESA 1 will have the least water reduction, while RESA 2 and RESA 3 have more water reduction and therefore an increase in the perceived effect.

5. Conclusion and Recommendations

The purpose of this Socio-Economic Report is to assess the social consequences of the proposed RESA alternatives at Runway 08/26 at Billy Bishop Toronto City Airport. The overall intent is to determine what positive or negative changes to the socio-economic Use and Non-Use values associated with the Toronto Waterfront may occur, from the construction and operation of the three proposed RESA alternatives. Associated mitigations have also been identified where negative impacts are present, allowing net effects to be anticipated.

Informed by qualitative and quantitative research and primary source data collection, this socio-economic assessment has confirmed that for each of the three RESA alternatives, there will be some negative effects which cannot be fully mitigated or are only the result of time-limited construction activities. Though the negative impacts related to construction will be similar in effect across the three RESA alternatives, the impacts differ in duration. RESA 1 will have the shortest duration (18-months) while RESA 2 (21-months) and RESA 3 (24-months) have a longer construction duration to account for the larger land mass and additional design considerations.

The negative net effects for the three RESA alternatives are primarily the result of the infill of the Toronto Harbour that is required to construct the RESA. Though the impacts will be similar for all three RESA alternatives, the impacts differ in scale given the quantity of infill required. RESA 1 will have the least infill (332,000 tonnes of infill) while RESA 2 (450,000 tonnes of infill) and RESA 3 (865,000 tonnes of infill) have a longer and larger landmass and therefore additional infill.

Therefore, for any of the three RESA alternatives, some residential and recreational users may experience a negative net effect due to infill changing the viewshed and reducing overall enjoyment of the waterfront due to the loss of total water area. Additionally, the infill from the RESA is a permanent change that fixes the use of that area as land, precluding potential future uses of that area and impacting the Non-Use Values associated with the Toronto Waterfront and Harbour. It is worth noting that, the new landmass shall remain within the confines of the current Marine Exclusion Zone, a buoy-marked area of the lake where vessel entry is already prohibited without PortsToronto's authorization.

There are also some positive effects attributed to proposed design elements included in RESA 2 and RESA 3, which include modifications to the alignment of Taxiway B and D and in RESA 3, the construction of a new noise wall on the east side of the airport, and extension of the existing noise wall on the west end the airport. Some residents along the waterfront and recreational users of the area are expected to experience positive changes due to the taxiway modifications resulting in a reduction of aircraft idling time

and a reduction in noise of aircraft when on the ground due to the new noise walls. These positive effects must be carefully considered at the same time as the negative effects of increased infill and longer construction times for the RESA 2 or RESA 3 options.

Finally, no material net effects are anticipated for the economic and tourism conditions of the socio-economic study area. However, the RESA extension will enable Billy Bishop Toronto City Airport to remain operational, continuing to contribute to the existing economic, business and tourism uses and value of the socio-economic study area.

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Appendix A

**RESA Environmental Assessment Billy
Bishop Toronto City Airport: Socio-
Economic Interview Guide**



Overview

The overall approach to this socio-economic assessment for the Project is to re-confirm and update the descriptions of each of the Social Values identified in the 2017 Environmental Assessment research.

- Residential Uses.
- Property Values.
- Recreational Uses.
- Public facilities, services and Institutional Uses.
- Economy and Tourism.
- Non-Use Values.

The socio-economic research undertaken at that time involved several key stakeholder interviews, and a more in-depth set of phone and intercept interviews provided a clear understanding of stakeholder values along the waterfront. Due to changes in population dynamics along the Toronto Waterfront since 2017 and the need to identify potential effects of the RESA for this 2024 Environmental Assessment, existing condition descriptions and identification of potential effects of the RESA at Runway 08/26 at Billy Bishop Toronto City Airport were further validated through both desktop research, key stakeholder interviews and input from public consultation sessions.

Key stakeholder interviews in 2024 sought to understand: (1) current conditions along the waterfront (or how the waterfront has changed since 2017) and (2) how the project could impact waterfront conditions.

Where possible, interview participants from 2017 were re-engaged and some additional participants were interviewed due to their current positions or as a result of recommendations made by other interviewees or stakeholders.

Interview subjects were invited for a phone or virtual interview. Interview times ranged from approximately 30 mins to two hours, in response to the interviewees' level of input and interest.

Subsequent, aggregated analyses of the discussions informed the Existing Conditions descriptions and Effects Assessment for the RESA project.

Meeting Structure

Time: 30 minutes to 45 minutes in length (flexible and extended at the interviewee's request)

Location: Phone/virtual by computer. Opportunities for impromptu engagement and interview input at Public Information Centres are expected.

Anonymity: The AECOM team did not attribute specific comments or perspectives to interviewees. Due to the small nature of the community and the limited number of interviews, AECOM cannot guarantee anonymity for interview participants.

General Meeting Agenda

- **Introductions** – A roundtable of introductions with project team and interviewee.
- **Context** – Background on the project, RESA alternatives, and how the information provided will be used.
- **Questions** – Guiding questions to ask interviewees, flexible and informal in nature. Questions are meant to be a starting point for conversations.
- **Wrap-up** – Ask for any final comments and see if any follow-up is required.
- This interview should take around 20-30 minutes to complete, your answers are completely confidential, and you will not be identified in any reports except for in aggregate form.

Meeting Questions

The following interview questions are meant to be a starting point for socio-economic interviews. Interviews are semi-structured and conversational in nature. The questions were adopted in real-time based on the background, specialty and interests of the interview subject.

Questions Related to Current Conditions related to Waterfront Location / Billy Bishop Toronto City Airport:

- Can you tell me a bit about your interest in the Airport / Waterfront / area?
- How important is Waterfront to you / your organization?
- How do you feel the Waterfront area has changed in the last 8-10 years?
- What were things like during COVID for you / your organization?
- As things have stabilized into a new normal, post-COVID, are you currently satisfied with the current state of the Waterfront?

- What are the things about the Waterfront area that you feel are the most positive attributes and the most negative attributes?

Questions that relate to the Potential Effects of the RESA alternatives:

- Do the Airport and its current operations affect your residence / business / your use and enjoyment of your property or recreational area?
- What effects – positive or negative - do you think any RESA alternatives will have on the use and enjoyment of the Waterfront area?
- Do you have a preferred alternative, and why?
- The proposed RESA alternatives will have short-term construction impacts. What would help your organization continue to operate as you do currently throughout the potential construction of RESA?

Open-Ended Closer:

- Do you have any other questions or views you would like us to know about that can be reflected in assessment?
- Would you be willing to share your contact information to be potentially contacted in the near future for a follow-up discussion?

Interview Summary

In total, the AECOM socio-economic team conducted 8 socio-economic interviews with 11 people and participated in two public consultation sessions for the RESA Project, where various socio-economic conditions and effects were discussed with several participants. Invited interviewees including residents of the Toronto Waterfront and the Toronto Island, active recreational users of the harbour, representatives from the local business community, as well as community and cultural groups focused on various activities along the Waterfront. Based on their own experiences and knowledge, interviewees provided input and perspectives on living, working and playing along the Waterfront as well as thoughts and concerns about the potential effects of the RESA Project. This information was collected to validate and update the Existing Conditions descriptions and Effects Assessment for each of the Social Values identified in the socio-economic assessment for the RESA Project.

Appendix B

**Effects Assessment of RESA 1, RESA 2 and
RESA 3 Alternatives**



Table B-1: Net Effects Analysis of RESA 1, RESA 2 and RESA 3 for Social Environment – Construction

Factor	Criteria	Potential Effects	Mitigation Measures	Net Effects
<ul style="list-style-type: none"> ■ Residential 	<ul style="list-style-type: none"> ■ Changes in the use and enjoyment of residential properties. 	<p>RESA 1</p> <ul style="list-style-type: none"> ■ Negative effect to the nighttime use and enjoyment of residential properties due to traffic, congestion, dust, light pollution and noise. This may negatively impact residents' sleep quality/ sleep patterns. This is anticipated to last for the 18-month construction period. <p>RESA 2</p> <ul style="list-style-type: none"> ■ Negative effect to the nighttime use and enjoyment of residential properties due to traffic, congestion, dust, light pollution and noise. This may negatively impact residents' sleep quality/ sleep patterns. This is anticipated to last for the 21-month construction period. <p>RESA 3</p> <ul style="list-style-type: none"> ■ Negative effect to the nighttime use and enjoyment of residential properties due to traffic, congestion, dust, light pollution and noise. This may negatively impact residents' sleep quality/ sleep patterns. This is anticipated to last for the 24-month construction period. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ Residents to be informed about upcoming construction activities and mitigation measures as described by each relevant discipline should be implemented to minimize noise and nuisance impacts, where possible. ■ To reduce potential temporary light pollution impacts, lights will be directed southward, away from residential areas located to the north of the site. This approach has been successfully used in other major construction projects at Billy Bishop Toronto City Airport. ■ Additionally, where possible, the construction contractor will be required to: <ul style="list-style-type: none"> ○ Use shielded or directed lighting to focus light only where needed. ○ Avoid unnecessary nighttime lighting where feasible. ○ Maintain lights at the minimum brightness necessary for safe construction activities. ○ Regularly monitor and adjust lighting as needed to minimize light spill onto nearby residential and recreational areas. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ Net Negative Effect. ■ Negative effects from construction activities can be reduced through the implementation of appropriate mitigation measures as described by each discipline e.g., Noise Management Plan, Air Quality Management Plan, Traffic Management Plan, Construction Management Plan to be developed during detailed design, etc.
<ul style="list-style-type: none"> ■ Recreational 	<ul style="list-style-type: none"> ■ Changes to the use and enjoyment of recreational spaces. 	<p>RESA 1</p> <ul style="list-style-type: none"> ■ Potential negative effect to the nighttime use and enjoyment of recreational water space due to the delivery of materials by barge, and in-water construction activities restricting use. ■ Potential for negative effect to nighttime water and land-based recreational activities in the area, as users may be discouraged due to noise and visual distraction (e.g. light pollution). ■ Impacts are anticipated to last for the 18-month construction period. <p>RESA 2</p> <ul style="list-style-type: none"> ■ Potential negative effect to the nighttime use and enjoyment of recreational water space due to the delivery of materials by barge, and in-water construction activities restricting use. ■ Potential for negative effect to nighttime water and land-based recreational activities in the area, as users may be discouraged due to noise and visual distraction (e.g. light pollution). ■ Impacts are anticipated to last for the 21-month construction period. <p>RESA 3</p> <ul style="list-style-type: none"> ■ Potential negative effect to the nighttime use and enjoyment of recreational water space due to the delivery of materials by barge, and in-water construction activities restricting use. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ To minimize impacts on nighttime recreational users (e.g., water taxis, beach use) notice should be provided regarding all construction activities. Mitigation measures as described by each relevant discipline should be implemented to minimize noise and nuisance impacts, including light pollution, where possible. ■ See first row, above, for light pollution mitigation measures. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ Net Negative Effect. ■ Negative effects from construction activities can be reduced through the implementation of appropriate mitigation measures e.g., providing notice about construction activities to recreational facilities; noise and light pollution mitigations, to be developed during detailed design, etc.

Factor	Criteria	Potential Effects	Mitigation Measures	Net Effects
		<ul style="list-style-type: none"> ■ Potential for negative effect to nighttime water and land-based recreational activities in the area, as users may be discouraged due to noise and visual distraction (e.g. light pollution). ■ Impacts are anticipated to last for the 24-month construction period. 		
<ul style="list-style-type: none"> ■ Public Services and Institutions. 	<ul style="list-style-type: none"> ■ Changes to use and access to public facilities, emergency services, and institutions. 	<p>RESA 1</p> <ul style="list-style-type: none"> ■ Potential negative effect due to temporary traffic congestion, dust and noise in the socio-economic study area, which may disturb or discourage access to some local services and institutions. ■ Potential negative effect from Project-related water transportation and barging which could create congestion and may impact water-based servicing (e.g., ferries, Toronto Marine Police Services). ■ If construction activities require Billy Bishop Toronto City Airport to close their runway for any reason, this may interrupt air services, including emergency medical air services. ■ Impacts are anticipated to last for the 18-month construction period. <p>RESA 2</p> <ul style="list-style-type: none"> ■ Potential negative effect due to temporary traffic congestion, dust and noise in the socio-economic study area, which may disturb or discourage access to some local services and institutions. ■ Potential negative effect from Project-related water transportation and barging which could create congestion and may impact water-based servicing (e.g., ferries, Toronto Marine Police Services). ■ If construction activities require Billy Bishop Toronto City Airport to close their runway for any reason, this may, interrupt air services, including emergency medical air services. ■ Impacts are anticipated to last for the 21-month construction period. <p>RESA 3</p> <ul style="list-style-type: none"> ■ Potential negative effect due to temporary traffic congestion, dust and noise in the socio-economic study area, which may disturb or discourage access to some local services and institutions. ■ Potential negative effect from Project-related water transportation and barging which could create congestion and may impact water-based servicing (e.g., ferries, Toronto Marine Police Services). ■ If construction activities require Billy Bishop Toronto City Airport to close their runway for any reason, this may interrupt air services, including emergency medical air services. ■ Impacts are anticipated to last for the 24-month construction period. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ A detailed assessment of potential traffic disruptions should be completed, including potential mitigation measures that would minimize disruptions to existing traffic and pedestrian flows. ■ Mitigations should be developed in consultation with essential service providers including the Toronto Police Marine Unit and Ornge, water taxi and ferry services, and the Toronto Transit Commission to prevent disruption of access to public services and institutions by the public or any barrier to emergency services on land or in the water during or after construction. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ Net Negative Effect. ■ Negative effects from construction activities can be reduced through the implementation of appropriate mitigation measures e.g., planning construction activities with input from local service providers and institutions including emergency services; Noise Management Plan, Air Quality Management Plan, Traffic Management Plan, Construction Management Plan to be developed during detailed design, etc.

Factor	Criteria	Potential Effects	Mitigation Measures	Net Effects
<ul style="list-style-type: none"> ■ Economy and Tourism. 	<ul style="list-style-type: none"> ■ Changes to economic, business, or tourism activity. 	<p>RESA 1</p> <ul style="list-style-type: none"> ■ Potential negative effect from Project-related water transportation and barging activities as well as noise and light pollution which could create congestion and may impact nighttime business and tourism activity (e.g., ferries, boat cruises). ■ Impacts are anticipated to last for the 18-month construction period. <p>RESA 2</p> <ul style="list-style-type: none"> ■ Potential negative effect from Project-related water transportation and barging activities as well as noise and light pollution which could create congestion and may impact nighttime business and tourism activity (e.g., ferries, boat cruises). ■ Impacts are anticipated to last for the 21-month construction period. <p>RESA 3</p> <ul style="list-style-type: none"> ■ Potential negative effect from Project-related water transportation and barging activities as well as noise and light pollution which could create congestion and may impact nighttime business and tourism activity (e.g., ferries, boat cruises). ■ Impacts are anticipated to last for the 24-month construction period. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ To minimize impacts on nighttime business and tourism activities (e.g., boat cruise, water taxis) notice should be provided regarding all construction activities. Mitigation measures as described by each relevant discipline should be implemented to minimize noise and nuisance impacts, including light pollution, where possible. ■ See first row, above, for light pollution mitigation measures. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ Net Negative Effect. ■ Negative effects from construction activities can be reduced through implementation of appropriate mitigation measures e.g., inform local businesses and tourism operators about construction activities to minimize impacts to their customers; noise and light pollution mitigations to be developed during detailed design, etc.
<ul style="list-style-type: none"> ■ Non-Use Values. 	<ul style="list-style-type: none"> ■ Changes to identified Non-Use Values. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ Negligible net effects are anticipated. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ N/A 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ No Net Effect.

Table B-2: Net Effects Analysis of RESA 1, RESA 2 and RESA 3 for Social Environment – Operation

Factor	Criteria	Effects	Mitigation Measures	Net Effects
<p>Residential.</p>	<ul style="list-style-type: none"> ■ Changes in the use and enjoyment of residential properties. 	<p>RESA 1</p> <ul style="list-style-type: none"> ■ Negligible effects are anticipated during operation phase. <p>RESA 2</p> <ul style="list-style-type: none"> ■ Some residents are expected to experience a positive change as a result of taxiway modifications in reducing emissions and noise from the aircraft when on the ground. <p>RESA 3</p> <ul style="list-style-type: none"> ■ Some residents are expected to experience a positive change as a result of the taxiway modifications and the new noise wall reducing the noise of aircraft when on the ground. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> ■ N/A 	<p>RESA 1</p> <ul style="list-style-type: none"> ■ No Net Effect. <p>RESA 2</p> <ul style="list-style-type: none"> ■ Net Positive Effect. ■ Some residents are expected to experience a positive change from reduced emissions and decreased noise driven by taxiway improvements. <p>RESA 3</p> <ul style="list-style-type: none"> ■ Net Positive Effect. ■ Some residents are expected to experience a positive change from reduced emissions and decreased noise driven by the taxiway improvements and the new noise walls.

Factor	Criteria	Effects	Mitigation Measures	Net Effects
Recreational.	<ul style="list-style-type: none"> Changes to the use and enjoyment of recreational spaces. 	<p>RESA 1</p> <ul style="list-style-type: none"> Some users may experience negative effects due to infill in the harbour changing the viewshed and reducing overall water-area. Impacts are related to the amount of infill, which totals approximately 332,000 tonnes. <p>RESA 2</p> <ul style="list-style-type: none"> Some users may experience negative effects due to infill in the harbour changing the viewshed and reducing overall water-area. Some users may experience positive effects due to improved mitigation of noise and reduction of emissions due to design elements. Impacts are related to the amount of infill, which totals approximately 450,000 tonnes. <p>RESA 3</p> <ul style="list-style-type: none"> Some users may experience negative effects due to infill in the harbour changing the viewshed and reducing overall water-area. Some users may experience positive effects due to improved mitigation of noise and reduction of emissions due to design elements. Impacts are related to the amount of infill, which totals approximately 865,000 tonnes. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> Negative effects may be indirectly mitigated by community initiatives to enhance other areas of the waterfront important to recreational users. Possible enhancements to recreational use and enjoyment may be achieved in collaboration with environmental and community groups, including initiatives for clean water along the waterfront and sand renourishment for Hanlan's Point Beach. 	<p>RESA 1</p> <ul style="list-style-type: none"> Net Negative Effect. Some recreational users may experience negative effects from changing viewshed/ reduced water area, related to the amount of infill (approximately 332,000 tonnes). <p>RESA 2</p> <ul style="list-style-type: none"> Net Negative Effect. Some recreational users may experience negative effects from changing viewshed/ reduced water area, related to the amount of infill (approximately 450,000 tonnes). Net Positive Effect. Some users will experience positive effects from noise/ emission reduction, driven by taxiway modifications. <p>RESA 3</p> <ul style="list-style-type: none"> Net Negative Effect. Some recreational users may experience negative effects from changing viewshed/ reduced water area, related to the amount of infill (approximately 865,000 tonnes). Net Positive Effect. Some users will experience positive effects from noise/ emission reduction, driven by taxiway modifications and the new noise wall.
Public Facilities, Services and Institutions.	<ul style="list-style-type: none"> Changes to use and access to public facilities, emergency services, and institutions. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> No change anticipated in ability to use or access public facilities or services as a result of any of the RESA alternatives, as airport operations remain consistent. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> N/A 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> No Net Effect.
Economy and Tourism.	<ul style="list-style-type: none"> Changes to economic, business, or tourism activity. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> No change in economic conditions, local business activities or tourist behaviours anticipated as a result of any of the RESA alternatives, as airport operations remain consistent. 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> N/A 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> No Net Effect.
Non-Use Values.	<ul style="list-style-type: none"> Changes to identified Non-Use Values. 	<p>RESA 1</p> <ul style="list-style-type: none"> Negative effect as the infill (approximately 332,000 tonnes) from the RESA will prevent potential future uses of that area for water-based activities or enjoyment (approximately 13,950 m² of water). <p>RESA 2</p> <ul style="list-style-type: none"> Negative effect as the infill (approximately 450,000 tonnes) from the RESA will prevent potential future uses of that area for water-based activities or enjoyment (approximately 23,100 m² of water). <p>RESA 3</p> <ul style="list-style-type: none"> Negative effect as the infill (approximately 865,000 tonnes) from the RESA will prevent potential future uses of that area for water-based activities or enjoyment (approximately 42,580 m² of water). 	<p>RESA 1, RESA 2, RESA 3</p> <ul style="list-style-type: none"> No mitigation measure possible. Infill for a RESA is a permanent feature. 	<p>RESA 1</p> <ul style="list-style-type: none"> Net Negative Effect. Negative net effects are anticipated from the loss of future use or enjoyment of the water (approximately 13,950 m² of water). <p>RESA 2</p> <ul style="list-style-type: none"> Net Negative Effect. Negative net effects are anticipated from the loss of future use or enjoyment of the water (approximately 23,100 m² of water). <p>RESA 3</p> <ul style="list-style-type: none"> Net Negative Effect. Negative net effects are anticipated from the loss of future use or enjoyment of the water (approximately 42,580 m² of water).

Appendix C

**Parks and Recreational
Spaces in the Study Area**



Parks and Recreational Spaces in the Study Area

Category (Type)	Recreation Facility	Location	Description
Park	Canoe Landing Park	95 Fort York Blvd.	A 3.1-hectare park near Spadina Avenue and Lake Shore Boulevard West. It features two multipurpose sports fields and many walking paths. ^b
Park	Centennial Park	14 Saskatchewan Rd.	Park located on the Canadian National Exhibition grounds. Includes a children's playground and splashpad. ^b
Park	Cherry Beach Clarke Beach Park	1 Cherry St., near Unwin Ave. & Regatta Rd.	Located on the north shore of the Outer Harbour at the foot of Cherry Street. Ample parking is located on the Martin Goodman Trail and receives Toronto Transit Commission bus service during the summer season. Includes seven bike trails, an off-leash dog area, a picnic site, and a washroom facility. ^b
Park	Cherry Beach Sports Fields	275 Unwin Ave., near Unwin Ave. & Regatta Rd.	A sports park including two regulation-sized elite soccer and lacrosse artificial fields. The fields can accommodate a wide range of recreational activities as well. Includes a playground and a washroom facility. ^b
Park	Corktown Common	Located in the southeastern portion of the West Don Lands neighbourhood	The park was built on remediated industrial lands and acts as a major flood protection landform as well as offers recreation and enjoyment for the residents of the area. Includes a playground, a splash pad, an athletic field, open lawns, a BBQ, fireplace, and washroom facilities. ^b
Park	Coronation Park	711 Lake Shore Blvd. W, near Lake Shore Blvd. W & Fort York Blvd.	Coronation Park can be found just east of Ontario Place along the Martin Goodman Trail. A Royal Oak commemorating the Coronation of King George VI is planted in the southwest corner of the park. This Oak is surrounded by a ring of others and a grove of maple trees all planted in honour of Canadian War Veterans. There is also a World War II memorial a few metres to the east. Includes three ball diamonds, seven bike trails, an off-leash dog area, two drinking fountains, a picnic shelter, a picnic site and a washroom facility. ^b
Park	Harbour Square Park	25 Queens Quay W, near Queens Quay W & Bay St.	Located next to the Toronto Ferry Docks, Harbour Square Park Lands offers downtown users a spot to sit and watch the ferries travel back and forth to the island. Includes a washroom facility. ^b
Park	HTO Park West	375 Queens Quay W, near Queens Quay W & Lower Spadina Ave.	A unique space that faces the Inner Harbour with the Toronto Islands in the distance, it's a spot to sit and relax during a busy day downtown. The urban beach is the focal point of HTO Park West. Bright yellow umbrellas populate the white sand providing shade for those relaxing in Muskoka chairs. Includes a drinking fountain. ^b
Park	HTO Park	339 Queens Quay W, near Queens Quay W & Rees St.	Located in Toronto's Inner Harbour, this unique park includes grassy hills, a long sand beach extending along the water's edge, stationary yellow shade umbrellas and Muskoka chairs. Billed as "Toronto's Urban Beach", HTO park is an inviting space that highlights contemporary landscape design. Includes a drinking fountain, beach and outdoor showers. ^b
Park	Ireland Park	5 Eireann Quay, near Eireann Quay & Queens Quay W	Found next to the Canada Malting Silos, this park has a small baseball diamond. ^b
Park	Jennifer Kateryna Koval's'kyj Park	2 Polson St., near Polson St. & Cherry St.	A 0.35-acre park located at the west end of Polson Street overlooking the lake. ^b
Park	June Callwood Park	636 Fleet St., near Fleet St. & Gzowski Blvd.	June Callwood Park is located amidst a quadrant of tall condominium buildings on a wedge-shaped corridor spanning from Fort York Boulevard to Fleet Street. The park is a key element in reconnecting the Fort to the Lake Ontario shoreline which has incrementally moved south with infilling over the decades. The park honours the work of June Callwood. ^b
Park	Little Norway Park	659 Queens Quay W, near Queens Quay W & Eireann Quay	A 2.4-hectare park at Bathurst Street and Queens Quay West with many walking paths through gardens. Its name commemorates the World War II training base, used by the Norwegian Air Force that once existed on the site. Includes a ball diamond, three drinking fountains, two playgrounds, a wading pool, and a washroom facility. ^b
Park	Mccleary Park	755 Lake Shore Blvd. E, near Lake Shore Blvd. E & Gardiner Expy	A 2.8-hectare park on Lake Shore Boulevard East near Carlaw Avenue that features two lit ball diamonds, a cricket pitch, a drinking fountain, a picnic site, and a washroom facility. ^b
Park	Peter Street Basin Park	370 Queens Quay W, near Queens Quay W & Lower Spadina Ave.	A wetland park located on Queens Quay. ^b
Park	Rees Street Park	238 Queens Quay W, near Queens Quay W & Lower Simcoe St.	A small park with picnic tables on the Toronto waterfront. ^b
Park	Sherbourne Common	5 Lower Sherbourne St., near Lower Sherbourne St. & Queens Quay E	Located just east of Lower Sherbourne Street, the 1.5-hectare park spans more than two city blocks, from Lake Ontario in the south to Lake Shore Boulevard in the north, on both sides of Queens Quay. It was transformed from an industrial area and is the first park in Canada to integrate a neighbourhood-wide stormwater treatment facility into its design. Includes two drinking fountains, a playground, a splash pad and an outdoor rink. ^b
Park	Spadina Quay Wetlands	441 Queens Quay W, near Queens Quay W & Yo Yo Ma Lane	A former lakeside parking lot has been transformed into the 2800-sq-metre Spadina Quay Wetlands, a thriving, sustainable ecosystem full of frogs, birds, fish and butterflies. ^b

Category (Type)	Recreation Facility	Location	Description
Park	Stadium Road Park	10 Stadium Rd., near Stadium Rd. & Little Norway Cres.	A small park found next to Stadium Road located on the Toronto waterfront. Includes a drinking fountain. ^b
Park	Sugar Beach Park	11 Dockside Dr.	Sugar Beach draws upon the industrial heritage of the area and its relationship to the neighbouring Redpath Sugar Refinery Museum to create a whimsical urban beach at the water's edge. Includes a drinking fountain and a splash pad. ^b
Park	The Gore	701 Fleet St., near Fleet St. & Fort York Blvd.	A small, treed park located on Fleet Street. ^b
Park	Tommy Thompson Park (Leslie Street Spit)	1 Leslie St., near Leslie St. & Unwin Ave.	Located on Toronto's waterfront in the Port Lands, Tommy Thompson Park is a unique urban wilderness minutes from downtown. The park is located on a man-made peninsula, known as the Leslie Street Spit, which extends 5 kilometres (km) into Lake Ontario. The park represents some of the largest existing natural habitats on the Toronto waterfront. Wildflower meadows, cottonwood forests, coastal marshes, cobble beaches and sand dunes are just some of the habitats at Tommy Thompson Park. Wildlife, especially birds, flourish at the park which provides one of the best nature watching areas in the Greater Toronto Area. The park also provides opportunities for recreational activities such as hiking, cycling (15 trails), rollerblading and fishing. ^b
Park	Toronto Inuksuk Park	789 Lake Shore Blvd W, near Lake Shore Blvd W & Newfoundland Rd	The Toronto Inukshuk Park, formerly Battery Park, is home to the Toronto Inukshuk, a legacy project to commemorate World Youth Day in 2002 that brings an important symbol of Canada's Aboriginal people to the people of Toronto. Includes a bike trail. ^b
Park	Toronto Islands – Algonquin Island Park	Toronto, ON	A natural park with trails running through it that houses the Algonquin Island Association. ^b
Park	Toronto Islands – Centre Island Park	Toronto, ON	Includes seven bike trails, five drinking fountains, fire pit, picnic shelter, ten picnic sites, wading pool and eight washroom facilities. ^b
Park	Toronto Islands – Franklin Children's Gardens	Located within the Toronto Island Park	An interactive garden for kids and families on the Toronto Island Park. Franklin Children's Garden is inspired by Franklin the Turtle from the celebrated book series. The garden is divided into seven sections where children can enjoy gardening, storytelling, exploring wildlife and visiting seven child-accessible sculptures from the Franklin the Turtle series. The garden features Little Sprouts Garden, TD Storybook Place, Snail Trail, Hide and Seek Garden, Franklin's Pollination Station, Pine Grove, and Turtle Pond. ^b
Park	Toronto Islands – Hanlan's Point Park	Toronto, ON	The park includes several facilities including the popular Hanlan's Point Beach. It was named after the Hanlan family, one of the first year-round inhabitants on the Toronto Islands. Hanlan's Beach has also served as a gathering space for Canada's LGBTQIA+ community for nearly a century. Includes a ball diamond, 12 bike trails, a change room facility, seven drinking fountains, four fire pits, an outdoor tennis court, 12 picnic sites and four washroom facilities. ^b
Park	Toronto Islands – Island Park	Toronto, ON	A sprawling green space with an old-fashioned amusement park, beaches, picnic areas and City views. Includes 20 bike trails, a change room facility, 14 drinking fountains, two fire pits, five picnic sites, a splash pad, seven washroom facilities, a pond and frisbee golf. ^b
Park	Toronto Islands – Olympic Island Park	Toronto, ON	Located on the City side of the Toronto Islands, Olympic Island is home to many of the great attractions associated with the area. The Centre Island ferry dock, Centreville Amusement Park and the Island Yacht Club are all found here. Includes three drinking fountains, three fire pits, five picnic sites a playground and two washroom facilities. ^b
Park	Toronto Islands – Ward's Island Park	1 Centre Island Pk., near Centre Island Pk. & Lakeshore Ave.	This park includes the Island Café, a soccer field, a playground, and the Ward's Island Association Clubhouse. Also includes 19 bike trails, two drinking fountains, an outdoor multipurpose court, a picnic site, a playground and five washroom facilities. ^b
Park	Toronto Islands – William Meany Maze	Located within the Toronto Island Park	A hedge maze on Centre Island that consists of 1,300 planted black cedars across 15,000-square-foot area. ^b
Park	Toronto Music Garden	479 Queens Quay W, near Queens Quay W & Lower Spadina Ave.	The Toronto Music Garden is one of the City's most enchanted locations. The park design is inspired by Bach's First Suite for Unaccompanied Cello, with each dance movement within the suite corresponding to a different section of the garden. Includes three drinking fountains. ^b
Park	Underpass Park	33 St Lawrence St., near St. Lawrence St. & Trolley Cres.	Underpass Park, located under and around the Eastern Avenue, Richmond, and Adelaide overpasses, is the most extensive park ever built under an overpass in Canada, and the first ever in Toronto. Includes a drinking fountain, an outdoor basketball court, a playground, and a skateboard area. ^b
Park	Water's Edge Promenade	115 Queens Quay E, near Queens Quay E & Dockside Dr.	The Promenade is found at the water's edge just east of Jarvis Street to the Parliament Slip. It gives people an opportunity to experience Toronto's waterfront east of the Jarvis Slip. It consists of a wide granite mosaic promenade and a wide wooden boardwalk. ^b
Beach	Centre Island Beach	Lakeshore Ave.	Located on the southern shore of Toronto Island Park, this site has been used for public bathing since 1888 and is surrounded by park amenities. It is the only Island beach protected by an offshore break wall. Includes a concessions/ snack bar, bike rental, showers and change rooms. ^a

Category (Type)	Recreation Facility	Location	Description
Beach	Cherry Beach	Located in the Portlands at the southern end of Cherry St.	Located on the north shore of the Outer Harbour at the foot of Cherry Street, this beach features ample parking, is located on the Martin Goodman Trail and receives Toronto Transit Commission bus service during the beach season. The west side of the swimming beach is popular with kiteboarders. Includes a designated off-leash dog area and washrooms. ^a
Beach	Gibraltar Point Beach	Lakeshore Ave.	A small, secluded beach located on the southwestern shore of Toronto Island Park. ^a
Beach	Hanlan's Point Beach	Lakeshore Ave.	Located on the western shore of Toronto Island Park, this beach includes a clothing-optional area - only the second of its kind in Canada. Includes volleyball facilities. ^d
Beach	Ward's Island Beach	Lakeshore Ave.	Located on the southeastern shore of Toronto Island Park away from major park facilities and activity areas, this is one of the quietest beaches on the Island. ^a
Beach	Woodbine Beach	1675 Lake Shore Blvd. E	Popular 15.2-hectare park with a 3-kilometer waterfront beach. Beach is popular for picnics, sunbathing, and swimming with summer lifeguards. Additional facilities include a bathing station and trail access to other nearby parks. ^a
Trail	Waterfront Trail	Runs from the shores of Lake Ontario, Lake Erie, Lake St. Clair and the Niagara, Detroit, and St. Lawrence Rivers	The Waterfront Trail stretches over 1,600 km along the Canadian shores of Lake Ontario, Lake Erie, Lake St. Clair and the Niagara, Detroit and St. Lawrence Rivers, the Waterfront Trail connects 68 communities and over 182 parks and natural features. ^c

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^a City of Toronto, 2015. Map of Beaches. Retrieved from: <https://www.toronto.ca/explore-enjoy/parks-recreation/places-spaces/beaches-gardens-attractions/beaches/>

^b City of Toronto, 2015. Parks Locator Map. Retrieved from: <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=337280ac0d554410VgnVCM10000071d60f89RCRD> <https://www.toronto.ca/explore-enjoy/parks-recreation/places-spaces/parks-and-recreation-facilities/park-listings/>

^c City of Toronto, 2015. Trails and Nature. Retrieved from: <https://www.toronto.ca/explore-enjoy/parks-recreation/places-spaces/parks-and-recreation-facilities/trails/>

^d Friends of Hanlans, (n.d.). The Queer History of Hanlans Point. Retrieved from: <https://www.hanlans.ca/queer-history-of-hanlan-s-point>

Appendix D

**Clubs and Organizations
Operating in the Study Area**



Clubs and Organizations in the Study Area

Category	Club/Association	Description
Boating Clubs	Able Sail Toronto	Able Sail Toronto is a charitable organization dedicated to providing sailing opportunities for people with disabilities. ¹
	Alexandra Yacht Club	An active self-help club with 100 senior members and about 25 associate members who boat in both sailboats and powerboats. ²
	Aquatic Park Sailing Club	A member sailboat-only club found halfway down Leslie Street Spit. ³
	Bayside Rowing Club	A rowing club that offers lessons to the public through a wide variety of recreational and competitive rowing programs. Bayside Rowing Club has approximately 300 members. ⁴
	Freedom Boat Club	Freedom Boat Club is a boat membership organization that provides a range of boating services and benefits to its members. ⁵
	Hanlan Boat Club	Home to Havergal College, Upper Canada College, the University of Toronto Varsity Rowing Team (the oldest rowing program in Canada), a thriving Competitive Club Membership, and several community programs. The Hanlan Boat Club has approximately 300 members, and Havergal College, Upper Canada College, and University of Toronto teams have a combined 150 members. ⁶
	Island Yacht Club Toronto	A private boating and social club with a family-oriented atmosphere. Swimming, tennis, and dining facilities are available to members. The club provides both boating and social memberships. ⁷
	Marina Four	A 100-slip marina located within the Harbourfront Centre central site and adjacent to the Concert Stage. The marina is best suited for boats sized 24 to 30 feet in length. The marina is closed from November 1 to April 30 each year and is operated by the Harbourfront Centre. ⁸
	Marina Quay West	A 200-slip marina that is located next to the City of Toronto Music Garden and several condominium residences. The marina is suited to boats between 24 and 50 feet in length. The marina is open year-round and is operated by the Harbourfront Centre. ⁹
	Mooredale Sailing Club	A member non-profit sailing community with the largest fleet of Albacores in Toronto. ¹⁰
	National Yacht Club	The National Yacht Club has been on the water since 1894, and is an active, inclusive boating community for members located near the foot of Bathurst Street. ¹¹
	Outer Harbour Centreboard Club	Offers affordable downtown sailing for dinghy owners. It is a volunteer-run, not-for-profit Toronto community self-help club in Toronto. ¹²
	Outer Harbour Marina	A 650-slip marina and is Toronto's largest freshwater marina. It can accommodate boats from 20 feet to 100 feet in length, and is operated by PortsToronto. The marina is in a sheltered harbour adjacent to the Leslie Street Spit at 475 Unwin Avenue. ¹²
	Outer Harbour Sailing Federation	A federation that represents eight community water-sport clubs which include sailing, rowing, and sometimes wind surfing. They provide low-cost, volunteer-run, water recreation programs to a wide range of people without public funding. ¹³
	Queen City Yacht Club	One of Toronto's oldest sailing clubs, the Queen City Yacht Club is a not-for-profit community of sailors located on parkland on Algonquin Island in the Toronto harbour. They offer club cruises, club, and inter-club racing, summer camp sailing lessons and adult keelboat lessons. ¹⁴
	Queen's Quay Disabled Sailing Program	A non-profit charitable family of organizations that promotes and enables Ontarians with disabilities to experience therapeutic, recreational and social rehabilitation through the freedom of independent sailing. ¹⁵
	Royal Canadian Yacht Club	A private member sailing club with a tradition that dates to 1852. It is also a sport, fitness, social and family club. The club has two locations, one in downtown Toronto and one on the Island. ¹⁶
	Rusty Dragon	Offers opportunities for individuals to participate in dragon boat racing. ¹⁷
	St. James Town Sailing Club	A cooperatively run community member sailing club in Toronto's Outer Harbour. They offer sailing lessons and opportunities for leisure sailing or racing. ¹⁸
	TMU Rowing Club	Toronto Metropolitan University's rowing club. ¹⁹
	Toronto Boaters' Alliance	A boating interest group representing the interests of Toronto boaters. ²⁰
	Toronto Island Canoe Club	A not-for-profit organization dedicated to promoting the sport of sprint canoe/kayak and to providing opportunities for youth and adults to learn about water safety, develop small boat skills and enjoy the lagoons of Toronto Island. It is located on Ward's Island. ²¹
	Toronto Island Marina	A 350-slip marina located on the Toronto Islands (Centre Island). The marina offers seasonal and visitor docking options and runs from May 1 to October 31 each year. ²²
Toronto Island Sailing Club	A private sailing club. ²³	
Toronto Multihull Cruising Club	A self-help, member-run, multihull club found on Lake Ontario in Toronto's Outer Harbour focused on multihull boats, including catamarans and trimarans. ²⁴	
Toronto Windsurfing Club	A not-for-profit association located in Toronto's Outer Harbour that promotes and facilitates recreational and competitive windsurfing. It is managed by volunteer members. ²⁵	
The Water Rat Sailing Club	A sailing club that provides low-cost community-based sailing and paddling to over 200 members. It is a not-for-profit organization and is operated by members on a volunteer basis. ²⁶	
Westwood Sailing Club	A not-for-profit co-operative sailing and social club. ²⁷	

Category	Club/Association	Description
Driving Range	The Dock's Driving Range	Golf driving range situated on the water. Facilities include a driving range, volleyball courts, and a restaurant. ²⁸
Cultural Centre	Gibraltar Point Centre for the Arts	Gibraltar Point Centre for the Arts is an artist residency and cultural center located on the Toronto Islands. It provides a space for artists to create, collaborate, and present their work. The center offers residencies, workshops, and public events. ²⁹

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Appendix E

**Public Facilities, Services and
Institutions in the Study Area**



Public Facilities, Services and Institutions in the Study Area

Category (Type)	Institution	Location	Description
Education	Alec Myers Flight Training	Hangar 1 Billy Bishop Toronto City Airport, Toronto, ON M5V 1A1	Provides training for the Pilot Permit (Recreational, Private, Pilot Licence and Night Rating). ¹
	Algonquin Island Forest Kindergarten	Algonquin Island Park, Toronto, ON M5J 2M9	The Algonquin Island Forest Kindergarten in Toronto is an outdoor-based early childhood education program. It emphasizes nature immersion and outdoor learning, allowing children to explore and learn in a natural environment. The program is designed to foster a connection with nature, promote physical activity, and encourage social and cognitive development through play and exploration in the forest. ²
	City School	635 Queens Quay W	It is part of the Toronto District School Board's Alt 9 family of Alternative Secondary Schools. As stated in the stakeholder interviews, enrollment for the 2015/2016 school year was 117 students, but the school can accommodate up to 150 students. ³
	Distillery District Early Learning Centre	8 Distillery Lane	An early learning centre that runs programs for infants, toddlers, and preschoolers. It also runs a junior and senior kindergarten program. ⁴
	George Brown College (Waterfront Campus)	51 Dockside Dr.	A public, fully accredited college of applied arts and technology with three full campuses in downtown Toronto, Ontario. ⁵
	Great Lakes Sailing School	Tommy Thompson Park, Embayment, 1 Leslie St. C, Toronto, ON M4M 3M2	The Great Lakes Sailing School, located on the Toronto Islands, offers comprehensive sailing education and experiences for sailors of all levels. ⁶
	Island Public/ Natural Science School	30 Centre Island Pk	It is a part of the Toronto District School Board. Three programs are run by the school: a day program that services the Island and Harbourfront community, a residential science program for 68 students in grades 5 and 6 and a nursery school. As stated in the stakeholder interviews, enrollment for the Island Public School for the 2015/2016 school year was 151 students. The school can accommodate up to 213 students. ⁷
	Sugu Drones	Billy Bishop Toronto Airport, Toronto, ON M5V 1A1	Provides flight training for drone pilot certification. ⁸
	The Waterfront School	635 Queens Quay W	It is part of the Toronto District School Board and includes grades from junior kindergarten to grade 8. It serves the community bound by York Street on the east and Stadium Road on the west between Lakeshore Blvd and Queens Quay West. As stated in the stakeholder interviews, enrollment for the 2015/2016 school year was 212 students. The school can accommodate up to 280 students. ⁹
	Toronto Island SUP	13 Algonquin Bridge Rd., Toronto, ON M5J 2C8	Toronto Island SUP (Stand Up Paddleboarding) is an organization that offers stand up paddleboarding experiences around the Toronto Islands. They provide paddleboarding lessons, rentals, guided tours, special events, and programs. ¹⁰
Waterfront Montessori Children's Centre	18 Wyandot Ave	A nonprofit, co-operative style childcare center and preschool. Their program has a blend of early childhood education, Montessori, and nature-focused curricula. ¹¹	
Child Care	Harbourfront Child Care Centre	650 Queens Quay W	A daycare centre servicing the socio-economic study area. It provides childcare for infants and toddlers aged 2 months to 4 years. ¹²
	St. Stephen's Waterfront Childcare	635 Queens Quay W	Located in the Toronto Waterfront School, it offers places for children aged 4 to 5 years old in the before and after school kindergarten program. ¹³
	Water Club Childcare	208 Queens Quay W	A private day care centre servicing the socio-economic study area. ¹⁴
	Toronto Pinnacle YMCA Child Care Centre	12 Yonge St.	A non-profit licensed YMCA childcare centre that serves children aged 0 to 4 years. ¹⁵
	Toronto Island Circus Centre	20 Withrow St., Toronto, ON M5J 2C4	A pop-up children's summer camp that focuses on acrobatics. ¹⁶
	Gibraltar Point Day Nursery	30 Centre Island Pk.	This non-profit, licensed childcare serves children 2 years 6 months to 5 years. It is in and affiliated with the Island Public/Natural Science School. The nursery has capacity for 24 full-time children. ¹⁷
Place of Worship	St. Andrew's by the Lake Anglican Church	11 Avenue of the Islands, Cibola Ave.	A family church rooted in Anglican traditions of worship and community service. It serves the Toronto Island community, but many parishioners live in the City of Toronto and the surrounding area. ¹⁸

Category (Type)	Institution	Location	Description
Emergency Services	Ornge Emergency Services	2 Eireann Quay, Toronto, ON M5V 1A1	Ornge is a Canadian not-for-profit corporation and registered charity that provides air ambulance and associated ground transportation services for the province of Ontario. ¹⁹
	Toronto Fire Station 335	235 Cibola Ave.	Fire station servicing the Toronto Islands. It is located on Ward's Island. ²⁰
	Toronto Fire Station 346	90 Quebec St.	Fire station servicing Lakeshore West. ²¹
	Toronto Paramedic Services – Station 36/Toronto Fire & Marine Station 334	339 Queens Quay W	Located on Queens Quay, west of Toronto Harbourfront Centre. ²²
	Toronto Police Marine Unit	259 Queens Quay W	The Marine Unit also has 3 sub-stations located at Bluffers Park, Center Island and Humber River, which all are used for police and lifeguard functions. As stated in the stakeholder interviews, the Toronto Police Marine Unit employed 2 staff sergeants, 9 sergeants, 37 constables and 1 superintendent. Its operational jurisdiction is from the Etobicoke Creek (Peel Region) to Rouge River (Durham Region) and extending 13 nautical miles to the US/Canada border. Marine Unit serves as a first response team for Billy Bishop Toronto City Airport and the Toronto Islands, and is responsible for all waterways within Toronto. ²³
Medical Clinic	Lakefront Clinics on Queens Quay	550 Queens Quay W	A group of clinics offering family health care services, allergy testing and treatment, chiropractic treatment, physiotherapy, acupuncture, massage therapy, nutritional or diet counseling, teeth whitening, house-call care, mobile care, and workplace care. ²⁴
	Harbourfront Appletree	Located in Pier, 15 Queens Quay East, unit 102 south of the NBA Courtside restaurant, 27 south side	A healthcare centre that offers a medical walk-in clinic, naturopathic medicine, a travel clinic, chiropractic treatment, physiotherapy treatment, registered massage therapy, orthotics, and acupuncture. ²⁵
	HealthOne Medical Walk-In Toronto	110 Harbour St.	Provides walk-in, family medicine, support, and specialty services. ²⁶
	Fort York Walk-In Clinic	219 Fort York Blvd. Unit 108	Provides walk-in, skin care, internal medicine, weight management, diabetes management, cardiology, travel medicine, and mental health services. ²⁷
	Harbourfront Eye Care	476 Queens Quay W	Provides comprehensive eye exams, prescription glasses and contact lenses, diagnosis and management of eye diseases, emergency eye care, pediatric eye care, laser eye surgery, and vision therapy. ²⁸
Dental Clinic	8 Queens Quay W Dental Clinic	8 Queens Quay W Unit # 108	Dental office with a wide range of services. ²⁹
	Bentway Dental	75 Housey St. Building C Unit 102	Dental office with a wide range of services. ³⁰
	Dentist on Harbourfront	500 Queens Quay W Suite 110	Dental office with a wide range of services. ³¹
	Harbourfront Dental	10 Lower Spadina Ave #202	Dental office with a wide range of services. ³²
	HealthOne Toronto	110 Harbour St.	Dental office with a wide range of services. ³³
	Lake Dental Care	59 Merchants' Wharf Unit 10	Dental office with a wide range of services. ³⁴
	Local Med	218 Queens Quay W #1	Dental office with a wide range of services. ³⁵
	One Yonge Dental Office	1 Yonge St Lobby (Suite 10)	Dental office with a wide range of services. ³⁶
	Parkview Dental	600 Fleet St.	Dental office with a wide range of services. ³⁷
	Waterview Dental	218 Queens Quay	Dental office with a wide range of services. ³⁸
Skin Care Clinic	AvantDerm	45 Mill St.	A full-service dermatology clinic offering both medical and cosmetic services. ³⁹
	HealthOne MediSpa & Skin Clinic	110 Harbour St. Level 3	A full-service dermatology clinic offering both medical and cosmetic services. ⁴⁰
Social Service & Welfare Organizations	Centre francophone de Toronto	20 Lower Spadina Ave.	A non-profit organization that serves as the main entry point for Francophones who live in or plan to move to Toronto. The Centre helps promote the well-being of the Francophone community and offers a range of services to meet the needs of all Francophones in the Greater Toronto Area. ⁴¹
	Dixon Hall 24hr Respite Centre	351 Lake Shore Blvd. E	Dixon Hall's 24-hour Respite Centre provides essential services to individuals experiencing homelessness. ⁴²
	Ontario 211 Services	20 Bay St. 11 th Floor, Room 508	Ontario 211 is a helpline and online database of Ontario's community and social services. It provides information and referrals to various programs and services. ⁴³
	The Mission to Seafarers Southern Ontario	Pier 51, 8 Unwin Ave.	A mission that cares for victims of piracy, providing a lifeline to seafarers stranded in foreign ports, or simply providing a social community. The Mission supports the world's 1.5 million seafarers. ⁴⁴

Category (Type)	Institution	Location	Description
Transportation	Billy Bishop Toronto City Airport	2 Eireann Quay, Toronto, ON M5V 1A1	Toronto regional city airport, located on Toronto Islands. Offers service to more than 20 cities in Canada and the USA. ⁴⁵

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Appendix F

**Cultural Venues and Attractions
in the Study Area**



Cultural Venues and Attractions in the Study Area

Category (Type)	Attraction	Location	Description
Amusement Centres	BATL Axe Throwing Port Lands	33 Villiers St., Toronto	An axe throwing sports centre. ¹
	Centreville, Centreville Miniature Golf and Far Enough Farm	9 Queens Quay W, Toronto, ON M5J 2H3	A children's amusement park located on Centre Island, part of the Toronto Islands. Far Enough Farm is found on the outskirts of the amusement park and is home to several domesticated animals. Both are operated by William Beasley Enterprises Limited on a land lease from the City of Toronto. ²
	Ontario Place (Revitalized)	955 Lake Shore Blvd. W	In April 2023, the Ontario Government announced the relocation of the Ontario Science Centre to Ontario Place. In 2024, plans were announced to expand the development. Ontario's plans for Ontario Place include a large new spa and indoor water park, to be built by Austria-based Therme Canada, as well as a new Ontario Science Centre and more than 20 hectares of green space and beaches. As of the latest updates, the timeline for the completion of the redevelopment is still being finalized, with various phases expected to be completed over several years. ³
Museum/Gallery/ Art Center	Lighthouse ArtSpace Toronto	1 Yonge St.	Lighthouse Artspace is the first experiential entertainment multiplex, aiming to cultivate community and creativity through large-scale events and exhibitions of all art forms. ⁴
	Redpath Sugar Museum	95 Queens Quay E	A museum located within the Red Path Sugar Refinery that teaches visitors the history of the sugar industry in Canada and about the lives and times of the Redpath family. ⁵
	The Power Plant Contemporary Art Gallery	231 Queens Quay W	One of Canada's leading galleries devoted to contemporary art. ⁶
	The Queen's York Rangers Museum	660 Fleet Street W	A museum devoted to the history of the Queen's York Rangers. The museum is located within the Fort York Armoury. ⁷
Concert Venue/ Theatre	Budweiser Stage	909 Lake Shore Blvd. W	An outdoor concert venue located on the Toronto waterfront. It hosts a wide range of musical performances and events, including concerts by major artists and bands. The venue has a large seating capacity and a stage that overlooks Lake Ontario. ⁸
	Echo Beach	909 Lake Shore Blvd. W	Toronto's first fully-licensed outdoor beach concert venue located on the East Island of Ontario Place, just east of the Molson Canadian Amphitheatre. ⁹
	Harbourfront Centre Theatre (part of Harbourfront Centre)	231 Queens Quay W	A multi-use venue ideal for music, dance, and theatre that can be transformed into various seating configurations. It has two balcony levels and three lobbies. ¹⁰
	Pirate Life	585 Queens Quay W	Pirate Life specializes in creating unique, interactive, theatrical experiences. ¹¹
	The National Ballet of Canada	470 Queens Quay W	This is one of two locations of the National Ballet of Canada. It is the only Canadian ballet company to present a full range of traditional full-length classics. ¹²
	Toronto Music Garden	479 Queens Quay W	Located on Queens Quay West, this public park features beautifully designed gardens inspired by classical music and often hosts concerts and performances. ¹³
	Historic Site	Fort Rouillé	25 British Columbia Rd.
Fort York National Historic Site		250 Fort York Blvd.	Fort York is a historic site of military fortifications and related buildings on the west side of downtown Toronto. It is operated by the City of Toronto with support from The Friends of Fort York and other members of the community, as a historic site museum. ¹⁵
Historic Plaque: This Millstone		Tank House Lane	This millstone, brought from England on the schooner 'Kingston' to the town of York 1832, was used for grinding grain in the historic windmill of Gooderham & Worts. The windmill stood 20 m southwest by south of this point. It was the eastern limit of the famous 'Old Windmill Line' on which the original plan of the city of Toronto was based. ¹⁶
Tour Operators	Book Luxury Boat	1 Yonge St.	A luxury boat rental service. ¹⁷
	Buzz Tours Toronto	218 Queens Quay W	A guided walking tour experience. ¹⁸
	City Cruises Toronto	207 Queens Quay W	A boat tour agency. ¹⁹
	City Sightseeing Toronto	249 Queens Quay W	A tour company that offers double-decker City tours and a Toronto Harbour & Island Cruise. ²⁰
	Cruise Toronto	249 Queens Quay W #111	A cruise/boat tour agency. ²¹
	Gray Line Toronto	88 Queens Quay W	A tour company chain offering a variety of city tours. ²²
	Great Lakes Schooner Company	249 Queens Quay W Suite 111	A cruise agency. ²³

Category (Type)	Attraction	Location	Description
	Harbourfront Canoe & Kayak Centre	283 Queens Quay W, Toronto	Boat & stand-up paddleboard rentals, plus group tours, for exploring Lake Ontario & its islands. ²⁴
	River Gambler	176 Cherry St.	A boat rental service. ²⁵
	The Empress of Canada	11 Polson St.	A boat rental service. ²⁶
	The Tall Ship Kajama	235 Queens Quay W	A cruise/boat tour agency. ²⁷
	Toronto Bicycle Tours & Events	Dundas St W & University Ave	Bicycle tour around the Toronto Islands. ²⁸
	Toronto Harbour Tours and Charters	145 Queens Quay W	Live narrative sightseeing or private charters of Toronto's harbour and islands by boat. ²⁹
	Toronto Heli Tours	Billy Bishop Toronto City Airport Hangar 1, 2 Eireann Quay	A helicopter tour agency. ³⁰
	Toronto Island Walking Tours	Ward's Island Ferry Dock	Longtime Toronto Island residents provide walking tours throughout the Toronto Island Community. ³¹
	Toronto Palapa Tours	319 Queens Quay W	A boat tour agency. ³²
	Toronto Yachts – East Location	11 Polson St.	A boat rental service. ³³
Tourist Attraction	Queen's Quay Terminal	207 Queens Quay W Suite 141	A historic building that houses shops, restaurants, and cultural spaces with a view of the waterfront. ³⁴

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Appendix G

**Community Groups and Organizations
Operating in the Study Area**



Community Groups and Organizations Operating in the Study Area

Category (Type)	Community Group or Organization
Algonquin Island Association	Algonquin Island Association is a community organization that represents the residents of Algonquin Island, one of the Toronto Islands. The association focuses on fostering a sense of community among island residents, preserving the unique character and environment of Algonquin Island, and advocating for the interests of the island community. ¹
Bathurst Quay Neighbourhood Association	A community organization in Toronto's Bathurst Quay area. Focuses on enhancing the quality of life in the neighbourhood by addressing various local issues and fostering community engagement. ²
Broad Reach Canada	Organization that seeks to advance education, employment, and equality for disadvantaged youth by equipping them with knowledge, workforce and leadership skills through experiential sail training. ³
Citizens for a Healthy Toronto Waterfront	A citizen-led organization working to preserve a healthy Toronto waterfront for generations to come. ⁴
Don Watershed Regeneration Council	A council established by Toronto Region Conservation Authority in 1995 with a mandate to implement Forty Steps to a New Don and act as a link among governments, interested citizens, and members of the general public. The Council consists of representatives from Toronto Region Conservation Authority, regional and local municipalities, City of Toronto community councils, watershed residents, community groups, senior government agencies, watershed businesses and academic institutions. ⁵
East Waterfront Community Association	The East Waterfront Community Association is a community-based organization seeking to improve the quality of life for residents in the area. ⁶
Friends of the Spit	Friends of the Spit is an advocacy group for the protection of the Leslie Street Spit as a public urban wilderness. ⁷
Harbourfront Centre	The Harbourfront Centre is a major cultural institution located on Toronto's waterfront. It is dedicated to promoting arts, culture, and community engagement through a wide range of programs and activities. ⁸
NoJetsTO	An organization focused on advocating against the expansion of airports and the increase in jet traffic. ⁹
Parks Not Planes	Parks Not Planes is a grassroots campaign opposing the expansion of the Billy Bishop Toronto City Airport (often referred to as the Island Airport). The initiative's main goal is to preserve the natural environment and recreational space of the Toronto Islands by preventing further development or expansion of the airport. ¹⁰
Portlands Neighbourhood Association	The Portlands Neighbourhood Association works to support and enhance the Toronto waterfront area, specifically the Portlands district. ¹¹
Swim Drink Fish	Although not exclusively focused on the waterfront, this organization is dedicated to protecting and enhancing Lake Ontario, which includes advocacy and educational work relevant to the waterfront area and clean water. ¹²
Toronto Field Naturalists	A charitable, non-profit organization that aims to stimulate public interest in natural history and encourages the preservation of our natural heritage. ¹³
Toronto Island Community Association	Represents the residents of the Toronto Islands, working on local issues and community development. ¹⁴
Toronto Islands Residential Community Trust Corporation	The Toronto Islands Residential Community Trust Corporation is a unique public entity responsible for managing the residential community on the Toronto Islands. Established by the Government of Ontario, the Trust Corporation plays a crucial role in preserving the distinct character of the island community, overseeing land use, and managing the lease agreements for residential properties on the islands. ¹⁵
Ward's Island Association	The Ward's Island Association is a community-based not-for-profit that seeks to provide people from the Toronto Island and surrounding communities with activities, including amateur sports, social and recreational activities. ¹⁶
Waterfront Business Improvement Area	The Toronto Waterfront Business Improvement Areas works to support local businesses, improve the area's attractiveness, and promote economic development. ¹⁷
Waterfront for All	Formed by over 20 organizations, it focuses on the green, accessible and inclusive revitalization of Toronto's waterfront. Waterfront for All includes various member organizations such as CommunityAIR, NoJetsTO, and the Bathurst Quay Neighbourhood Association, indicating that these groups, including Citizens for a Healthy Toronto Waterfront, are still active in their advocacy efforts for the waterfront ¹⁸
Waterfront Neighbourhood Centre	Waterfront Neighbourhood Centre is a non-profit, City of Toronto Association of Community Centre (AOCC) agency that is supported by a volunteer board of dedicated community members. It works in partnership with residents and community-minded organizations to create a safe and supportive environment for people of all ages. ¹⁹
York Quay Neighborhood Association	The York Quay Neighborhood Association seeks to improve the neighborhood for residents, while preserving the character of the waterfront and promoting a sustainable environment. ²⁰

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