

THE CITY OF TORONTO

Clerk's Department

**Minutes of the Joint Urban Environment and Development Committee
and Economic Development Committee**

Meeting No. 1

Tuesday, September 29, 1998.

The Urban Environment and Development Committee and Economic Development Committee met jointly on Tuesday, September 29, 1998, in Council Chamber, 2nd Floor, Metro Hall, Toronto, commencing at 9:30 a.m.

Members Present:

Councillor Joe Pantalone, Chair, Urban Environment and Development Committee

Councillor Brian Ashton, Chair, Economic Development Committee

Councillor Sandra Bussin

Councillor Raymond Cho

Councillor Rob Davis

Councillor Michael Feldman

Councillor Mario Giansante

Councillor Doug Holyday

Councillor Norm Kelly

Councillor Blake Kinahan

Councillor Joan King

Councillor Peter Li Preti

Councillor Pam McConnell

Councillor Ron Moeser

Councillor Judy Sgro

Councillor Mario Silva

1. Election of Chair of the Joint Urban Environment and Development Committee and Economic Development Committee.

On motion by Councillor Ashton, the Committees appointed Councillor Pantalone Chair of the joint Urban Environment and Development Committee and Economic Development Committee for its meeting.

2. Proposed Fixed Link to the Toronto City Centre Airport.

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The joint Urban Environment and Development Committee and the Economic Development Committee had before them the following reports, communications and briefs:

- (A) (September 18, 1998) from the Chief Administrative Officer, recommending that:
- (1) the Commissioner of Urban Planning and Development Services, in consultation with appropriate staff and after meeting with the Toronto Harbour Commissioners and Greater Toronto Airports Authority, be requested to report further on:
 - (a) the question of the future role of the City Centre Airport within the regional air system in support of the regional economy;
 - (b) ensuring that the future role of the City Centre Airport is in keeping with the City's objective of balancing and harmonizing airport operation with the other uses and activities currently existing along the waterfront; and
 - (c) the implications of (a) and (b) above on the preferred type and design of a fixed link to the City Centre Airport;and such report to be brought back to the November 30, 1998 meeting of the Urban Environment and Development Committee;
 - (2) the recommendations contained in the May 6, 1998 report of the Commissioner of Urban Planning and Development Services to the Urban Environment and Development Committee be deferred until such time as the report requested in Recommendation No. (1) of this report is submitted; and
 - (3) the Toronto Harbour Commissioners be requested to revise the 1998 Business Plan for the City Centre Airport in accordance with the comments contained in Section 7 of this report, and submit the revised Business Plan to the Chief Financial Officer for review and report to the Budget Committee in October 1998.
- (B) (May 6, 1998) from the Commissioner of Urban Planning and Development Services recommending that:

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- (1) City Council authorize amendments to the Tripartite Agreement, including those set out in Recommendation No. (2), to permit a bridge to the airport, subject to the approval of the Environmental Assessment and subject to The Toronto Harbour Commissioners completing the following to ensure that they are included in the design and construction program of the bridge:
 - (a) the bridge contain only two lanes of vehicular traffic each having a width of no more than 3.5 metres;
 - (b) sidewalks, having a width of 2.0 metres, be provided on both sides of the bridge structure and on the approaches to the bridge;
 - (c) the design of the bridge permit free and clear continuity of the water's edge promenade below the bridge in a safe and accessible manner, having a minimum width of seven metres and a clearance of not less than 2.5 metres;
 - (d) the slope of the grade of the Bathurst Street approach to the bridge structure be designed to minimize its overall length and height above the existing grade of Bathurst Quay at the water's edge and to ensure that it does not exceed an eight percent grade in order to accommodate emergency vehicles;
 - (e) the change in grade associated with the approach to the bridge on the east side be designed to permit access to the Canada Malting site at both current driveway locations, and on the west side be designed to accommodate contemplated park space design and improvements;
 - (f) the filling-in of the ferry slips on either side of the Western Channel and the construction of the concrete dockwalls be completed in connection with the construction of the bridge;
 - (g) consultation with the Commissioner of Works and Emergency Services to ensure that fireboat access requirements through the Western Gap are maintained during construction of the bridge and after the bridge is operational;
 - (h) public input into the design of the bridge by holding public meetings and/or workshops; and

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- (i) the final design of the bridge be submitted to City Council for review for consistency with established urban design objectives along the waterfront;
- (2) that the amendments to the Tripartite Agreement include the following as new terms and conditions:
 - (a) that The Toronto Harbour Commissioners develop a strategy for encouraging the use of public transit to access the City Centre Airport including:
 - (i) the operation of a shuttle bus service operating between Union Station and the major hotels in the downtown area and the airport until such time as the off-site terminal is operational; and
 - (ii) discouraging passenger pick-ups by private automobile and taxis;
 - (b) that the total number of parking spaces on the airport lands be limited to 400 spaces and that building and landscaping plans associated with the construction of a parking facility, at grade or in a structure, be submitted to the City for review and approval prior to any construction;
 - (c) that the Toronto Harbour Commissioners agree to construct and operate an off-site (remote) terminal building:
 - (i) once a sustained annual passenger volume of 600,000 passengers per annum, or less if the City determines it is necessary before this level of passenger traffic, is reached; and
 - (ii) when airport-bound vehicular traffic reaches a peak volume of 100 vehicles per hour as measured along Bathurst Street south of Queen's Quay;
 - (d) that The Toronto Harbour Commissioners be required to monitor the effects of the bridge operation, as requested by the City, on:
 - traffic volumes inbound and outbound on the bridge;

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- use of the parking facility;
 - extent of the queues on Bathurst Street;
 - traffic operations at the Bathurst Street/Queen's Quay intersection;
 - access to the abutting properties;
 - the effectiveness of any traffic-calming measures implemented; and
 - conflicts between airport-related traffic and other vehicular and pedestrian activity on Bathurst; and
- (e) that, as a result of the monitoring exercise, The Toronto Harbour Commissioners, after advising the City, make appropriate changes to the bridge operations or access control to mitigate the impact of this facility on traffic operations;
- (3) that City Council authorize the alteration of Bathurst Street in connection with the construction of a bridge to the airport, subject to The Toronto Harbour Commissioners completing the following:
- (a) seeking the input of the community and staff on the various design options to the Bathurst Street alterations;
 - (b) consideration of traffic-calming measures in the detailed design of Bathurst Street;
 - (c) provision of landscaping and streetscaping within the Bathurst Street road allowance and along the perimeter of the parking facility at the airport satisfactory to the Commissioner of Urban Planning and Development Services;
 - (d) ensuring that the final design includes public art;
 - (e) submission of the detailed design of the altered Bathurst Street, including road pavement design, sidewalks, traffic-calming measures, and landscaping, to the City for approval by the Commissioner of Works and Emergency Services prior to any construction;
 - (f) conveyance, at no cost to the City, of the land south of the existing Bathurst Street road allowance, required for the bridge to the City, to be dedicated as a public highway;

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- (4) that the City be released and discharged from any obligations to The Toronto Harbour Commissioners to provide parking facilities in relation to airport parking on Bathurst Quay, as required by the agreements entered into between the City and The Toronto Harbour Commissioners and any license agreement arising out of same, including the interim parking arrangements on the Bathurst Quay 5 site;
 - (5) that all rights to land held by the Federal Government, and currently used for public parking at the end of Bathurst Street and the ferry slip and access road leading to it, be conveyed to the City at nominal cost for public park and public highway purposes;
 - (6) that the 100 foot wide access easement located immediately adjacent to the Bathurst Street road allowance, granted in favour of the Federal Government for the purposes of ensuring future access to the airport, be released from title at the time the Tripartite Agreement is amended to permit the use of the bridge; and
 - (7) that the Commissioner of Urban Planning and Development Services, together with other appropriate City officials, report on other measures which should be included as conditions in the Tripartite Agreement that address the cumulative impacts resulting from the introduction of a bridge and all Stage 3 turbo-prop aircraft at the airport, when appropriate.
- (C) (June 1, 1998) from the City Clerk setting out the actions taken by the Urban Environment and Development Committee on May 19, 1998, with respect to the proposed fixed link (bridge) to the City Centre Airport.
- (D) (May 8, 1998) from the City Clerk advising that City Council, at its Special Meeting held on April 29 and 30, 1998, in adopting the 1998 Operating and Capital Budgets, directed, inter alia, that the 1998 Capital Program pertaining to the Toronto Harbour Commission (No. 60) be amended:
- (1) to provide that the matter of the proposed fixed link project at the Toronto City Centre Airport be referred to the Urban Environment and Development Committee, for further consideration, and the Committee be requested to:

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- (a) consider the potential impacts on the police marine unit to meet its objectives and any other additional costs resulting from this link; and
 - (b) review the “screening” Environmental Assessment on the fixed link to the Toronto City Centre Airport.
- (2) by adding thereto the following:

“It is further recommended that:

- (a) the report dated April 23, 1998, from the Chief Financial Officer and Treasurer, entitled ‘Toronto Harbour Commissioners - Financing Options for the Fixed Link Project’, be adopted, subject to amending Recommendation No. (2) by inserting the words ‘and the Budget Committee’, after the words ‘and Treasurer’, and adding at the end thereof the words ‘and that such financing assumes no net cost for the City’s Capital Budget’, so that the recommendations embodied in such report shall now read as follows:

‘It is recommended that:

- (1) the THC submit to the Chief Financial Officer and Treasurer a revised five-year business plan for the Toronto City Centre Airport as well as any supplemental financial analysis of preferred options; and
 - (2) the financing authority for the fixed link project in the recommended 1998 Capital Budget for the THC be deferred pending a report from the Chief Financial Officer and Treasurer and the Budget Committee respecting the financial implications of financing the fixed link capital project and that such financing assumes no net cost for the City’s Capital Budget.’; and
- (b) the Commissioner of Urban Planning and Development Services be requested to submit a report to the next meeting of the Urban Environment and Development Committee on whether plans are being considered by the Toronto Harbour Commission to substantially lengthen the City Centre Airport runway and grant landing rights to DC-9s.’”.

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- (E) (May 7, 1998) from the City Solicitor responding to a request from the Chair of the Urban Environment and Development Committee (UEDC) as to whether the report (May 6, 1998) from the Commissioner of Urban Planning and Development Services, entitled "Fixed Link to the City Centre Airport Environmental Assessment", should be on the UEDC agenda; providing the opinion that the aforementioned report should be considered by UEDC; and setting out the reasons for such opinion.
- (F) (May 19, 1998) from the Commissioner of Urban Planning and Development Services responding to a request made by City Council on April 29 and 30, 1998, for a report to the Urban Environment and Development Committee on whether plans are being considered by The Toronto Harbour Commissioners (THC) to substantially lengthen the City Centre Airport runway and grant landing rights to DC-9s; advising that the THC has been contacted and advises that there are no plans either to lengthen the runways or to grant landing rights to DC-9s; and recommending that this report be received for information.
- (G) (undated) from the Commissioner of Urban Planning and Development Services providing information pertaining to requests for several reports contained in motions related to the proposed construction of a fixed link to the City Centre Airport, which were deferred by the Urban Environment and Development Committee at its meeting held on May 19, 1998; and recommending that this report be received for information.
- (H) (June 11, 1998) from Mr. Craig Mather, Chief Administrative Officer, The Toronto and Region Conservation Authority referring to a motion moved by Councillor Moscoe, on behalf of Councillor Chow, at the May 19, 1998 meeting of the Urban Environment and Development Committee, regarding the formation of a "Work Group" to develop a comprehensive Waterfront Policy; and requesting, should such a Work Group be formed, that the Toronto and Region Conservation Authority be included as one of the stakeholders to be appointed to the Work Group.
- (I) (June 15, 1998) from Laurie Bruce, Project Manager, Dillon Consulting Limited, addressed to Staff Sergeant Clare Edgar, Marine Unit, Toronto Police Services, summarizing the conclusions of a meeting held on June 11, 1998, with Canadian Coast Guard representatives and representatives of the Toronto Police Marine Unit; and stating that both Starr Sergeant Edgar and Sergeant Maskell are confident that boaters will be able to continue to safely navigate through the Western Channel once a bridge is in place, under both normal operations and special events.

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- (J) (August 5, 1998) from the Chairman, Toronto Police Services Board responding to a request made by the Urban Environment and Development Committee for a report regarding the impact on the Toronto Police Marine Unit of the proposed fixed link to the City Centre Airport; advising that the Marine Unit does not anticipate any additional cost resulting from the fixed link; that there should be no negative impact on public safety or rescue operations resulting from the installation of this bridge; and recommending that the report be received for information.
- (K) (September 23, 1998) from Mr. Norman B. Ferrier, Supervisor - Quality Service Review, Toronto Ambulance:
- outlining specific areas of concern to both Toronto Ambulance and its patients, with respect to the City Centre Airport;
 - providing details on the current method of accessing the Island Airport in order to transport patients to the City's hospitals after their arrival by medevac flights, as well as the requirements of emergency responses located on the mainland in the event of a major emergency at the Airport;
 - advising that any obstacle to an emergency response, such as a slow moving bridge, can potentially impact on the survival of victims;
 - further detailing concerns with respect to boaters in the Outer Harbour area, the mechanical reliability of the bridge option, and the process of constructing a fixed link; and
 - outlining various criteria which must be met in order for the bridge option to receive the support of Toronto Ambulance.
- (L) (September 23, 1998) addressed to the Strategic Policies and Priorities Committee, from the Commissioner of Urban Planning and Development Services, providing a confidential report.
- (M) (September 25, 1998) from the City Solicitor, providing a confidential report.
- (N) (September 24, 1998) from the Chair, South East Toronto Industrial Advisory Committee, advising that the Committee, at its meeting on September 23, 1998, adopted a motion supporting the further development of the City Centre Airport for business travel and urging City Council to approve the construction of a fixed link to the airport as soon as possible.

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- (O) (May 14, 1998) from Mr. Donald J. MacLean, Regional Director, Programs, Ontario Region, Transport Canada setting out Transport Canada's response to the recommendations embodied in the report dated May 4, 1998, from the Commissioner of Urban Planning and Development Services regarding the Fixed Link to the City Centre Airport Environmental Assessment.
- (P) (May 20, 1998) from Mr. Malcolm Horne, Heritage Planner, Cultural Programs Branch, Archaeology and Heritage Planning Unit, Ministry of Citizenship, Culture and Recreation, advising:
- that a principal concern of the Ministry is the adverse effects that undertakings such as the fixed link to the City Centre Airport may have on cultural heritage resources;
 - that if a preferred alternative is determined to have the potential to have an impact on cultural heritage resources, then the Cultural Programs Branch would recommend that a cultural heritage resource assessment be prepared as part of the Environmental Assessment; and
 - expressing a desire to continue to be involved in this project, and to be provided with detailed information and maps of the alternatives being considered.
- (Q) (June 15, 1998) from Mr. Malcolm Horne, Heritage Planner, Cultural Programs Branch, Archaeology and Heritage Planning Unit, Ministry of Citizenship, Culture and Recreation, addressed to Mr. John D. Morand, Director of Strategic Planning, Toronto Harbour Commissioners advising:
- that since sending the letter dated May 20, 1998, expressing the Ministry's concerns for cultural heritage resources related to the fixed link to Toronto Island, the Ministry has been informed that staff of Dillon Consulting Limited have undertaken a study of potential impacts to cultural heritage resources as part of the Environmental Assessment for this project;
 - stating that the foregoing study determined that the land involved consisted of fill and otherwise disturbed deposits, and that there was no potential for impacts to archaeological resources; and

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- that, given the above, the Ministry of Citizenship, Culture and Recreation is satisfied that all concerns expressed in its earlier letter have been met; and that any cultural heritage resources to be impacted by this project have been and will be dealt with appropriately.
- (R) (May 18, 1998) from Mr. Gary F. Reid, General Manager, The Toronto Harbour Commissioners (THC):
- providing an overview and history of the proposed bridge to the Toronto City Centre Airport, together with a report dated April 22, 1998, entitled "Toronto City Centre Airport: A Discussion Paper", prepared by Arie Ashkenazy, M.A., Management Consultant; and
 - respectfully requesting that the Council of the City of Toronto do everything in its power to assist the THC in completing this project in a timely fashion. (A copy of the report dated March, 1993, entitled "The Intergovernmental Staff Committee Study of Alternative Access Options to the Island Airport for Emergency Response Services", which was appended to the foregoing communication, is on file in the office of the City Clerk.) .
- (S) (May 12, 1998) from Mr. Kevin Psutka, Executive Vice-President, Canadian Owners and Pilots Association expressing strong support for proceeding as soon as possible with the long-needed safety and economic link to the City Centre Airport; urging the Urban Environment and Development Committee to give due consideration to the provision of parking spaces and the queuing lane; and stating that the queuing lane should be constructed up-front as part of the bridge construction project as traffic congestion will eventually force its construction.
- (T) (May 13, 1998) from Mr. Roger D. Wilson, Toronto submitting a copy of a letter dated April 30, 1998, addressed to the Director, Port Divestiture and Operations, Transport Canada, in which he sets out certain material which was omitted from the Dillon Consulting Report and Appendices dated April 1998 regarding Project No. 6209 - Fixed Link to Toronto City Island Airport; stating that a bascule bridge is the wrong solution for a fixed link to the Island Airport; and suggesting that a tunnel to the airport would be a better solution.
- (U) (May 15, 1998) from Dr. C. Douglas Creelman suggesting that while the documents regarding the Fixed Link to the City Centre Airport have considered road width, traffic, and parking at great length, the requirements

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of boaters have been given much less investigation; and stating that a full environmental evaluation is imperative.

- (V) (May 19, 1998) from Ms. Joan Doiron, Co-Chair, Environmentalists Plan Transportation urging the Urban Environment and Development Committee to request staff reports regarding the smog effects on the City of Toronto and the effects on pedestrian and recreational uses of the Waterfront of the recommended changes to the City Centre Airport; and suggesting that the Toronto Pedestrian Committee be requested to comment on the report dated May 6, 1998, from the Commissioner of Urban Planning and Development Services regarding the Fixed Link to the City Centre Airport.
- (W) (May 19, 1998) from Ms. Freya Godard, Toronto Island expressing concern that the proposed bridge to the City Centre Airport will result in an enormous increase in the number of motor vehicles on the Island.
- (X) (May 15, 1998) from Ms. Kittie Fells, President, Mid-City Naturalists' Group expressing opposition to a fixed link of any sort to the Toronto Island, and dissatisfaction with both the process and the direction being taken by the City with respect to the proposed fixed link to the City Centre Airport.
- (Y) (May 25, 1998) from Mr. Dennis I. Bryant submitting a copy of a letter sent to the editor of the Toronto Star in response to an editorial in the May 22, 1998 issue, entitled "Rehashing Bridge Debate"; such letter expressing opposition to the proposed bridge to the City Centre Airport.
- (Z) (June 4, 1998) from Mr. Harve Sokoloff, Toronto expressing opposition to the proposed fixed link to the City Centre Airport; suggesting, however, that if the City votes for the fixed link:
 - (i) it should be built only if a remote terminal is built simultaneously;
 - (ii) there should be no parking and no pick-up or delivery of passengers; all passengers must go by shuttle bus with special VIP shuttle vehicles as well; and
 - (iii) to help with the cost of the remote terminal, passengers can be charged a building tax;

and stating that a rail link from downtown Toronto to Pearson Airport is the solution to increased demand for more flights from the City Centre Airport.

- (AA) (June 9, 1998) from Mr. Simon Miles, Toronto registering his objection to the proposed building of a fixed link, whether a bridge or a tunnel, to the City

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Centre Airport; and requesting that the Urban Environment and Development Committee, and Council, vote against a fixed link to the City Centre Airport.

- (BB) (June 8, 1998) from Miss Jean Macdonald, Toronto providing brief comments on the motions that were deferred from the May 19, 1998 meeting of the Urban Environment and Development Committee; and expressing the opinion that no bridge should be built to the Toronto Island.
- (CC) (June 11, 1998) from Ms. Helen Hansen, and Mr. Robert Hansen, Willowdale expressing firm opposition to a fixed link to the City Centre Airport; and outlining reasons therefor based on knowledge of present environmental conditions and concern for public health.
- (DD) (June 12, 1998) from Mr. Robert I. Mitchell, Toronto advising, with respect to the proposed fixed link to the City Centre Airport, that the opportunity exists to provide a significant access to the Airport by pedestrians and by automobile; that with modern technology, the concern of excessive noise can be limited; and stating that the ability to fly out of downtown Toronto will be a tremendous advantage to many commuters.
- (EE) (June 7, 1998) from Mr. Paul M. Grant, Toronto advising that the present day ferry service to the City Centre Airport is quite adequate for both the present and future needs; that the Airport has been a great financial burden on various levels of government as well as the taxpayer; further advising with respect to the matter of a rail link from downtown to Pearson Airport, that a GO Transit rail line passes close by the Airport; that the addition of a junction to this line is needed; and stating that a rail link to Pearson would be preferable to a fixed link to the City Centre Airport.
- (FF) (undated) from Dr. Peggie Sampson, Professor Emeritus, York University advising, with respect to the proposed fixed link to the City Centre Airport, that a delay in implementation is needed and may lead to the defeat of the proposal; and expressing concern that this development has been pushed ahead, far in advance of complete consideration of its implications.
- (GG) (June 11, 1998) from Mr. Carson Woods, Architect and Town Planner, and Representative of the "Ontario Boating Forum" expressing concern that restrictions in the use of the Western Gap, both as to time of free passage, and width of channel, will have a major negative impact on the use and enjoyment of the waters in and around the Harbour, and on the facilities that are now in place to service that activity; and submitting various supporting materials in this regard.

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- (HH) (June 10, 1998) from Mr. Jack Taylor, Maple, querying the logic in reducing boat access to Toronto Harbour via the Western Gap as a result of the fixed link to the City Centre Airport; pointing out the confusion and danger inherent in the proposed restricted times for opening the bridge; and advising that if it is necessary, in the interests of safety, to construct a “fixed link”, then that link should be constructed with a minimum of interference to present and future waterborne transportation requirements.
- (II) (June 16, 1998) from the Controller and Chief Financial Officer, The Toronto Harbour Commissioners submitting a report on the cost differential between continuing to operate a ferry versus a bridge to the Toronto city Centre Airport over the next 30 years; and advising that the optimal scenario, from a cost perspective, is to build a bridge.
- (JJ) (June 15, 1998) from Ms. Laurie M. Bruce, Project Manager, Dillon Consulting.
- (KK) (June 16, 1998) from the Toronto Harbour Commissioners, headed “A Presentation to the Urban Environment and Development Committee”.
- (LL) (June 15, 1998) from Mr. R. Ross Dunsmore, Chair, and Ms. M. Elyse Allan, President and Chief Executive Officer, The Toronto Board of Trade:
- expressing, on behalf of the over 10,000 members of the Toronto Board of Trade, the Board’s wholehearted support for the proposed fixed link to the Toronto City Centre Airport (TCCA);
 - advising that the Board considers the TCCA to be a critical element of the economic infrastructure of downtown Toronto, supporting hundreds of jobs, and generating many millions of dollars in economic activity and tax revenues for all levels of government annually;
 - stating that the Board firmly believes that the long-term financial viability of the TCCA can only be ensured with the construction of a fixed link to the mainland; and
 - that economic studies have indicated that the TCCA, if served by a new fixed link, could generate increased economic activity and new employment in the business core.
- (MM) (June 15, 1998) from Mr. Timothy J. Dobson, Dobson Design Inc. expressing opposition to the construction of a fixed link to the Island Airport; advising

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that the airport has been operating safely without any unsafe incidents; and that a fixed link will lead to the desertion of people and cultural events from the Harbourfront, with the resultant economic damage being far greater than any gains for the expanded airport.

- (NN) (June 16, 1998) from Mr. David Ophek, Toronto Bay Group advising that the Island Airport has operated without a Fixed Link since its inception in 1939; that the existing ferry service is capable of serving the immediate and expanding needs of the airport; stating that the safe movement of boats would be impeded by the interference of the lift bridge; and recommending that the City request the Minister of the Environment to prepare a full panel Environmental Review on this issue.
- (OO) (June 24, 1998) from Mr. Jack Sands, Don Mills expressing opposition to the proposed bridge to the Island Airport.
- (PP) (June, 1998) from Ms. Shirley Bush, Toronto submitting a written brief in opposition to the proposed fixed link to the City Centre Airport, together with a number of newspaper clippings related thereto.
- (QQ) (August 27, 1998) from Mr. David Vallance, Chair, Confederation of Resident & Ratepayers Associations (CORRA):
- advising that CORRA has opposed any expansion of the Island Airport because of potential damage to residential neighbourhoods on the waterfront;
 - stating that at its meeting on June 3, 1998, CORRA Council passed a motion that, "a letter be sent to Council objecting to the use of public money for a bridge (fixed link); that any project should be self-financing, and must not have an impact on marine amenities.";
 - further advising that there must be a clear economic benefit to the City; and
 - that any economic study must include the cost to the thriving tour and pleasure boat activity in the harbour that might occur if the bridge is built.
- (RR) (August 29, 1998) from Mr. Boris Mather, Past President, Citizens for a Lakeshore Greenway (CFLAG):

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- advising that CFLAG is opposed to building a bridge to the Island Airport as it would permit automobile access to the Toronto Islands and would enable further expansion of the Island Airport;
 - that the taxpayer will ultimately have to pay for the fixed link; and
 - suggesting that the fixed link notion be scrapped, the Airport be closed by the Federal Government, and the location be utilized instead by an enterprise which will erect wind turbines that can produce cheap electricity from a non-polluting, environmentally-friendly source.
- (SS) (September 1, 1998) from Mr. William L. Archer, Toronto querying the need for a bridge to clutter up the wonderful view of the Toronto harbour; and suggesting that the Western Gap be filled in and a direct connection made, at ground level, between the Island Airport and the mainland, with a channel built on the other side to permit ships and boats to enter the harbour.
- (TT) (September 18, 1998) from Ms. Joanna Kidd, Chair, Toronto Bay Initiative (a project of the Waterfront Regeneration Trust).
- (UU) (September 24, 1998) from Mr. Alexander M. Giannelia, President, The Airborne Sensing Corporation, advising of the importance of both the economic and ecological needs of the City Centre Airport, and suggesting that an airport specializing in general and business aviation with a slight expansion of quiet regional aircraft usage will be the best compromise.
- (VV) (September 24, 1998) from Mr. E. Tom Sternig, Aircraft Electronics Ltd., City Centre Airport, expressing support for the fixed link proposal and the potential economic opportunities the Island Airport offers to the business community, business travellers and tourists coming to Toronto.
- (WW) (September 24, 1998) from Mr. B.R. Holmes, President, City Centre Aviation Ltd., advising that he is in support of a bridge to the City Centre Airport from the foot of Bathurst Street, and outlining specific reasons therefor.
- (XX) (September 23, 1998) from Mr. Randy J. Butcher, President, D&R Aviation Inc., and Mr. Bryan Andre Scanga, Director of Operations, Airventures Aviation, advising of the ongoing need for a strong and stable General Aviation component as well as a balanced Airline

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component at the City Centre Airport; and urging the Committee to support a fixed link to the Island Airport in a definite form (i.e., a bridge).

- (YY) (September 27, 1998) from Major Johal, Toronto.
- (ZZ) (September 28, 1998) from Mr. Mark Millen, Toronto.
- (AAA) (September 28, 1998) from Mr. Mary Richardson, Toronto.
- (BBB) (September 28, 1998) from Mr. Fred Braida, Carlton International.
- (CCC) (September 29, 1998) from Dr. Bill Freeman, Toronto, submitting a brief (September 29, 1998), headed "A Critique to the Fixed Link (Revised)", wherein it provides information respecting economic factors affecting the airline industry; and stating that the fixed link proposal does not make economic sense, and an expansion of the airport runs the risk of destroying the Toronto Harbour, its waterfront and the Islands.
- (DDD) (September 29, 1998) from Mr. Arnold McMillan, Toronto.
- (EEE) (September 29, 1998) from Ms. Gladys Lomax, Toronto.
- (FFF) (undated) from Mr. Fred Mayerhofer, Toronto.
- (GGG) Various articles filed by Mr. Louis Turpen, President and Chief Executive Officer, The Greater Toronto Airports Authority.
- (HHH) Written brief filed by Mr. Andrew Pascoe, Toronto Board of Trade.
- (III) Written brief filed by Dr. Lance Levy, Downtown City Airlines (DCA) Inc.
- (JJJ) Written brief and copy of presentation material filed by Mr. Barry MacKinnon, Director, Airline Analysis, Regional Aircraft, Bombardier Inc.
- (KKK) Written brief filed by Ms. Marilyn Roy, Vice-Chair, Toronto Bay Initiative.

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- (LLL) Written brief filed by Ms. Mary Hay, Toronto Waterfront Coalition.
- (MMM) Photos filed by Ms. Brynne Teal, Bathurst Quay Neighbourhood Association.
- (NNN) Written brief filed by Mr. Michael Vollmer, President, Ontario Sailing Association.
- (OOO) Written brief filed by Ms. Elizabeth Quance, Constituency Assistant, on behalf of Mr. Rosario Marchese, M.P.P. for Fort York.
- (PPP) Written brief filed by Mr. Bob Toop, National Representative, Toronto Civic Employees' Union (CUPE).
- (QQQ) Diagram, headed "Innovative Alternative Access", from Mr. Shan Dhingra.
- (RRR) Written brief filed by Mr. Victor Pappalardo.
- (SSS) Written brief filed by Mrs. Lois James.

Mr. Paul Bedford, Executive Director and Chief Planner, Urban Planning Division, gave a presentation to the Urban Environment and Development Committee and the Economic Development Committee with respect to the foregoing matter.

The following persons appeared before the Urban Environment and Development Committee and the Economic Development Committee in connection with the foregoing matter:

- Mr. Gary Reid, General Manager; Mr. John Morand, Director of Strategic Planning; Mr. Alan Paul, Chief Financial Officer; and Mr. Stephen Rose, Auditor, The Toronto Harbour Commissioners, together with Mr. Don McKinnon, Dillon Consulting;
- Mr. Louis Turpen, President and Chief Executive Officer, The Greater Toronto Airports Authority; and
- The Honourable David Crombie, Chair, 2008 Toronto Olympic Bid Corporation and Chair, Waterfront Regeneration Trust.

The joint Urban Environment and Development Committee and the Economic Development Committee agreed that, pursuant to Section 11 of the By-law to Govern the Proceedings of Council, an extension of time to begin the lunch adjournment be

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given to permit questions to be presented to David Crombie to be concluded. The Committee adjourned at 12:47 p.m.

The joint Urban Environment and Development Committee and the Economic Development Committee reconvened at 2:15 p.m.

Members Present:

Councillor J. Pantalone, Chair, Urban Environment and Development
Committee
Councillor Brian Ashton, Chair, Economic Development Committee
Councillor Sandra Bussin
Councillor Raymond Cho
Councillor Mario Giansante
Councillor Doug Holyday
Councillor Norm Kelly
Councillor Blake Kinahan
Councillor Joan King
Councillor Peter Li Preti
Councillor Pam McConnell
Councillor Ron Moeser
Councillor Judy Sgro
Councillor Mario Silva

Regrets:

Mayor Mel Lastman
Councillor Rob Davis
Councillor Frank Faubert
Councillor Michael Feldman
Councillor Irene Jones
Councillor Howard Moscoe
Councillor Mike Tzekas

The following persons also appeared before the joint Urban Environment and Development Committee and the Economic Development Committee in connection with the foregoing matter:

- Mr. Fareed Khan, Toronto Real Estate Board;
- Mr. Andrew Pascoe, Toronto Board of Trade;
- Mr. Steven Smith, President, Air Ontario;
- Mr. Rem Gaade, Senior Partner, Gaade and Associates;
- Dr. Lance Levy, Downtown City Airlines (DCA) Inc.;

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- Mr. Manfred Humphries, City Centre Airport Association, NorthStar Aviation;
- Mr. Barry MacKinnon, Director, Airline Analysis, Regional Aircraft, Bombardier Inc.;
- Ms. Marilyn Roy, Vice-Chair, Toronto Bay Initiative;
- Ms. Carolyn Doris;
- Ms. Mary Hay, Toronto Waterfront Coalition;
- Ms. Victoria Piersig;
- Mr. Igal Holtzer;
- Mr. Randy Butcher, D & R Aviation;
- Ms. Brynne Teal, Bathurst Quay Neighbourhood Association;
- Mr. Brian Holmes, President, Shell Aerocentre, Toronto City Centre Airport;
- Mr. Wilfrid Walker, Director, Toronto 2000 Ontario;
- Mr. Alex Giannelia, President, Airborne Sensing Corporation;
- Mrs. Patricia Colenut;
- Mr. Michael Vollmer, President, Ontario Sailing Association;
- Mr. Timothy Dobson, Dobson Design Architects;
- Ms. Elizabeth Quance, Constituency Assistance, on behalf of Mr. Rosario Marchese, M.P.P. for Fort York;
- Mr. Peter Smith; Co-Chair, Portlands Citizens Action Committee;
- Mr. Mark Millen, Official Navigator, Mariposa Cruise Lines;
- Ms. Leida Englar;
- Mr. Bob Toop, National Representative, Toronto Civic Employees' Union (CUPE), Local 416;
- Mr. Richard James, Ship's Captain in Toronto Harbour;
- Mr. Shan Dhingra;
- Ms. Maggie Keith;
- Mr. Victor Pappalardo, representing Stolport Corporation and Trans Capital Air Limited;
- Dr. Bill Freeman;
- Mrs. Lois James;
- Mr. Robin Dawson, Robin Dawson Consulting;
- Mr. Jack Jones, Shoreline Engineering Ltd.;
- Mr. David Hutcheon;
- Councillor Olivia Chow, Downtown;
- Councillor Chris Korwin-Kuczynski, High Park; and
- Councillor Kyle Rae, Downtown.

- (A) Councillor King moved that the Committees endorse the report (September 18, 1998) from the Chief Administrative Officer, subject to striking out Recommendation No. (1)(c) and inserting in lieu thereof the following:

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“(1)(c) the implications of selecting either a bridge or tunnel as a fixed link to the City Centre Airport;”.

(B) Councillor Pantalone moved that:

- (1) the following reports, together with all communications and submissions, be referred to the Commissioner of Urban Planning and Development Services for consideration and report thereon to the Urban Environment and Development Committee, if required:
 - (a) (August 5, 1998) from the Toronto Police Services Board (Item 1c); and
 - (b) (May 19, 1998) from the Commissioner of Urban Planning and Development Services (Item 1f); and
- (2) the Commissioner of Urban Planning and Development Services, in consultation with the appropriate officials, be requested to submit a report to the November 30, 1998 meeting of the Urban Environment and Development Committee on the possibility of the proposed tunnel connection being a portion of a waterfront streetcar loop connecting Union Station with the Island Airport, Ontario Place and the existing Exhibition Place streetcar line.

(C) Councillor Kelly moved that:

- (1) the report (September 18, 1998) from the Chief Administrative Officer be received;
- (2) the concept of a fixed link be forwarded to Council for approval at its meeting scheduled to be held on October 28, 1998; and
- (3) the concept of a “signature” bridge be referred to the Commissioner of Urban Planning and Development Services with a request that she consult with relevant stakeholders and submit a report thereon to a joint meeting of the Urban Environment and Development

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Committee and the Economic Development Committee to be convened in November 1998.”;

(D) Councillor Bussin moved that:

(1) the Commissioner of Urban Planning and Development Services, in consultation with the appropriate officials, be requested to report on:

(a) the degree of increased risk of a boating accident arising from each type and design of fixed link to the Toronto City Centre Airport;

(b) the extent to which marine use of the Western Gap will be impaired with each type and design of fixed link to the Toronto City Centre Airport;

(c) the potential plans for locating a Fire/Ambulance Station in the immediate vicinity of Harbourfront, and the impact on the emergency response abilities of the Toronto City Centre Airport; and

(d) the outcome of the meeting which was held in September 1998 between representatives of the Coast Guard and the Tour Boat Operators; and

(2) Recommendation No. (1) of the report (September 18, 1998) from the Chief Administrative Officer be amended to provide that the report requested of the Commissioner of Urban Planning and Development Services be submitted to a joint meeting of the Urban Planning and Development Committee and the Economic Development Committee to be scheduled as soon as possible after November 30, 1998.

(E) Councillor Bussin, on behalf of Councillor Chow, moved that:

(A) the Commissioner of Urban Planning and Development Services, in consultation with the appropriate officials, be requested:

(1) to report on:

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- (a) the projected staffing requirements for:
 - (i) a bridge to the Toronto City Centre Airport;
 - (ii) the proposed emergency back-up system; and
 - (iii) maintenance of the proposed emergency back-up system;
 - (b) the advantages and disadvantages of closing the airport and pursuing other options for the site; and
 - (c) the requirement for another Environmental Assessment in the event that the footprint of the proposed bridge to the Toronto City Centre Airport is changed; and
- (B) the Commissioner of Urban Planning and Development Services be requested:
- (1) to obtain Coast Guard information on whether the Western Gap may be left open to non-motorized boats; and
 - (2) to consider integrating the various motions which were deferred from the May 19, 1998 meeting of the Urban Environment and Development Committee into the staff recommendations.
- (F) Councillor Kinahan moved that:
- (1) the Commissioner of Urban Planning and Development Services, in consultation with The Honourable David Crombie, be requested to facilitate discussions between The Toronto Harbour Commissioners and the Greater Toronto Airports Authority in efforts to devise some reasonable barriers to growth, and submit a report thereon to the November 30, 1998 meeting of the Urban Environment and Development Committee;

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- (2) that the Commissioner of Urban Planning and Development Services, in consultation with the appropriate officials, be requested to report on the option for a tunnel from Bathurst Street to the Toronto City Centre Airport; and
 - (3) consideration of Parts (2) and (3) of the foregoing motion (C) by Councillor Kelly be deferred to the November 30, 1998 meeting of the Urban Environment and Development Committee.
- (G) Councillor Ashton moved that the Commissioner of Urban Planning and Development Services, in consultation with the appropriate officials, be requested to report to the November 30, 1998 meeting of the Urban Environment and Development Committee on:
- (1) operational restrictions that could be included in the Tripartite Agreement; and
 - (2) the alternatives available to provide fuel to the Toronto City Centre Airport with the tunnel option.
- (H) Councillor Cho moved that:
- (1) the Commissioner of Urban Planning and Development Services, in consultation with the appropriate officials, be requested to report to the November 30, 1998 meeting of the Urban Environment and Development Committee on the difference between the maintenance and repair costs for a tunnel versus a bridge to the Toronto City Centre Airport; and
 - (2) the Chief of Police be requested to submit a report to the November 30, 1998 meeting of the Urban Environment and Development Committee on the approximate costs which would be incurred should an accident occur either in a tunnel or on a bridge to the City Centre Airport.
- (I) Councillor Kelly struck out Part (1) of his foregoing motion (C) and inserted in lieu thereof the following:

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“(1) that Recommendation Nos. (1) and (2), embodied in the report (September 18, 1998) from the Chief Administrative Officer, be deleted.”

Councillor Bussin requested permission of the Committees to withdraw Part (2) of her foregoing motion (D).

The Committee jointly concurred with the foregoing request.

Upon the question of the adoption of Part (3) of the foregoing motion (F) by Councillor Kinahan, deferring consideration of Parts (2) and (3) of the foregoing motion (C) by Councillor Kelly, it was carried.

Upon the question of the adoption of the foregoing motion (D) by Councillor Bussin, it was carried.

Upon the question of the adoption of the foregoing motion (H) by Councillor Cho, it was carried.

Upon the question of the adoption of the foregoing motion (B) by Councillor Pantalone, it was carried.

Upon the question of the adoption of Part (1) of the foregoing motion (F) by Councillor Kinahan, it was lost on a tie vote.

Upon the question of the adoption of Part (2) of the foregoing motion (F) by Councillor Kinahan, it was carried.

Upon the question of the adoption of the foregoing motion (G) by Councillor Ashton, it was carried.

Upon the question of the adoption of Part (A)(1)(b) of the foregoing motion (E) by Councillor Bussin, on behalf of Councillor Chow, it was lost.

Upon the question of the adoption of Parts (A)(1)(a), (A)(1)(c), (B)(1) and (B)(2) of the foregoing motion (E) by Councillor Bussin, on behalf of Councillor Chow, they were carried.

Upon the question of the adoption of the foregoing motion (A) by Councillor King, it was carried.

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Having regard for the foregoing action taken jointly by the Committees, the foregoing motion (I) by Councillor Kelly was declared redundant.

The decision of the Urban Environment and Development Committee and the Economic Development Committee, therefore, is as follows:

“The Urban Environment and Development Committee and the Economic Development Committee jointly:

(A) endorsed the report (September 18, 1998) from the Chief Administrative Officer, subject to striking out Recommendation No. (1)(c) and inserting in lieu thereof the following:

“(1)(c) the implications of selecting either a bridge or a tunnel as a fixed link to the City Centre Airport;”;

so that the Recommendations embodied in the aforementioned report, as amended by the Committees, now read as follows:

“(1) that the Commissioner of Urban Planning and Development Services, in consultation with appropriate staff and after meeting with the Toronto Harbour Commissioners and the Greater Toronto Airports Authority, be requested to report further on:

(a) the question of the future role of the City Centre Airport within the regional air system in support of the regional economy;

(b) ensuring that the future role of the City Centre Airport is in keeping with the City’s objective of balancing and harmonizing airport operation with the other uses and activities currently existing along the waterfront; and

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- (c) **the implications of selecting either a bridge or a tunnel as a fixed link to the City Centre Airport;**

such report to be submitted to the November 30, 1998 meeting of the Urban Environment and Development Committee;

- (2) **the recommendations contained in the May 6, 1998 report of the Commissioner of Urban Planning and Development Services to the Urban Environment and Development Committee, be deferred until such time as the report requested in Recommendation No. (1) of this report is submitted; and**

- (3) **the Toronto Harbour Commissioners be requested to revise the 1998 Business Plan for the City Centre Airport in accordance with the comments contained in Section 7 of this report, and to submit the revised Business Plan to the Chief Financial Officer and Treasurer for review and report to the Budget Committee in October 1998;**

- (B) **requested the Commissioner of Urban Planning and Development Services, in consultation with the appropriate officials, to submit a report to the November 30, 1998 meeting of the Urban Environment and Development Committee on:**

- (1) **the differences between the maintenance and repair costs for a tunnel versus a bridge to the Toronto City Centre Airport;**
- (2) **the possibility of the proposed tunnel connection being a portion of a waterfront streetcar loop connecting Union Station with the Island Airport, Ontario Place and the existing Exhibition Place streetcar line;**
- (3) **the option for a tunnel from Bathurst Street to the Toronto City Centre Airport;**

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- (4) the alternatives available to provide fuel to the Toronto City Centre Airport with the tunnel option;**
 - (5) the projected staffing requirements for:**
 - (a) a bridge to the Toronto City Centre Airport;**
 - (b) the proposed emergency back-up system; and**
 - (c) maintenance of the proposed emergency back-up system;**
 - (6) the requirement for another Environmental Assessment in the event that the footprint of the proposed bridge to the Toronto City Centre Airport is changed;**
 - (7) the degree of increased risk of a boating accident arising from each type and design of fixed link to the Toronto City Centre Airport;**
 - (8) the extent to which marine use of the Western Gap will be impaired with each type and design of fixed link to the Toronto City Centre Airport;**
 - (9) the outcome of the meeting which was held in September 1998 between representatives of the Coast Guard and the Tour Boat Operators;**
 - (10) operational restrictions that could be included in the Tripartite Agreement; and**
 - (11) the potential plans for locating a Fire/Ambulance Station in the immediate vicinity of Harbourfront, and the impact on the emergency response abilities of the Toronto City Centre Airport;**
- (C) requested the Commissioner of Urban Planning and Development Services:**
- (1) to consider integrating the various motions which were deferred from the May 19, 1998 meeting of the Urban Environment and Development Committee into the staff recommendations; and**

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- (2) to obtain Coast Guard information on whether the Western Gap may be left open to non-motorized boats;
- (D) requested the Chief of Police to submit a report to the November 30, 1998 meeting of the Urban Environment and Development Committee on the approximate costs which would be incurred should an accident occur either in a tunnel or on a bridge to the City Centre Airport;
- (E) deferred consideration of the following motions by Councillor Kelly to the November 30, 1998 meeting of the Urban Environment and Development Committee:

 - “(2) that the concept of a fixed link be forwarded to Council for approval at its meeting scheduled to be held on October 28, 1998; and
 - (3) that the concept of a “signature” bridge be referred to the Commissioner of Urban Planning and Development Services with a request that she consult with the relevant stakeholders and submit a report thereon to a joint meeting of the Urban Environment and Development Committee and the Economic Development Committee to be convened in November, 1998.”;
- (F) referred the following reports, together with all communications and submissions, to the Commissioner of Urban Planning and Development Services for consideration and report thereon to the Urban Environment and Development Committee, if required:

 - (i) (August 5, 1998) from the Toronto Police Services Board (Item 1c); and
 - (ii) (May 19, 1998) from the Commissioner of Urban Planning and Development Services (Item 1f).”

The Committee adjourned its meeting at 6:46 p.m.

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Chair.