A History of the Toronto Island Airport

NYC Sailors Night

Ron Jenkins
2022-02-02

The Toronto Island Airport:

Pasts, Present, and Futures

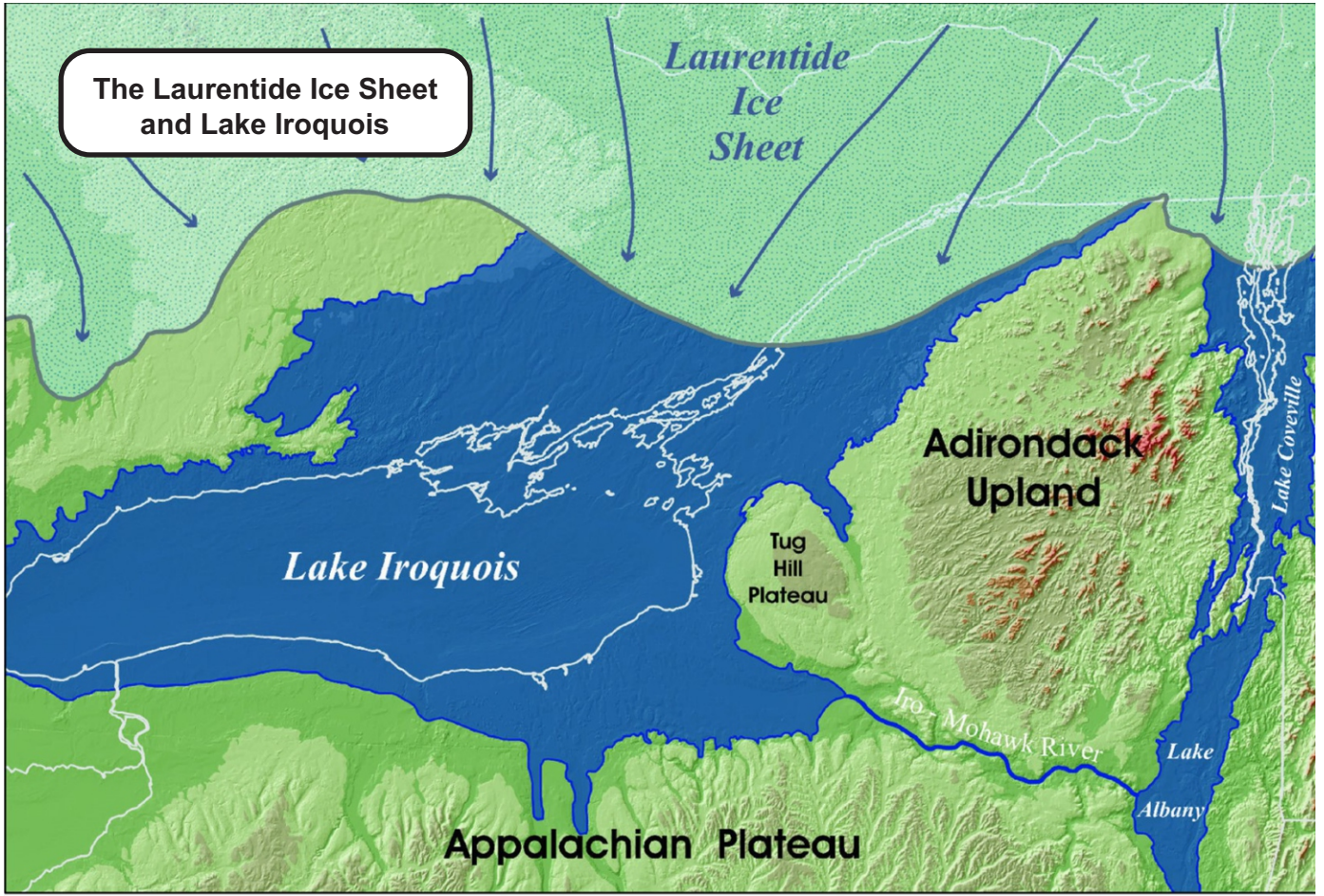
National Yacht Club
2022-02-02

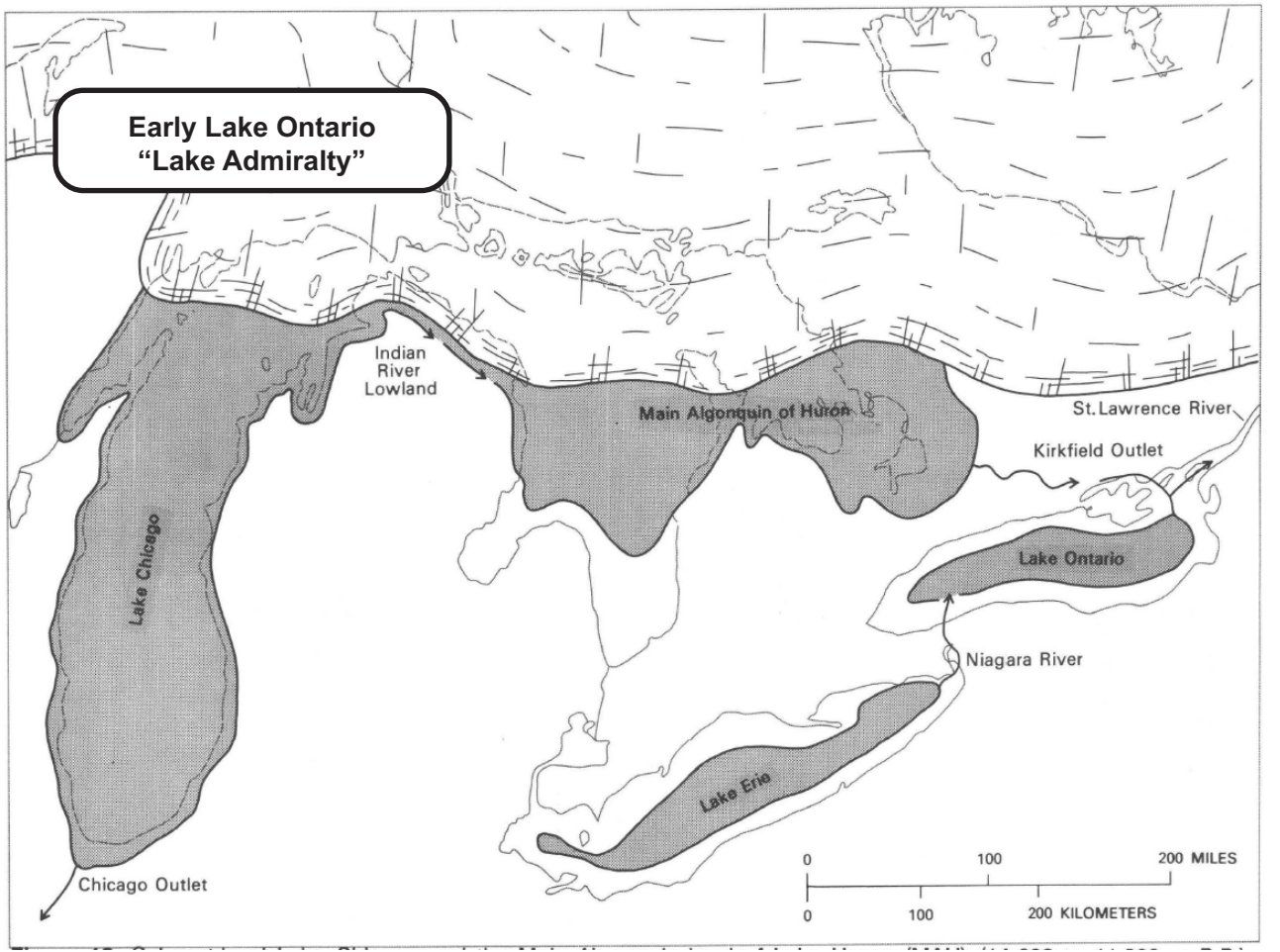
thenyc.com

Rev A00

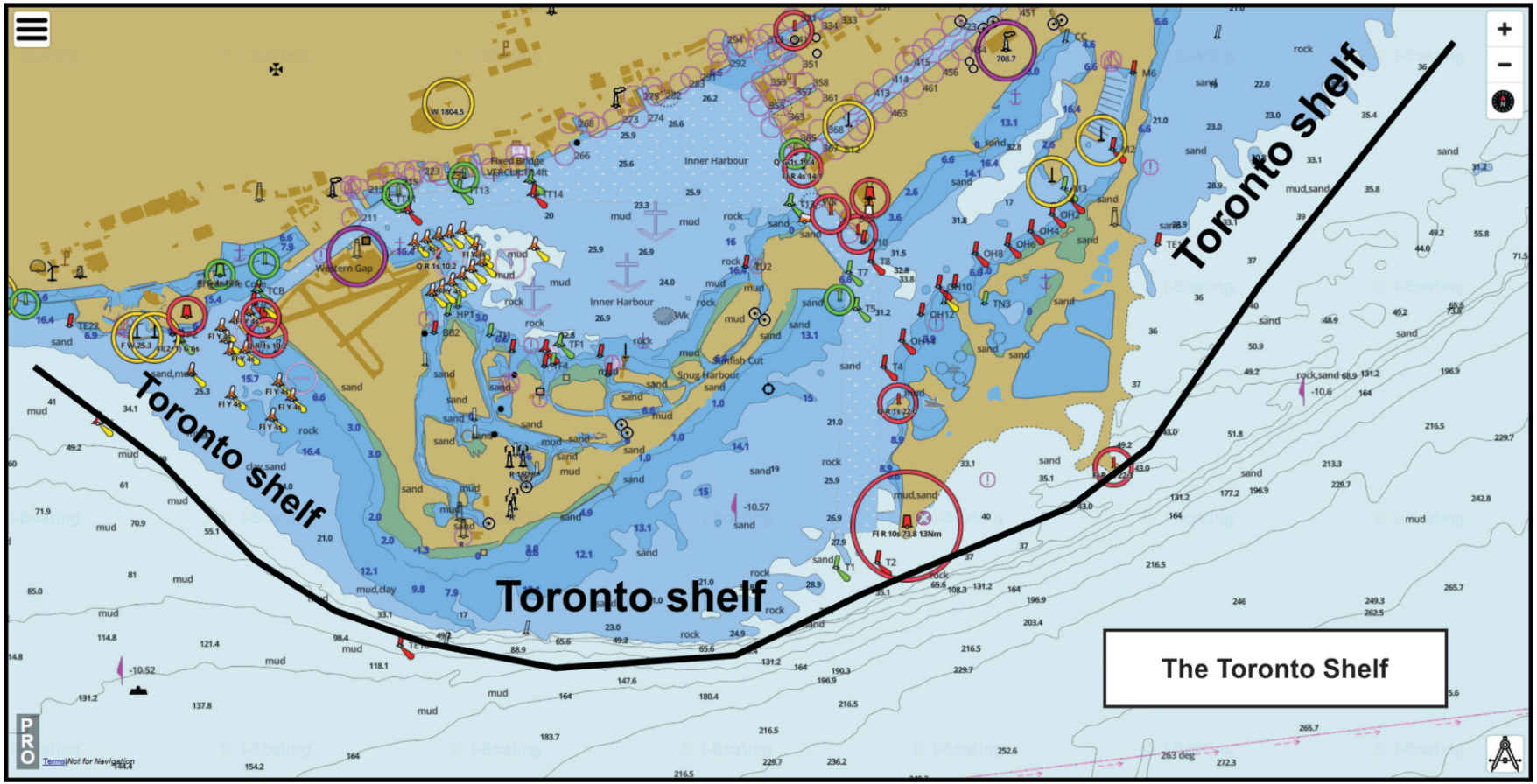
The True Secret Early History of the Toronto Island Airport

(let's go back 11,000 years . . .)


The Laurentide Ice Sheet and Lake Iroquois
Laurentide Ice Sheet
Lake Iroquois
Adirondack Upland
Tug Hill Plateau
Lake Coveville
Mohawk River
Lake
Albany
Appalachian Plateau


Early Lake Ontario
"Lake Admiralty"
Indian
River
Lowland
Main Algonquin of Huron
St. Lawrence River
Kirkfield Outlet
Lake Chicago
Lake Ontario
Niagara River
Lake Erie
Chicago Outlet
0
100
200 MILES
0
100
200 KILOMETERS


The Toronto Scarp
• the ancient shoreline of “Admiralty Lake”
• 6 metres deep, shelving off rapidly to 60 metres deep
• 18 km west to east
Toronto scarp

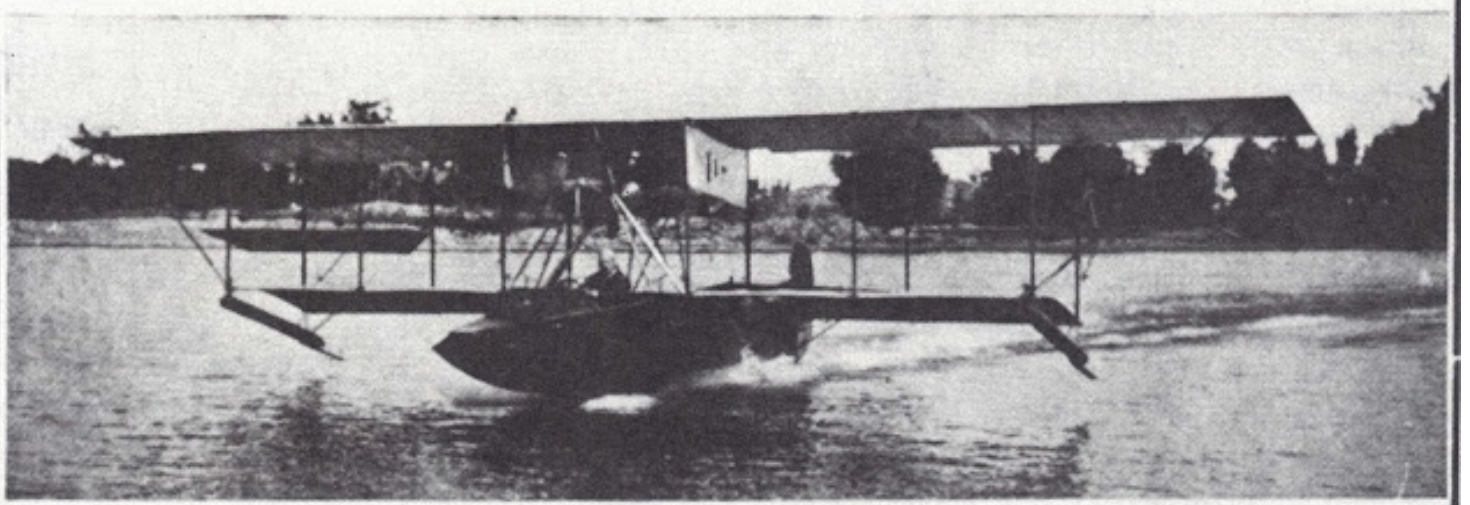

Toronto shelf
Toronto shelf
Toronto shelf
The Toronto Shelf

Flying History

in Toronto

J.A.D. McCurdy preparing to race C.F. Willard from Hamilton to Toronto. First intercity air race in Canada, August 2, 1911.

He lacked a landing site.



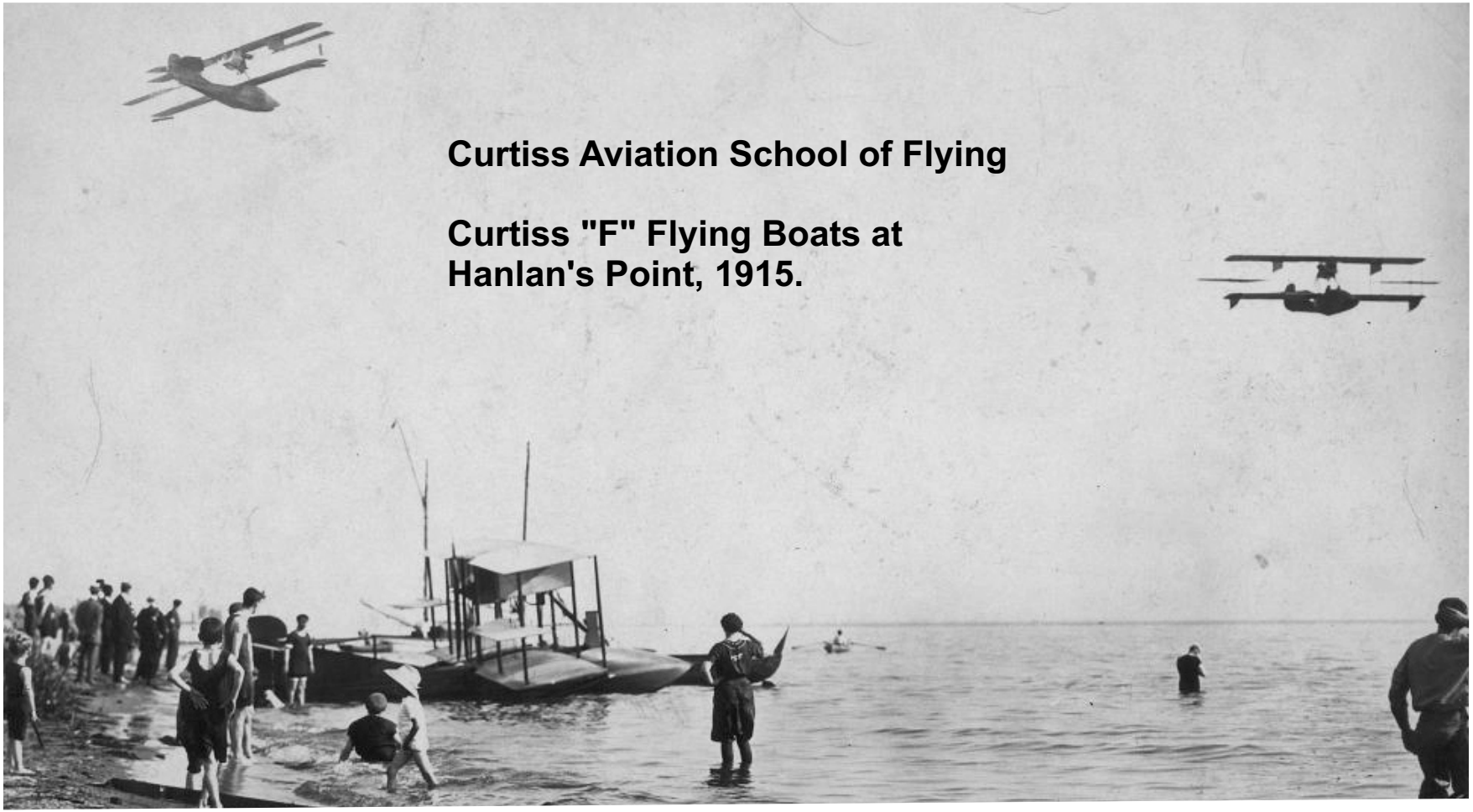
FLYING IS THE MOST ATTRACTIVE SPORT OF THIS AGE

TORONTO AVIATION SCHOOL

WE TEACH you to be a Pilot or an Aviation Mechanic, positions which command excellent salaries. FLYING BOATS, SEAPLANES and AEROPLANES—everything pertaining to the skilful operation of these wonderful craft, fast coming into general use—will be taught by our school by men of wide experience in aviation. All those desiring to enter the school should make application at once. Call, or write for particulars to

W. A. DEAN, Room 21, Bank of Toronto Building, 205 Yonge Street, Toronto

Curtiss F being towed through the Western Gap, 1914.



Curtiss Aviation School of Flying

Curtiss "F" Flying Boats at Hanlan's Point, 1915.

Commercial aviation in Toronto began with WWI aces Billy Bishop and William Barker operating flights from Toronto to Muskoka (1920-23).


First aeroplane Barker or
Billy Bishop's
Parkdale Bay

Flying to and from Toronto was a marine operation until the opening of the Island Airport in 1939.

Canadian Colonial Airways Sikorsky S38 "Neekah" arriving at Toronto Harbour, delivering the first Canadian airmail from Buffalo to Toronto July 15, 1929.

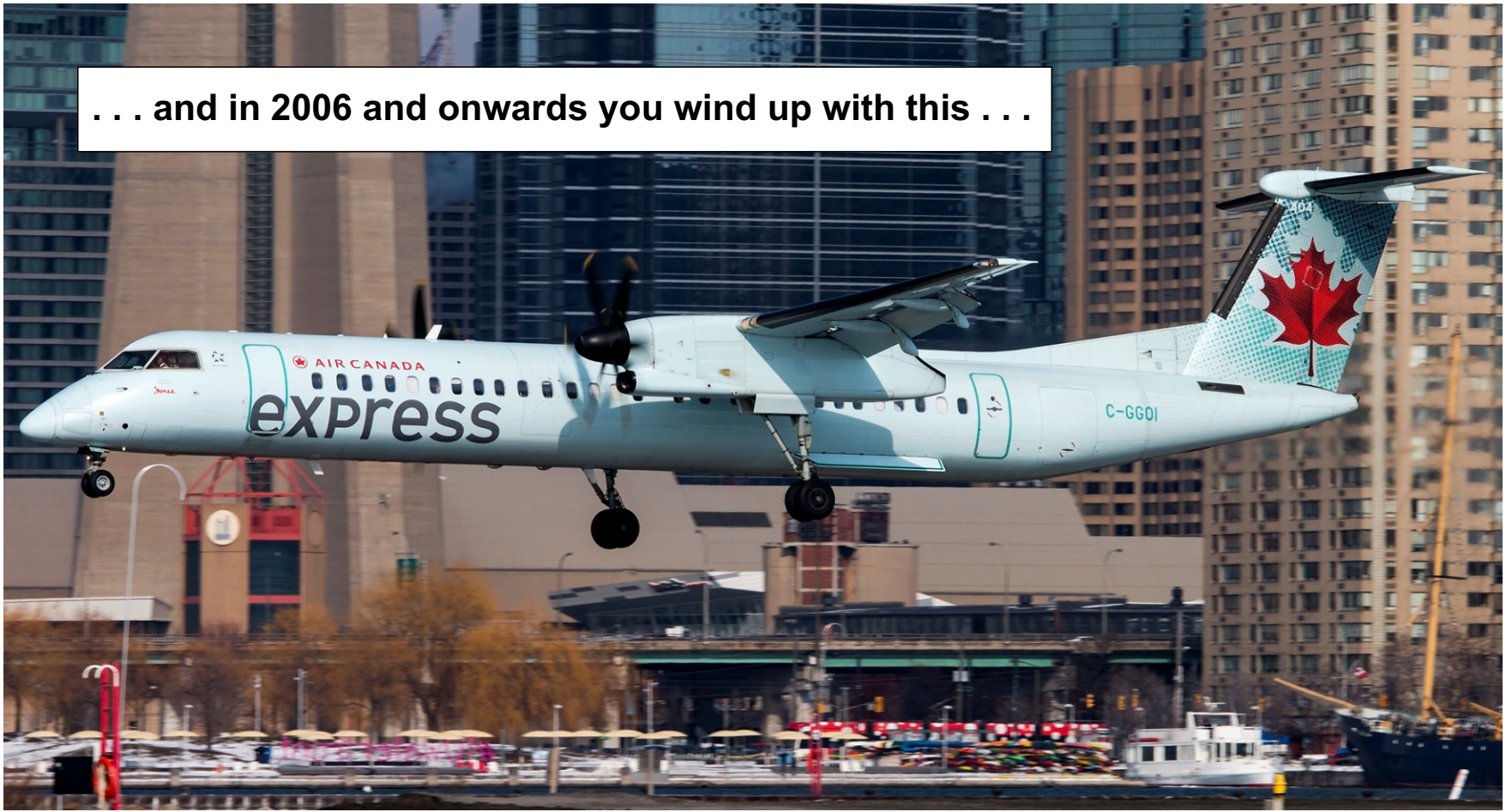
1981 Saunders ST-27 Air Atonabee at CYTZ.

1985 Saunders ST-27 City Express at CYTZ.

1991: Air Ontario Dash-8s at CYTZ.

2016: A Saunders ST-27 City Express at Winnipeg near St Andrews Airport

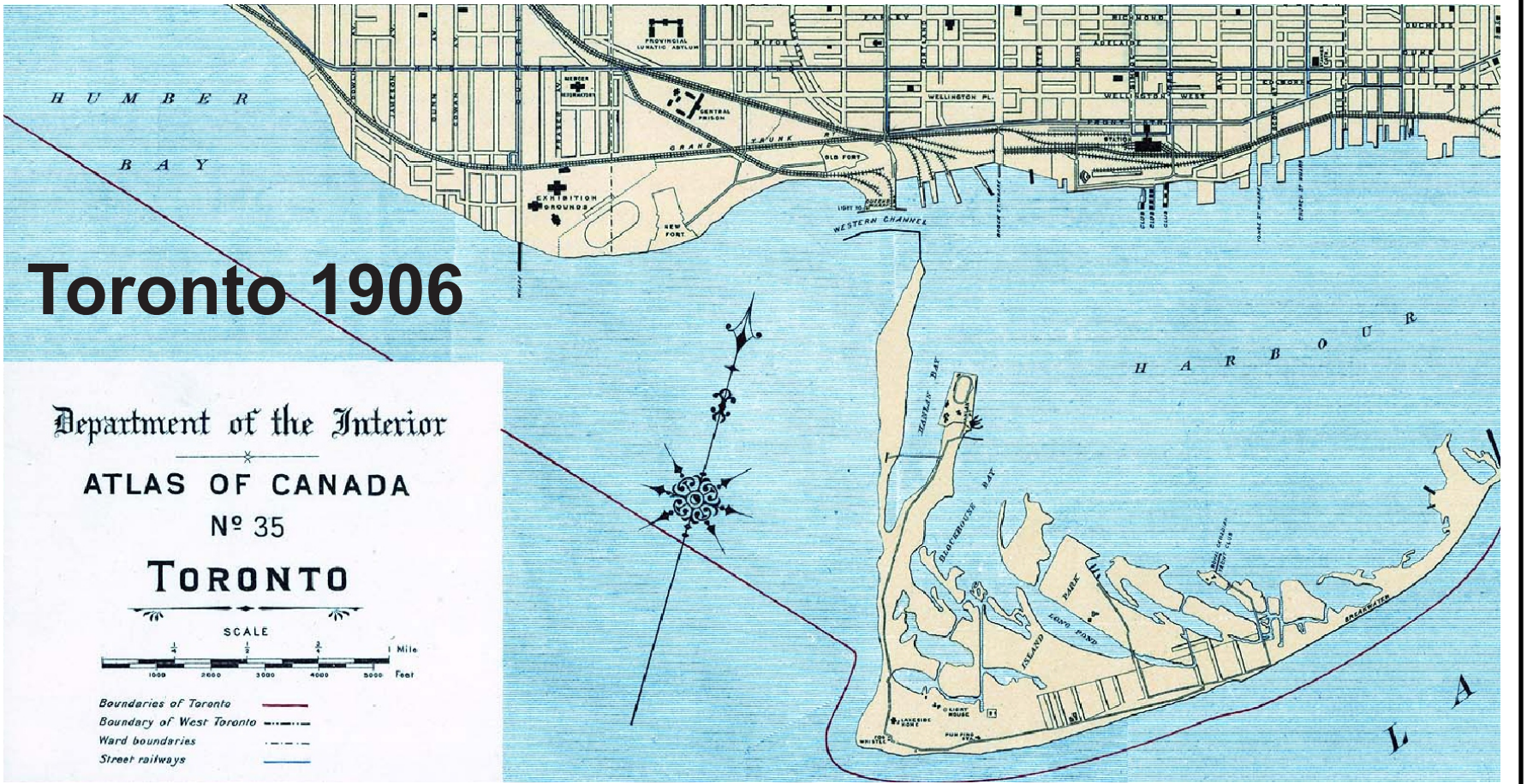
STOL Aircraft: In 1985 you bargain for this (Dash-8 100) . . .


. . . and in 2006 and onwards you wind up with this . . .
AIR CANADA
express
C-GGOI

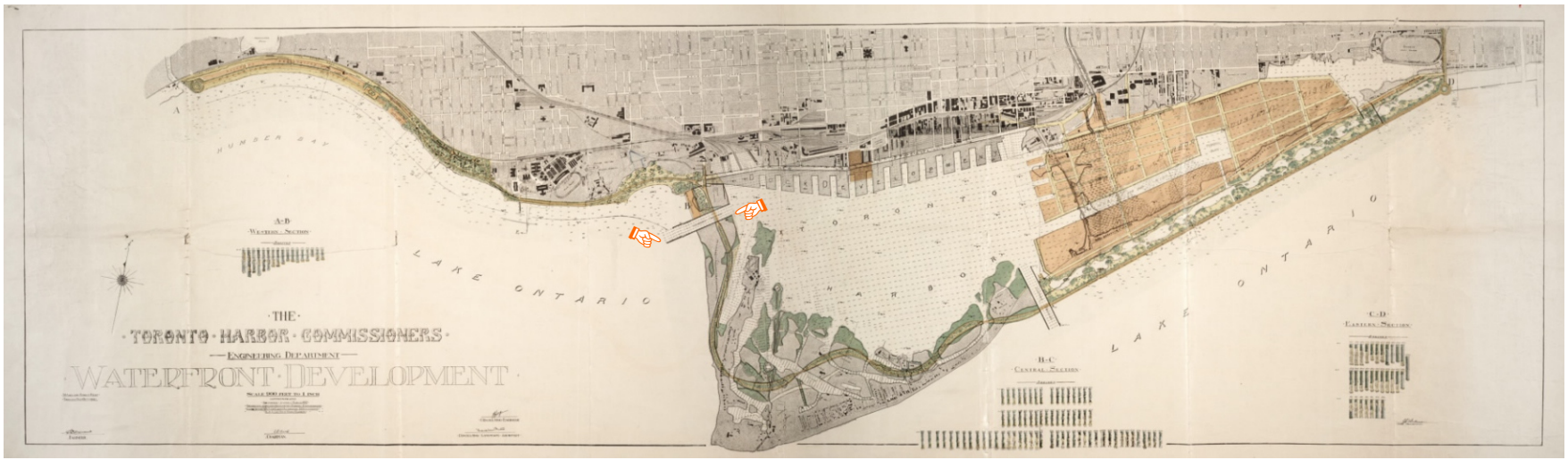

. . . and this.
porter
porter
C-GKQH
828
WHY? Because a Q400 is still a “Dash-8". Surprise!

Lake Filling and the

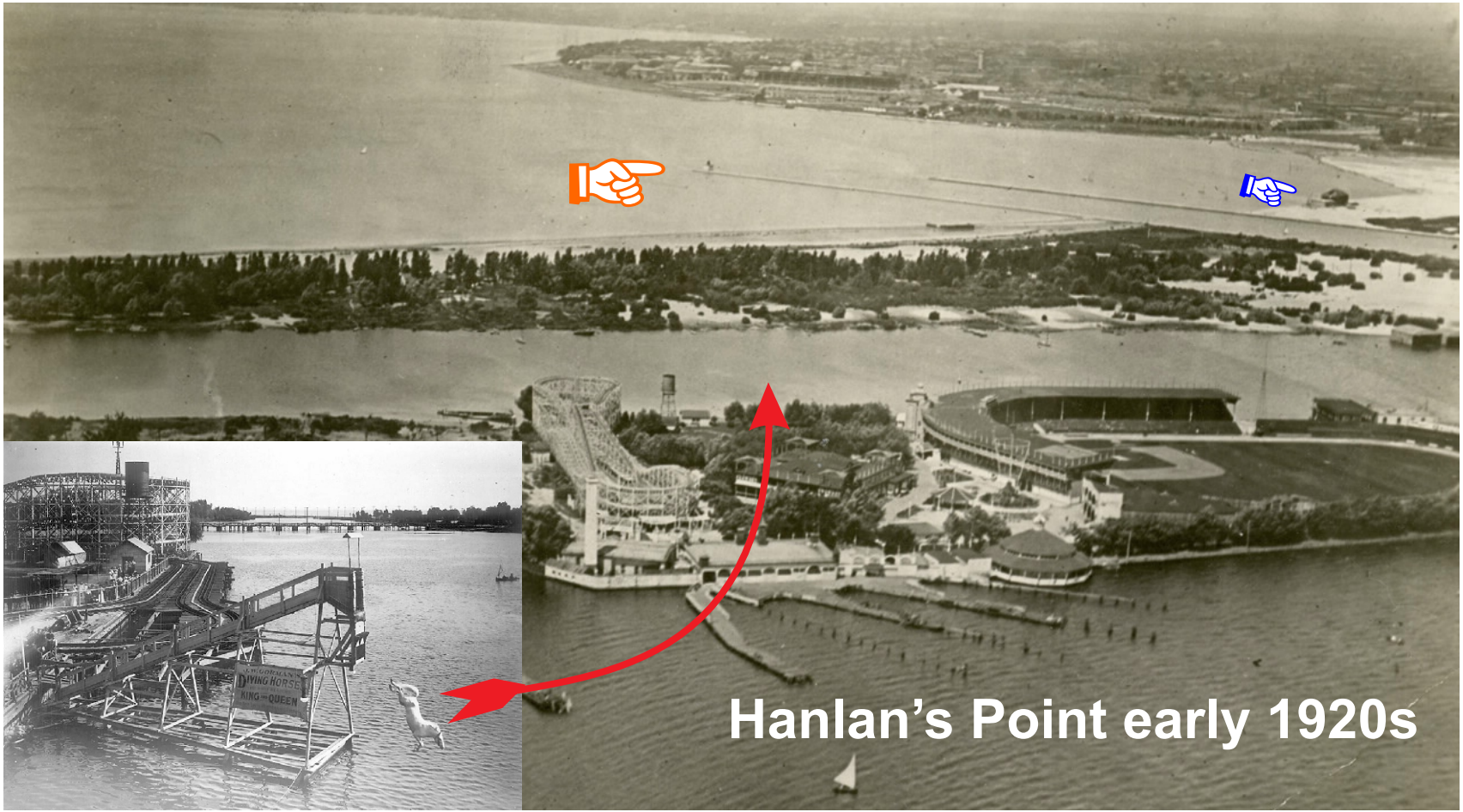
Creation of the Island Airport


Toronto 1906
Department of the Interior
ATLAS OF CANADA
Nº 35
TORONTO
SCALE
1 Mile
1000 2000 3000 4000 5000 Feet
Boundaries of Toronto
Boundary of West Toronto
Ward boundaries
Street railways
HUMBER BAY
HARBOUR
PROVINCIAL LUNATIC ASYLUM
CENTRAL PRISON
EXHIBITION GROUNDS
NEW FORT
OLD FORT
WESTERN CHANNEL
HANLAN'S POINT
ISLAND
LIGHT HOUSE
BREAKWATER

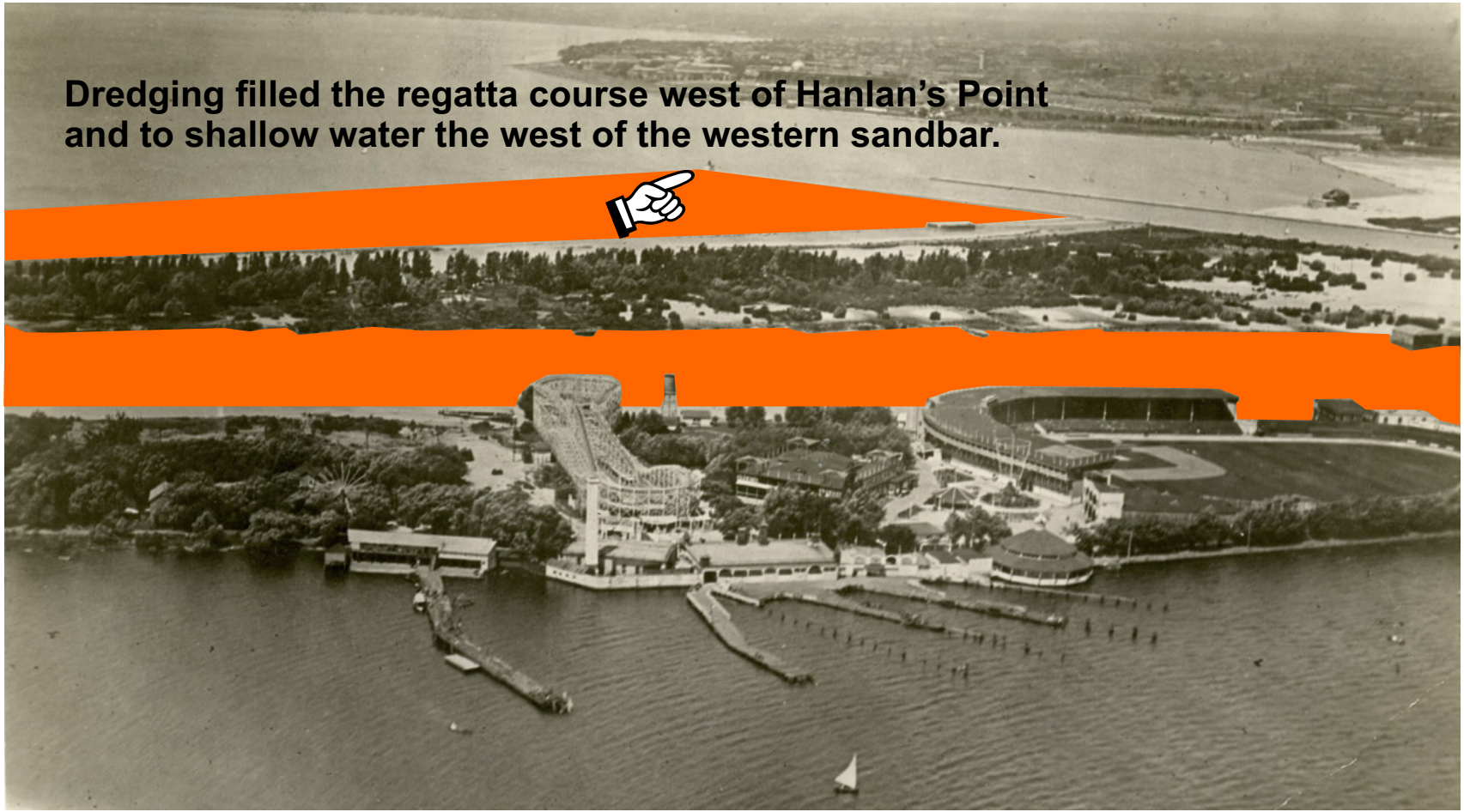
In 1911, the newly-formed Toronto Harbour Commission began its enormously ambitious and transformative waterfront development plan.

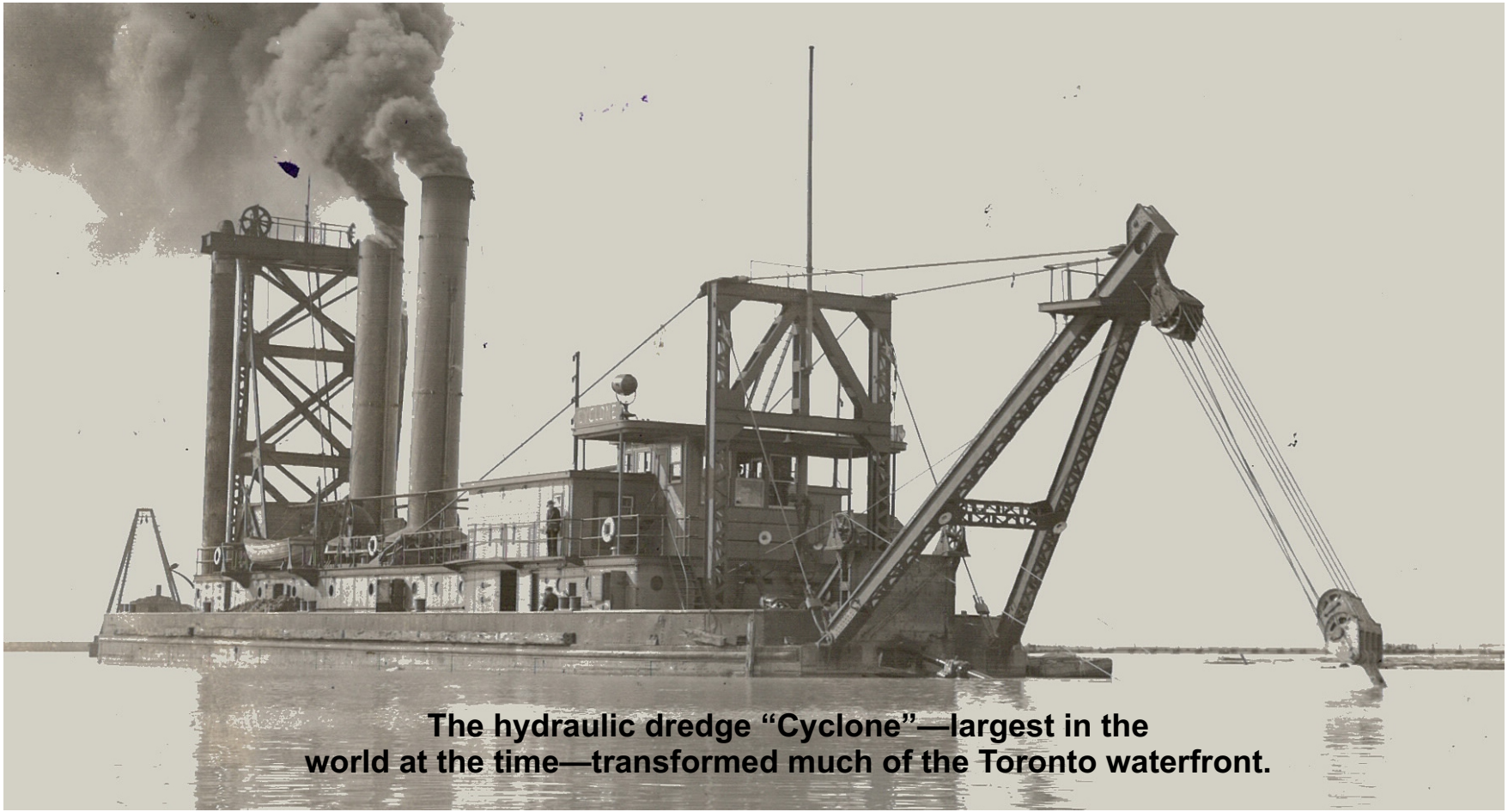


1928 City Board of Control resolved: ". . . that the Harbour Board [the Board of Toronto Harbour Commissioners] be asked to report on developing the West Island Sand Bar for a seaplane, flying boat and amphibian airplane base."

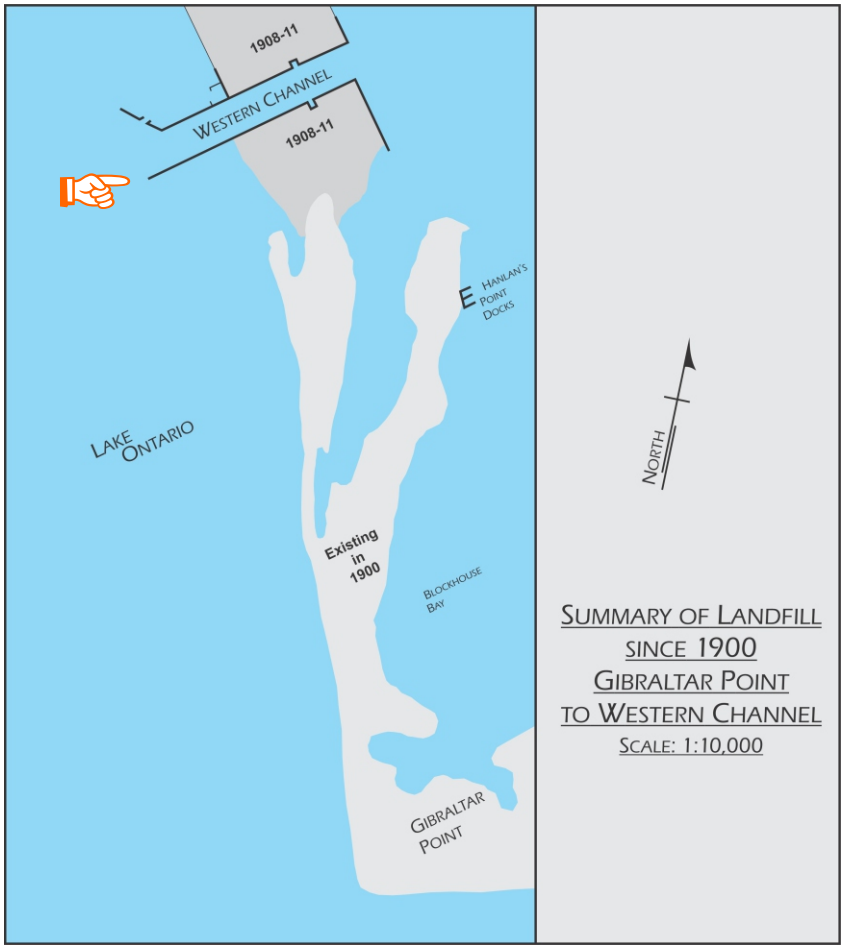


Hanlan's Point early 1920s

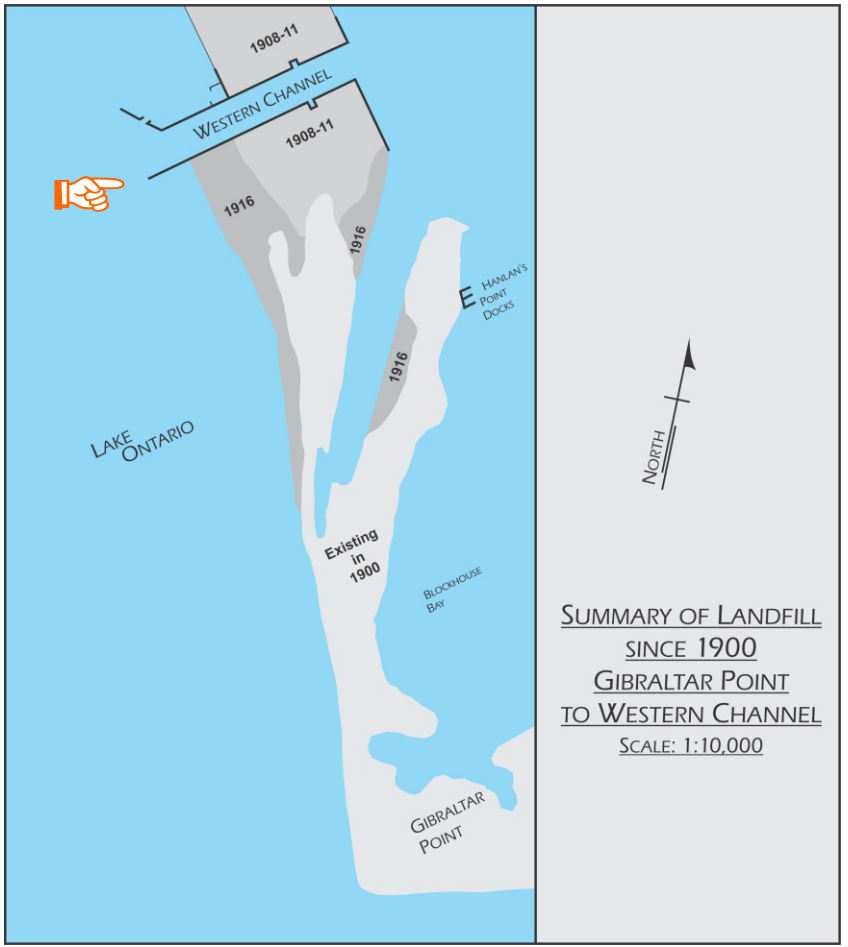

Dredging filled the regatta course west of Hanlan's Point
and to shallow water the west of the western sandbar.



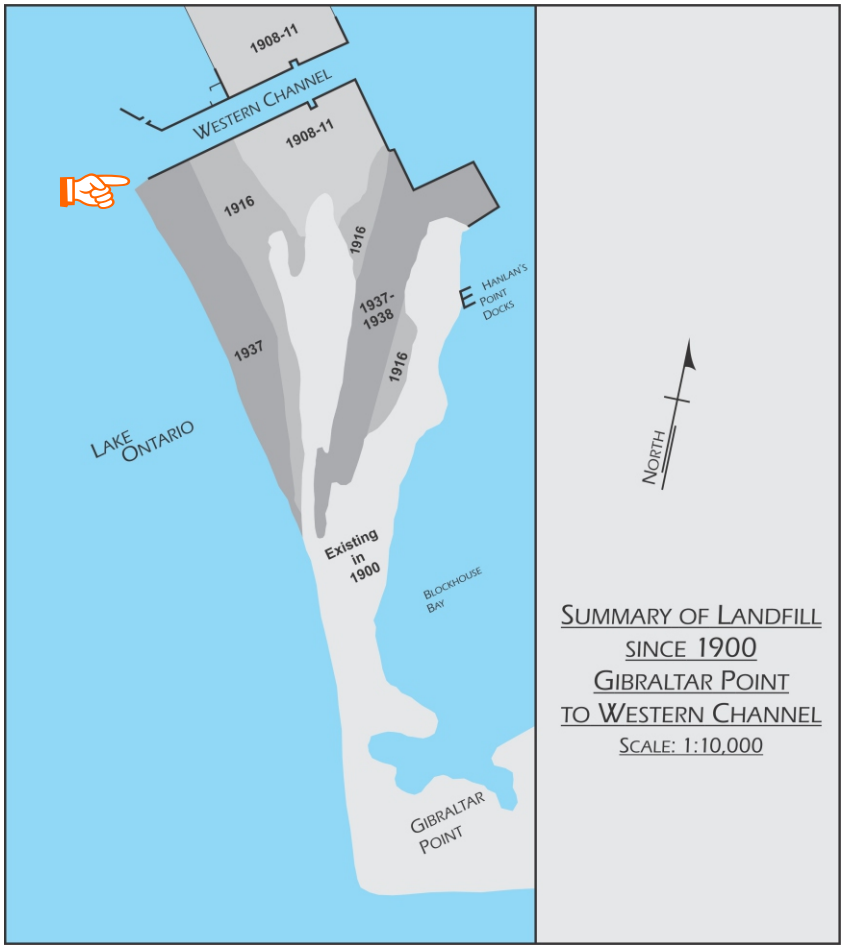
The hydraulic dredge “Cyclone”—largest in the world at the time—transformed much of the Toronto waterfront.



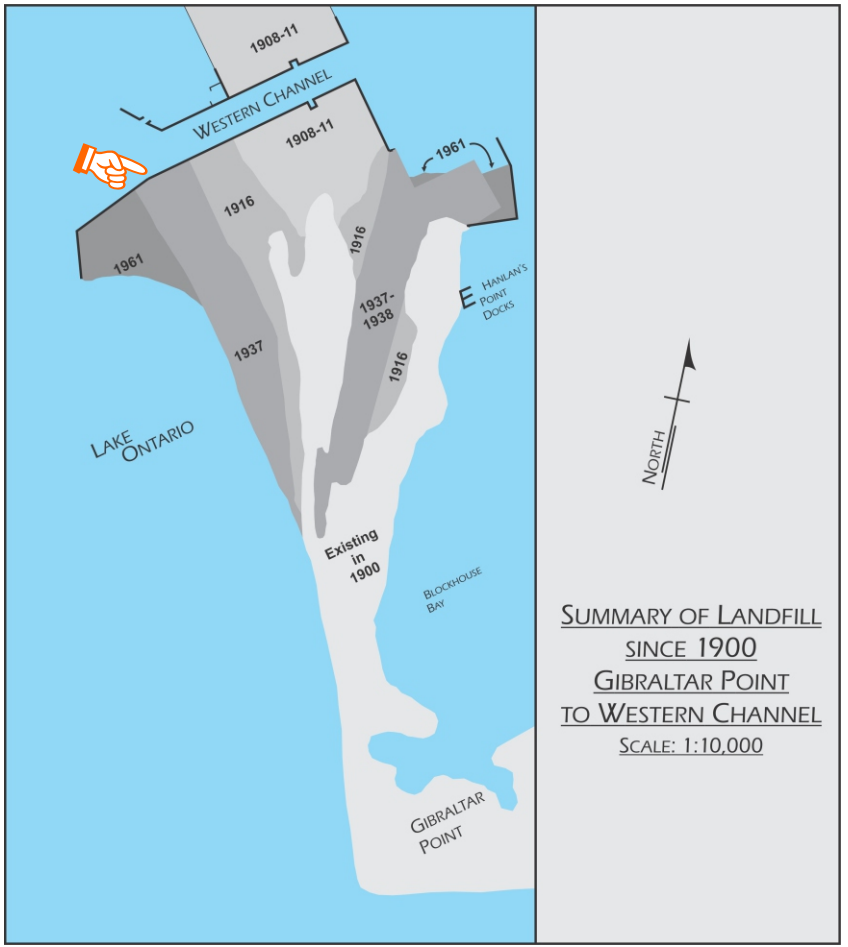
SUMMARY OF LANDFILL
SINCE 1900
GIBRALTAR POINT
TO WESTERN CHANNEL
SCALE: 1:10,000



SUMMARY OF LANDFILL
SINCE 1900
GIBRALTAR POINT
TO WESTERN CHANNEL
SCALE: 1:10,000



SUMMARY OF LANDFILL
SINCE 1900
GIBRALTAR POINT
TO WESTERN CHANNEL
SCALE: 1:10,000



SUMMARY OF LANDFILL
SINCE 1900
GIBRALTAR POINT
TO WESTERN CHANNEL
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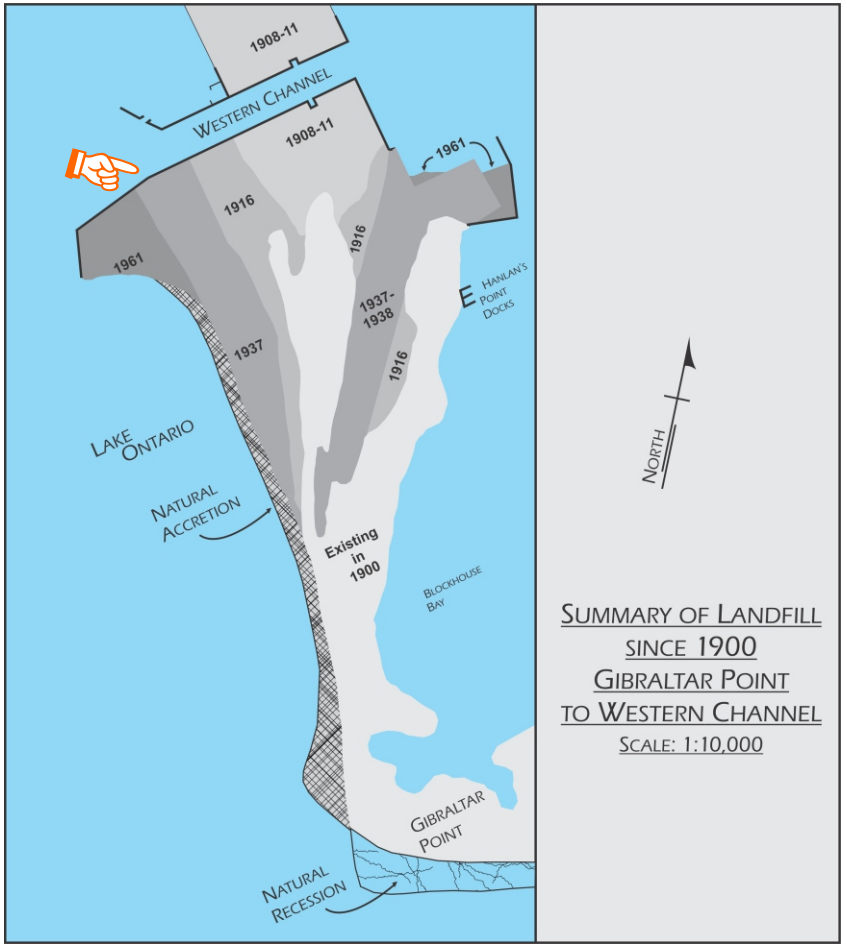
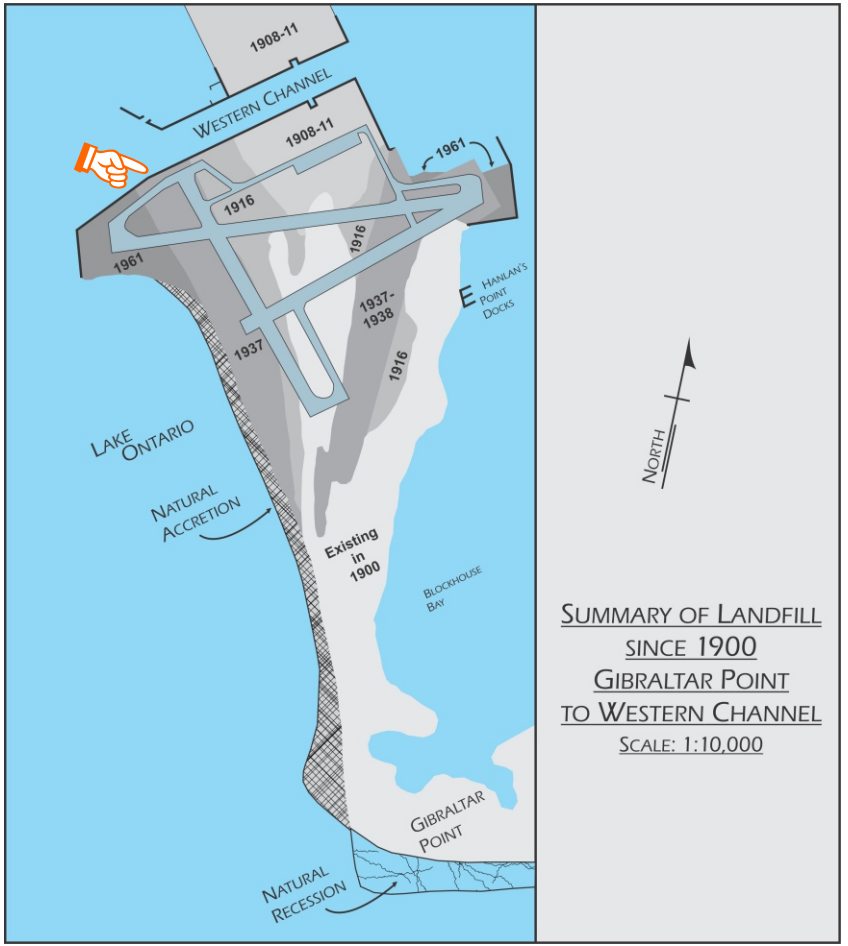
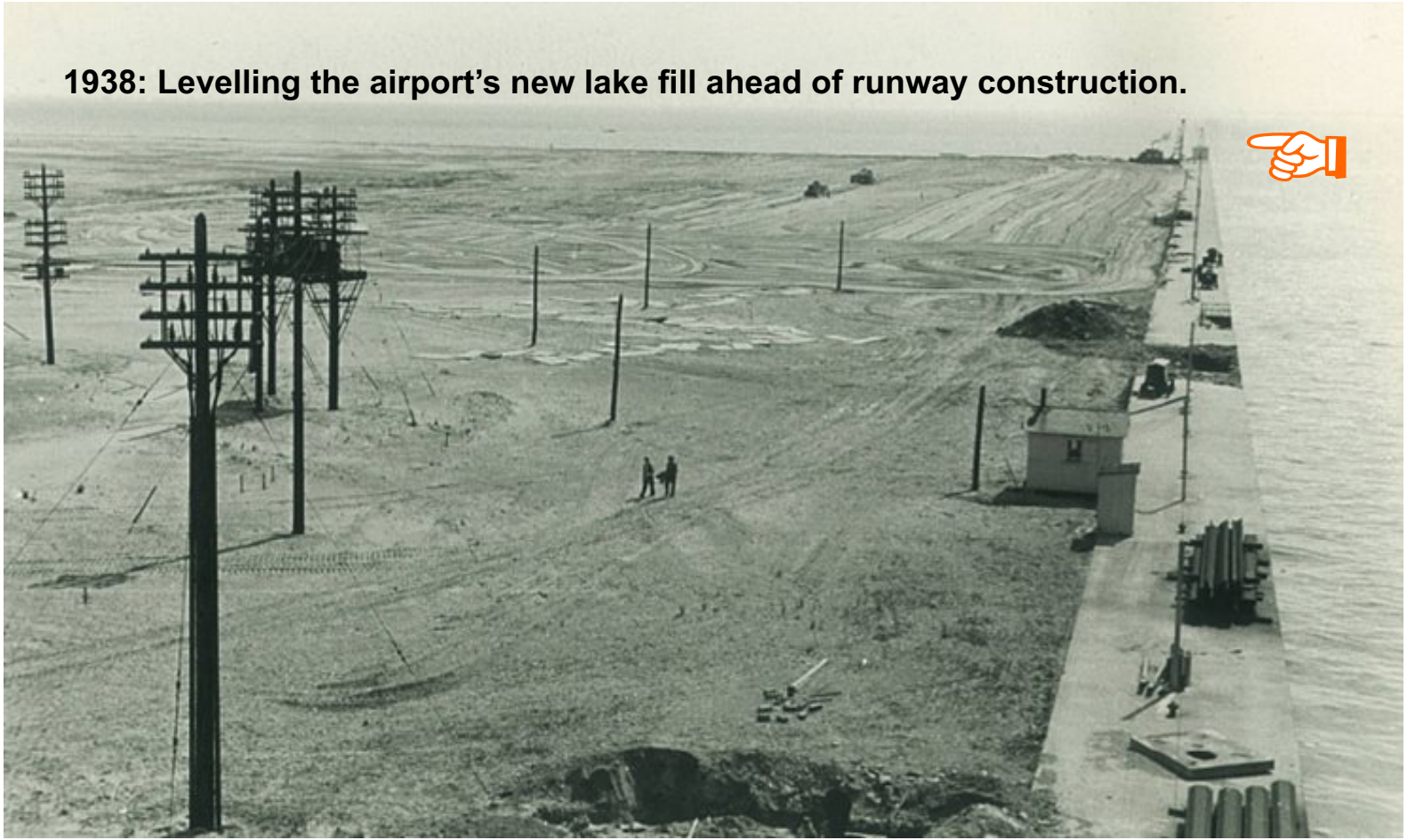


SUMMARY OF LANDFILL
SINCE 1900
GIBRALTAR POINT
TO WESTERN CHANNEL
SCALE: 1:10,000



SUMMARY OF LANDFILL
SINCE 1900
GIBRALTAR POINT
TO WESTERN CHANNEL
SCALE: 1:10,000

1938: Levelling the airport's new lake fill ahead of runway construction.



Bridges and Tunnels

1935: Tunnel to the Island Airport began and was cancelled the same year. Subsequent bridge and tunnel efforts (1951, 1964, 1973, 1989, 1992, 1995, 1998, 2003) were frustrated until 2015.


BBTCA Pedestrian Tunnel Opened 2015

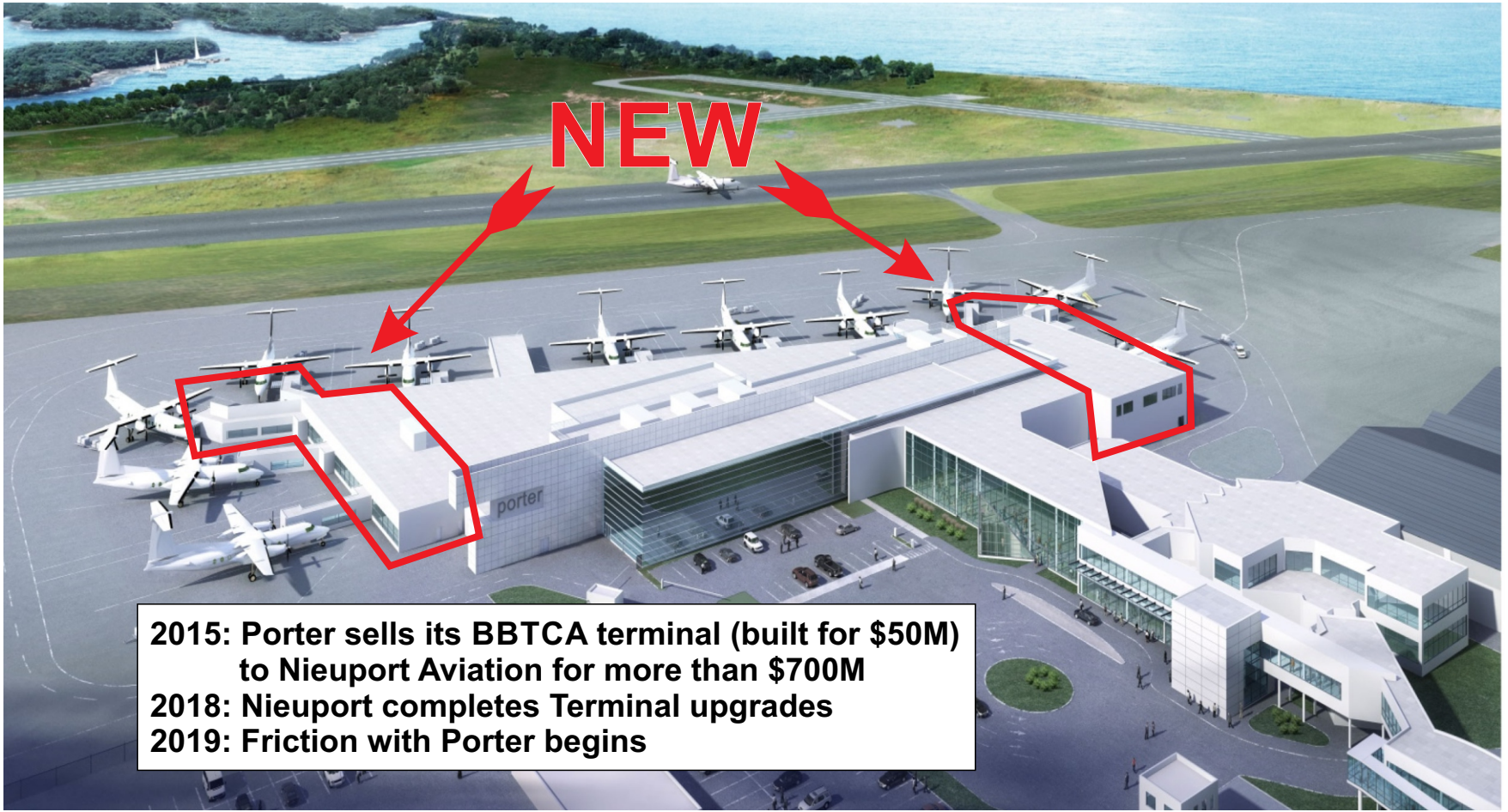
Terminals

April 23, 1939: Newly completed Island Airport

“Toronto Island Airport” Terminal A

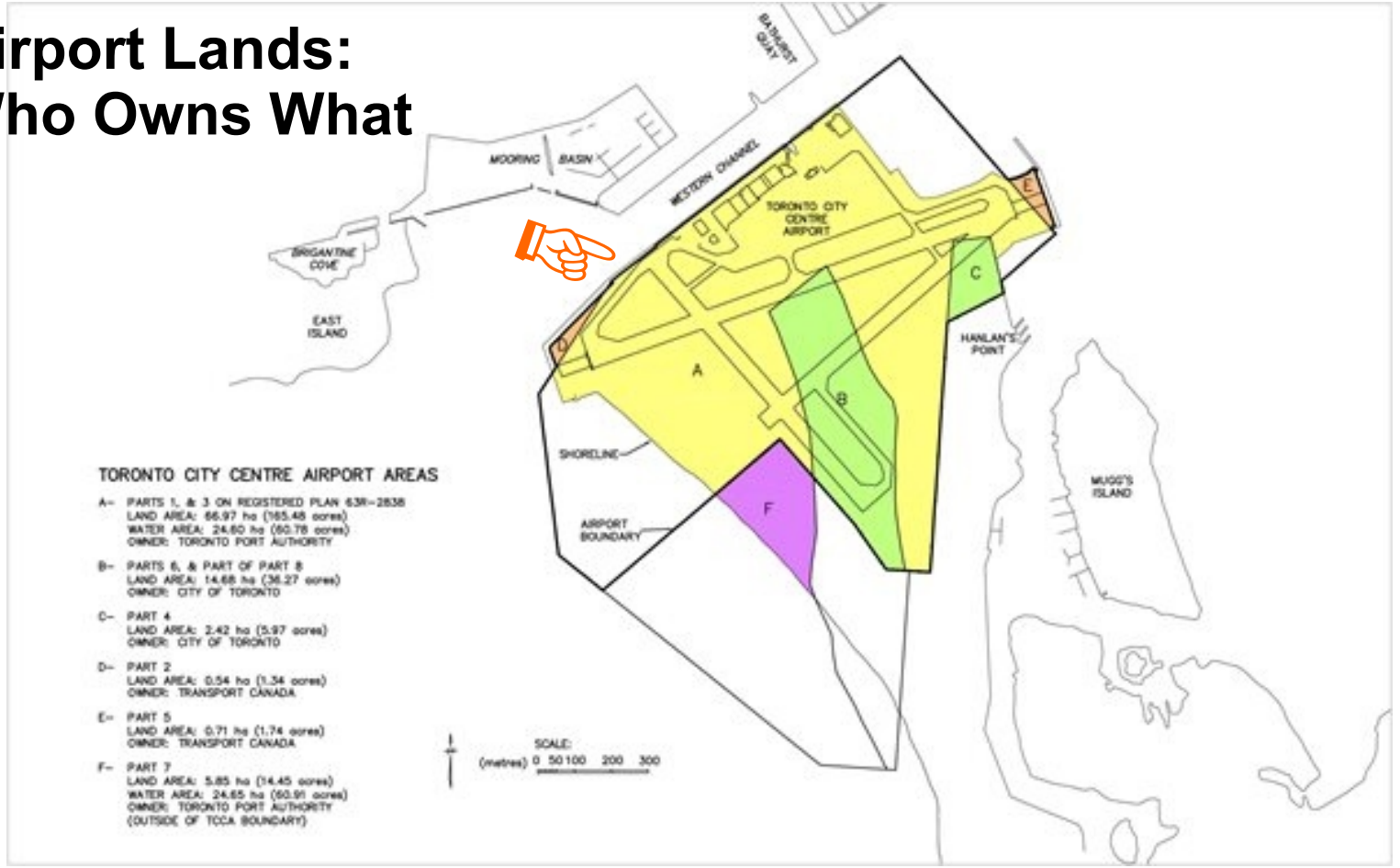
2014: Sad Terminal A


2010: BBTCA terminal


NEW
porter
2015: Porter sells its BBTCA terminal (built for $50M)
to Nieuport Aviation for more than $700M
2018: Nieuport completes Terminal upgrades
2019: Friction with Porter begins

Connection to the Present

Airport Lands: Who Owns What



Agreement Governing Airport Operations, 1983 – 2033

TORONTO

PORTS TORONTO

Transports Canada

Transport Canada

Tripartite Agreement

1970s Central Waterfront Planning proposals defined many of the salient considerations for the airport Tripartite Agreement in force today.

TORONTO ISLAND AIRPORT LANDS AND AIRPORT PARKLANDS

- Permit implementation of limited STOL service, subject to:
  1. no expansion of runways;
  2. no jets, except in emergencies;
  3. no vehicular tunnel or bridge access; and
  4. noise limitations to be implemented.
- If airport closes, alternative uses should be parks and housing
- Implementation(?)Example(?) of park uses and maintenance of environmental ... not required for airport purposes (Airport Parklands)

City of Toronto Archives, Series 1465, File 358, Item 17

Major Airport Tripartite Agreement Provisions

No commercial jet traffic (only MEDEVAC, emergency, and CNE Airshow use)

No extensions to runways or additional lake filling

No fixed vehicular landside traffic link or bridge

Tight restraints on noise generation: per aircraft, and daily

Operating hour curfews (flight hours from 6:45 am to 11:00 pm)

Use for General Aviation (private aircraft) and limited **Short Take-off and Landing (STOL)** traffic only

(1985 amendment) Permission for de Havilland Dash-8 STOL aircraft

Major Airport Tripartite Agreement Omissions

No limits on numbers of passengers (daily or otherwise)

No limits on numbers of daily flights

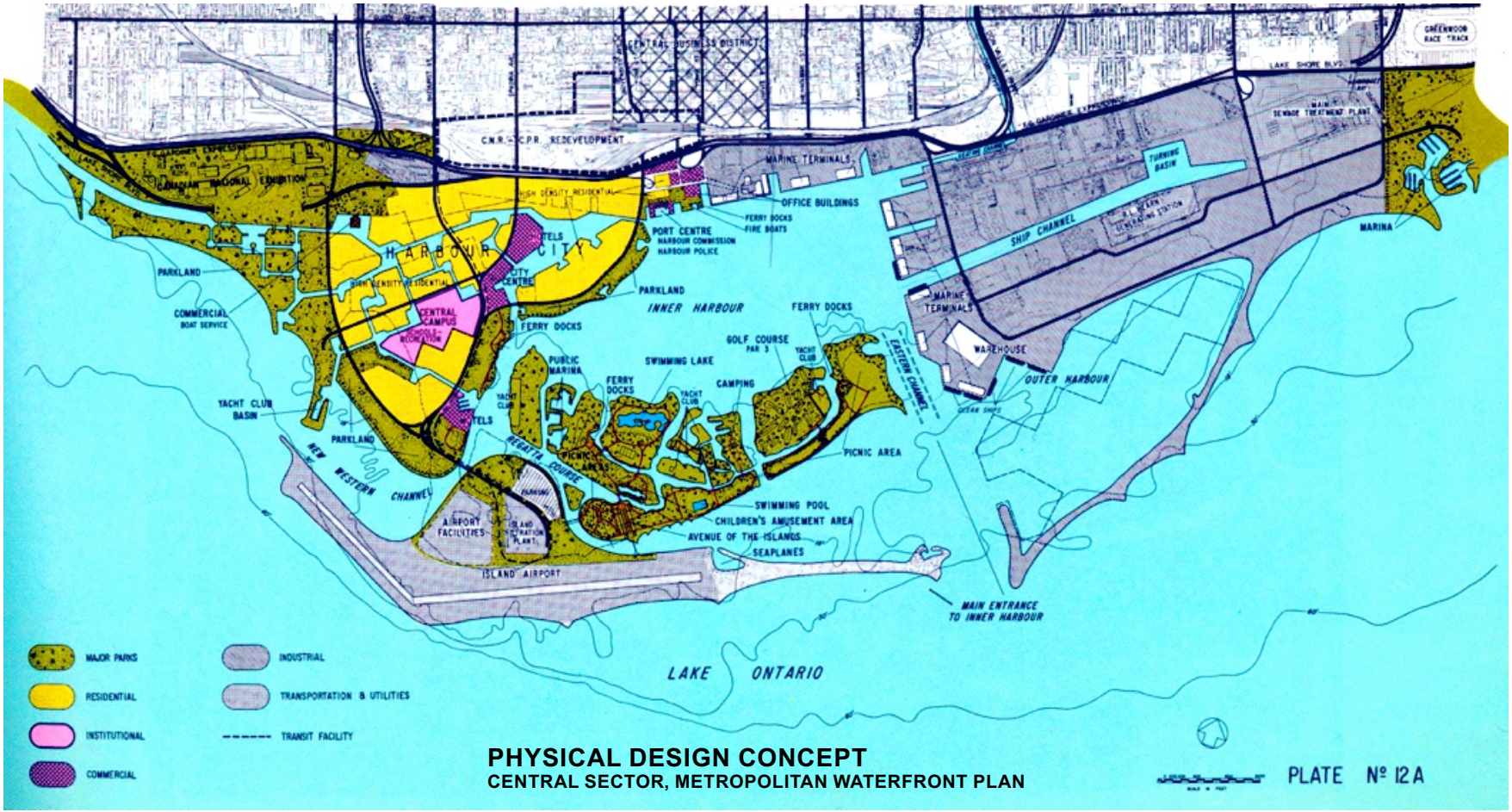
These variables were assumed to be handled by the agreement's aircraft and noise constraints:

- cumulative daily noise caps would limit the number of flights
- limiting the types of aircraft would limit the number of passengers.

The 1968 “Bold Concept” and

“Harbour City”

City of Toronto Archives, Series 1465, File 375, Item 2

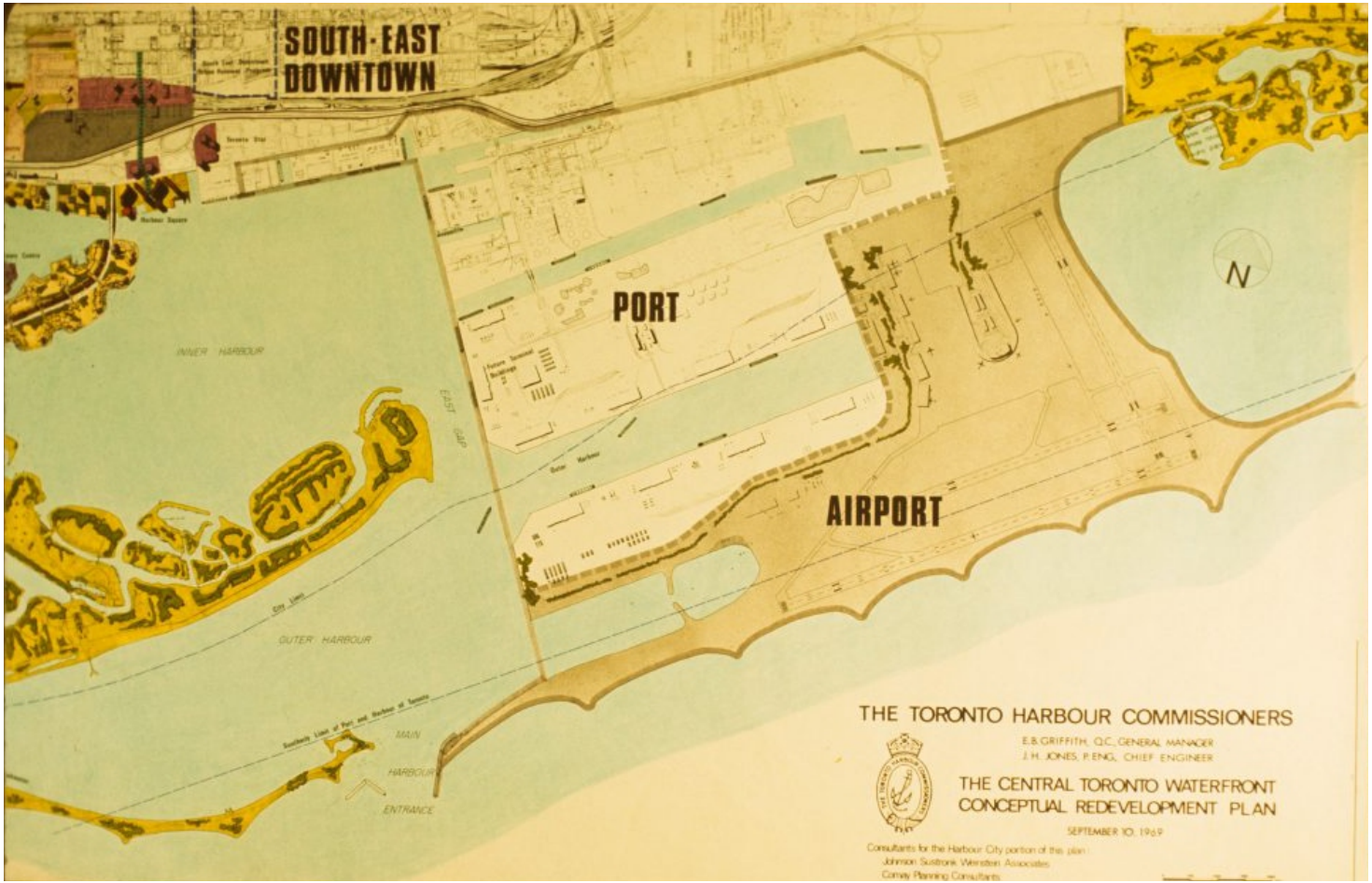


PHYSICAL DESIGN CONCEPT

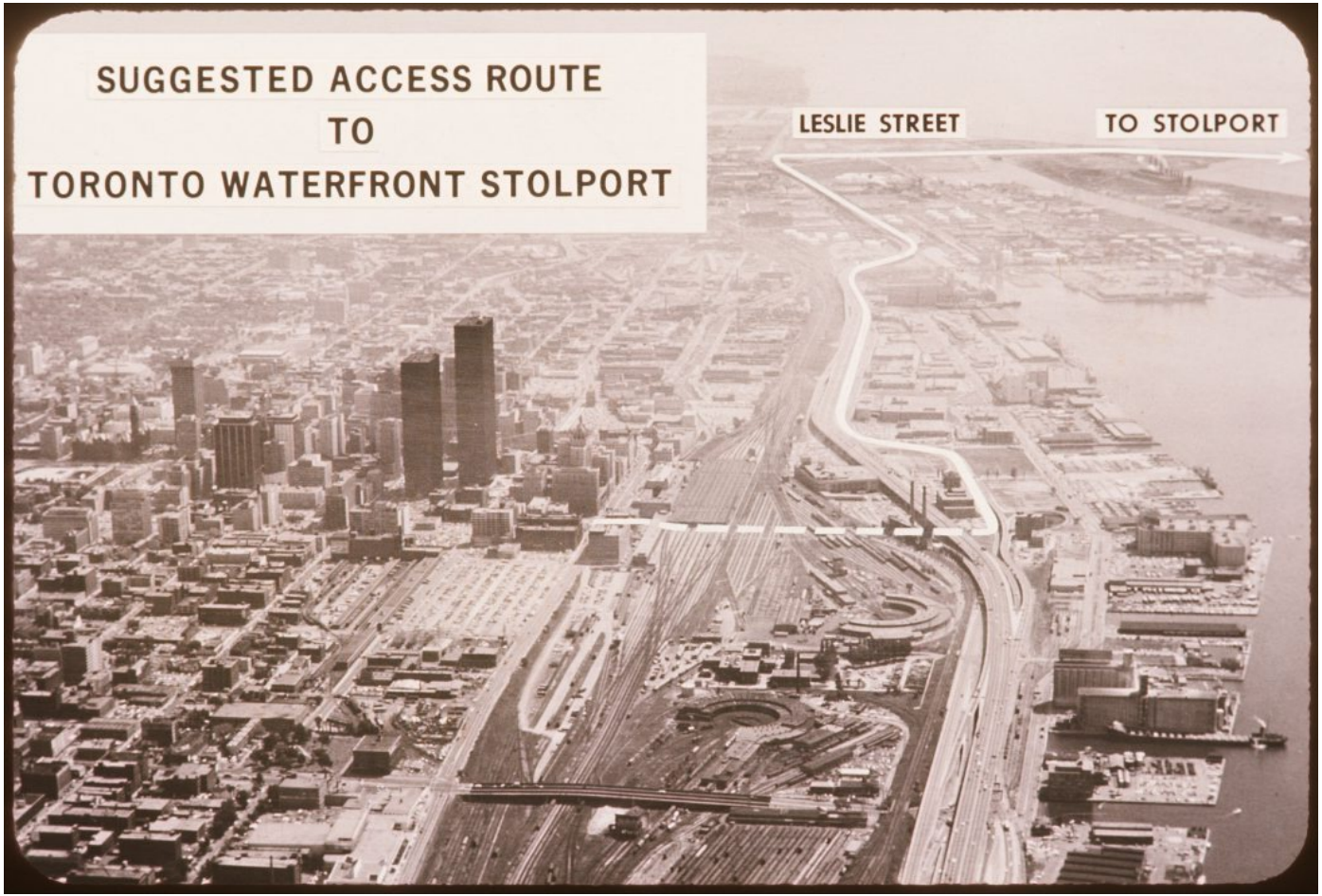
CENTRAL SECTOR, METROPOLITAN WATERFRONT PLAN

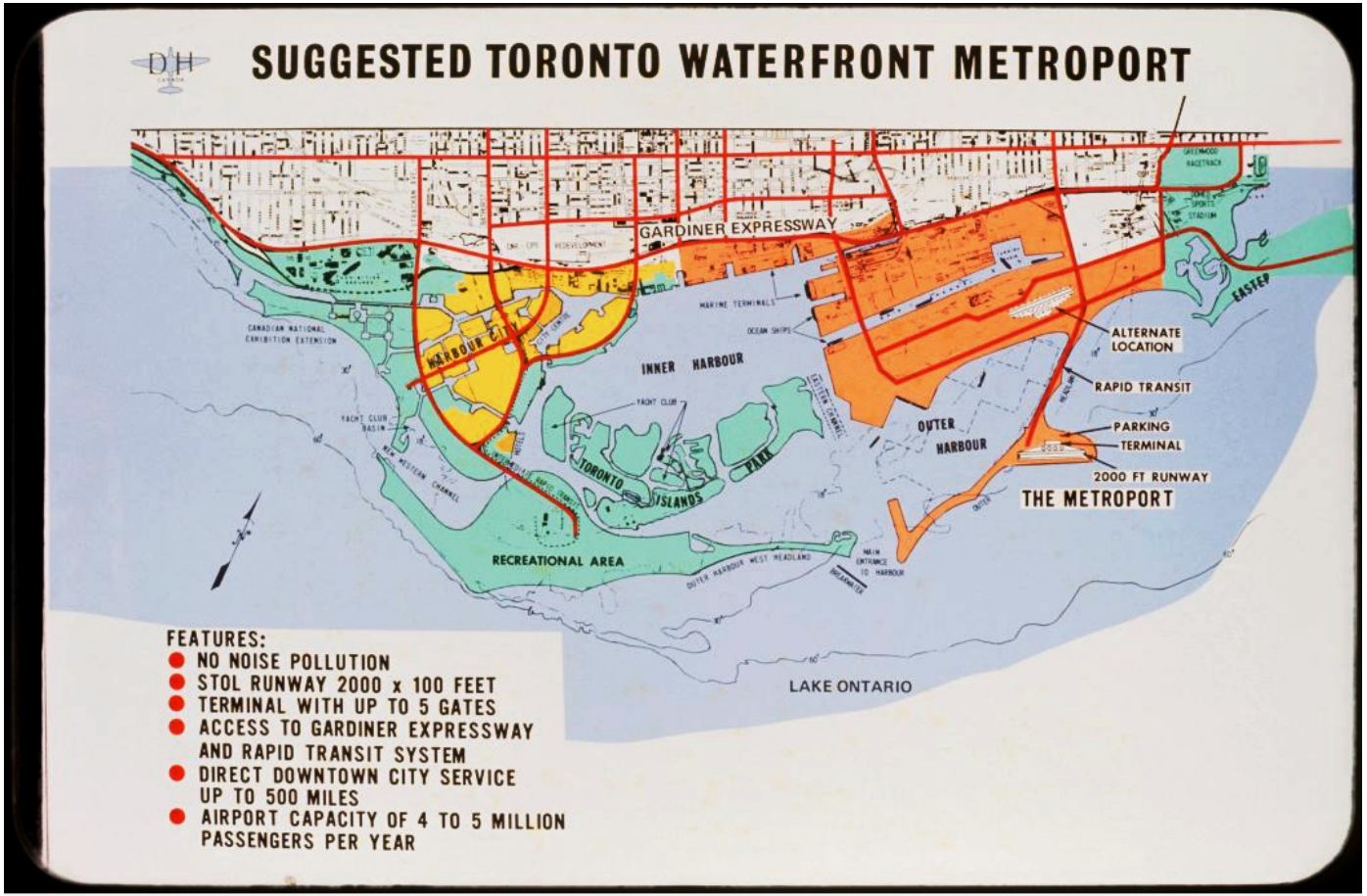
PLATE Nº 12A


METRO CENTRE
SOUTH-EAST DOWNTOWN
C.N.E.
HARBOUR CITY
PORT
AIRPORT
N
THE TORONTO HARBOUR COMMISSIONERS
THE CENTRAL TORONTO WATERFRONT
CONCEPTUAL REDEVELOPMENT PLAN

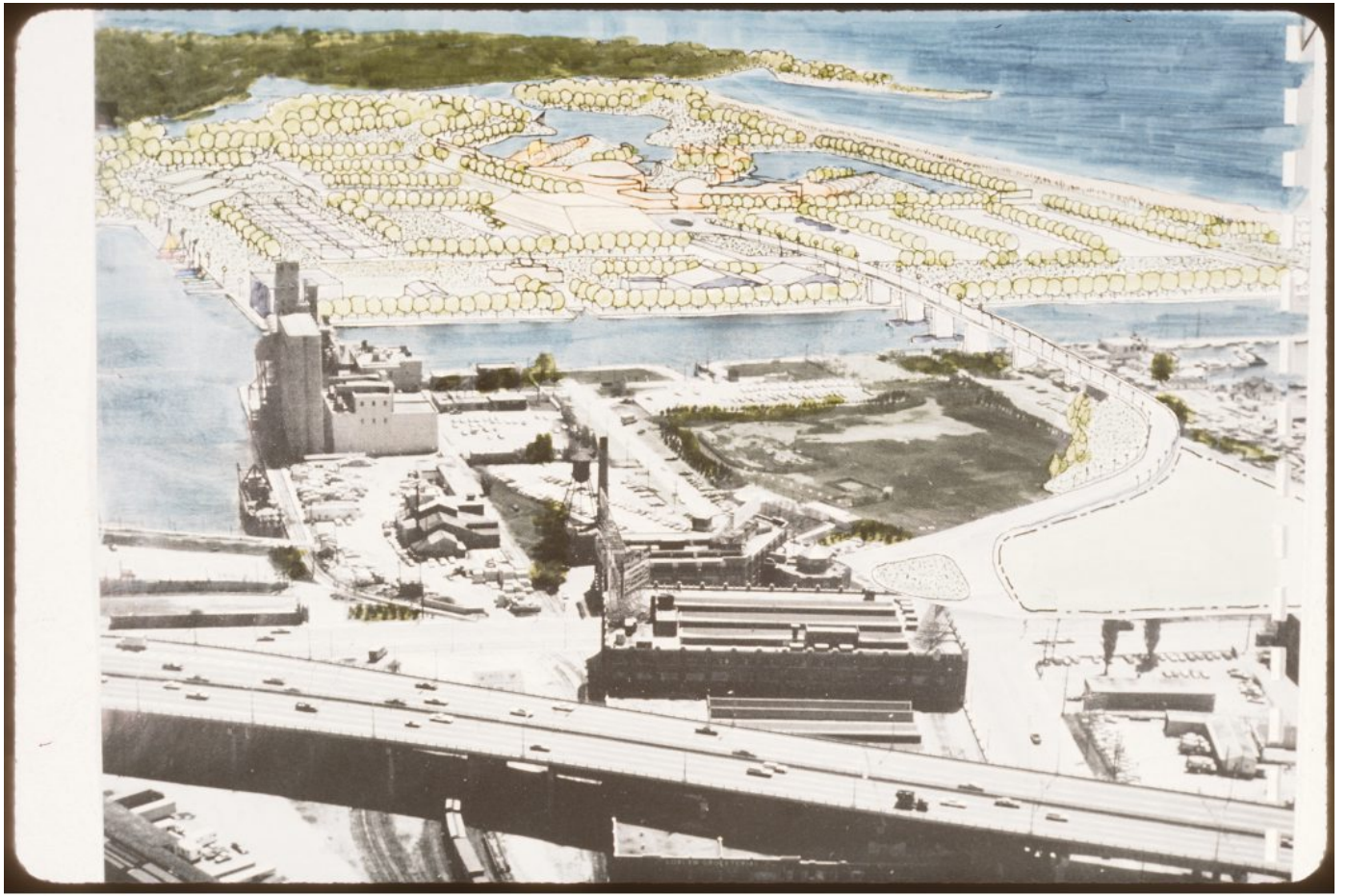

SOUTH-EAST
DOWNTOWN
PORT
AIRPORT
N
INNER HARBOUR
EAST GAP
OUTER HARBOUR
MAIN
HARBOUR
ENTRANCE
THE TORONTO HARBOUR COMMISSIONERS
E.B. GRIFFITH, Q.C., GENERAL MANAGER
J.H. JONES, P.ENG., CHIEF ENGINEER
THE CENTRAL TORONTO WATERFRONT
CONCEPTUAL REDEVELOPMENT PLAN
SEPTEMBER 10, 1969
Consultants for the Harbour City portion of this plan:
Johnson Sustronk Weinstein Associates
Comely Planning Consultants


LESLIE STREE
SUGGESTED LOCATION
TORONTO WATERFRONT
STOLPORT


SUGGESTED ACCESS ROUTE
TO
TORONTO WATERFRONT STOLPORT
LESLIE STREET
TO STOLPORT



City of Toronto Archives, Series 1465, File 291, Item 14



City of Toronto Archives, Series 1465, File 291, Item 40

City of Toronto Archives, Series 1465, File 291, Item 56

“Opposition is already forming against the new harbor plan introduced this week by Stanley Randall (centre); the province's minister of trade and development. Some city politicians are complaining they're not being given enough time to study the impact of putting 60,000 people on the Island; most of whom they believe will have cars.”

Toronto Star, 1970

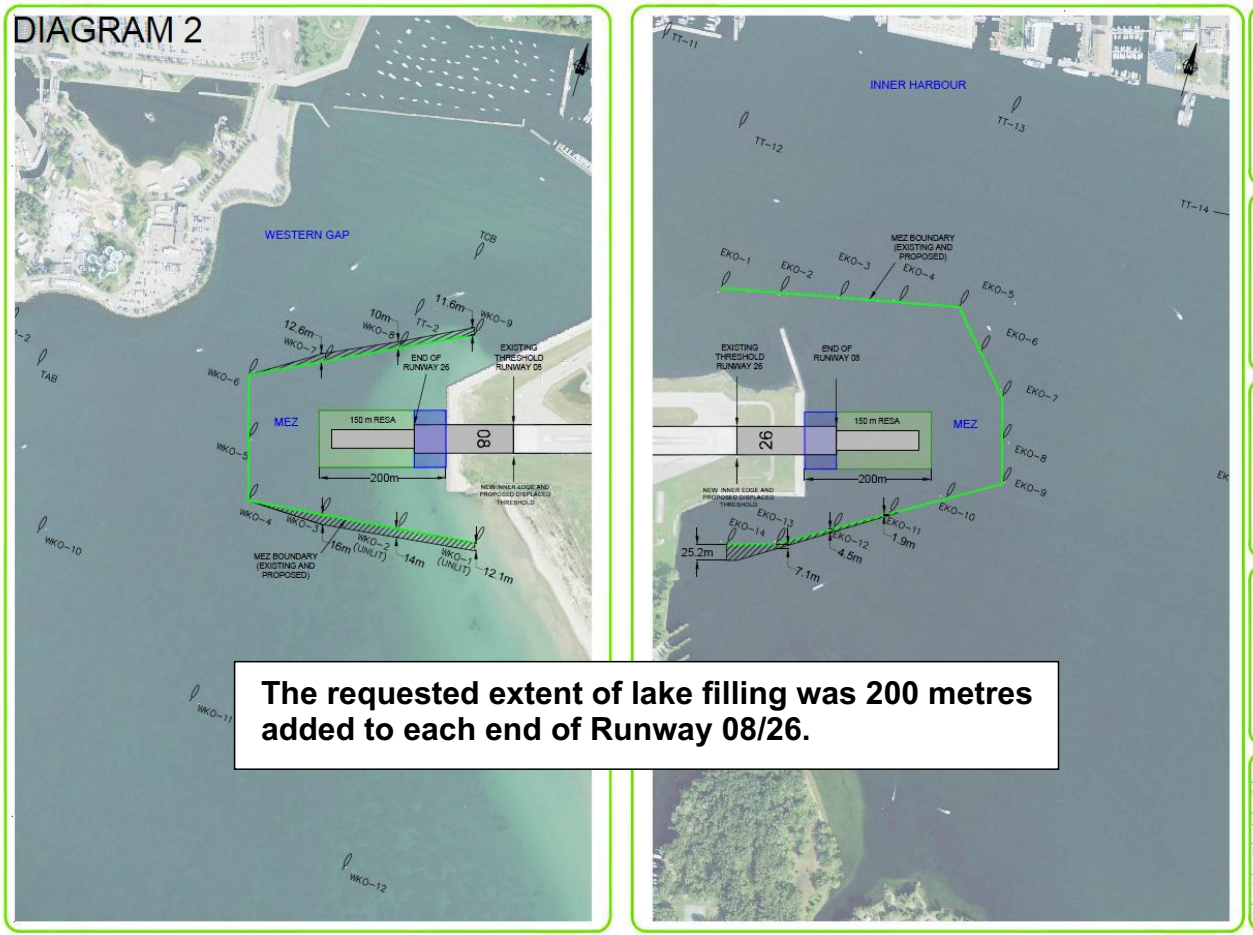
The 2013 Porter Airlines

Jets Expansion Proposal

2013: The Porter Airlines Jet Expansion Proposal contained two essential requests:

1) modifying the Tripartite Agreement to permit runway lengthening through lake filling

2) modifying the Tripartite Agreement to permit the use of jet aircraft for commercial flying



The requested extent of lake filling was 200 metres added to each end of Runway 08/26.

LPS AVIA CONSULTING
One Antares Drive, Suite 250, Ottawa, ON, Canada K2E 8C4
www.lpsaviation.ca

Client: porter

Title: Billy Bishop Toronto City Airport (BBTCA) Runway 08-26 Design

Notes:
1. Preliminary
2. All dimensions approximate

FOR REVIEW

Figure No.	2
Drawn By	EDH
Approved By	RAM
Date	AUGUST 30, 2013
Scale	NTS
Filename	YTZ Runway 6R.dwg


2013: The Bombardier CS100 was the aircraft Porter Airlines offered for consideration for their proposed jet expansion at BBTCA.
BOMBARDIER
CSERIES
CS100

The requested changes to the Tripartite Agreement required approval from all of: the City of Toronto, Transport Canada, and the Toronto Port Authority (now called PortsToronto).

Extensive debate and campaigning ensued, with requests from the City for answers to numerous questions, and for study of many interrelated impacts, including:

- submission of an Airport Master Plan
- establishment of operational caps (passengers and slots)
- planning for infrastructure funding
- confirmation of runway design compliance with aviation regulations
- runway extension impact on NEF contours
- environmental assessment
- noise assessments
- air quality assessments
- health assessments
- ground side traffic flow assessments
- cost estimates
- air traffic projections
- community impacts
- stakeholder consultations
- bird strike and wildlife management plan
- City of Toronto Official Plan policies
- mechanisms for non-compliance agreement
- Marine Exclusion Zone analysis
- TDSB study
- implementation of advanced aircraft navigation at BBTCA
- de-icing and chemical management programme
- fuel delivery and management protocols
- emergency services response plan
- confirmation of RESA requirements
- housing retrofit programme for Bathurst Quay

. . . and much more. What looked like a quick implementation was evidently detailed and controversial.


Liberal
ADAM
VAUGH
Liberal
#FAIR
FOR THE
Federal Election October 19, 2015:
Liberals, Justin Trudeau

Minister of Transport: Marc Garneau

November 12, 2015

Marc Garneau
@MarcGarneau

As the new Minister of Transport, I have been enjoying learning about my files, including re: Toronto Island Airport" 1/2

Nov 12, 2015, 8:58 PM from Canada

Marc Garneau
@MarcGarneau

I confirm that GoC position is same as LPC commitment: we will not re-open tripartite agreement for YTZ 2/2

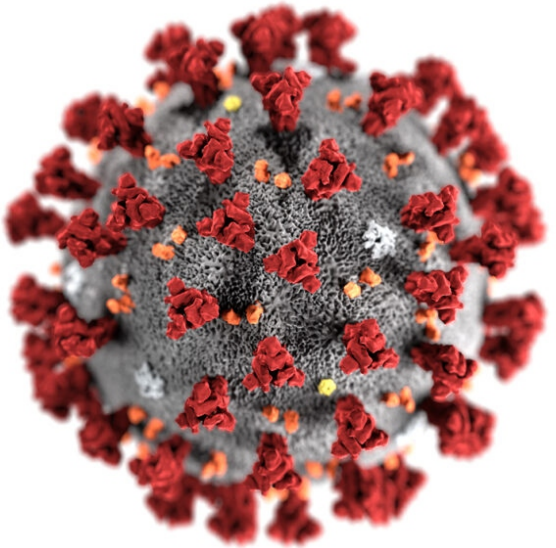
Nov 12, 2015, 9:00 PM from Canada

Billy Bishop Toronto

City Airport Today

A portion of Porter Airlines' Bombardier Dash 8 Q400s, grounded at the Toronto Island Airport during the first phase of the COVID-19 pandemic.

2020-2021 COVID-19 Shutdown



When did commercial flights resume?

Porter Airlines pushed the restart date out 11 times, began a partial restart September 8, and is flying now to most pre-pandemic destinations.

What have been the financial costs of COVID-19?

TPA: substantial losses
(2020: $12.6M net loss versus $3.5M net surplus in 2019)
Porter Airlines: unknown
Nieuport Aviation (terminal operator): unknown
Other airport stakeholders: unknown

2020–2021 Dispute between Porter Airlines and Nieuport Aviation: Claim and Counterclaim

porter

NIEUPORT AVIATION

2020-11-18 Porter Claim against Nieuport

2020-11-23 Nieuport Notice of Application against Porter

2021-03-08 Nieuport Statement of Defence & Counterclaim against Porter

2021-04-19 Porter Reply & Defence to Counterclaim by Nieuport

Understanding the major issues in the dispute:

In 2015 Porter sold their terminal (built in 2010 at $50M) to Nieuport for more than $700M. The sale included a License Agreement whereby Porter is charged fees by Nieuport for the use of the Terminal based upon its allocation of daily slots.

Starting January 28, 2020 Porter "elected" to reduce its use of slots (relinquishment). Whether this is permitted is a contested area.

In 2020 the COVID-19 pandemic impacted aviation worldwide. Porter stopped paying for all slots after March 20 2020, claiming that apart from border closures etc., Nieuport had not made the terminal suitable for use.

Additional issues: Porter disputes paying advertising fees during the pandemic, and that Nieuport is cashing security deposits placed by Porter against non-payment of fees. According to Nieuport, Porter has at points threatened to stop operating at the BBTCA altogether.

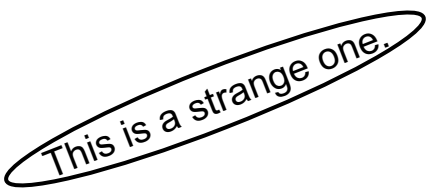
Understanding the scale of the issue:

- **As of November 2020 Nieuport had invoiced Porter $13.5M + HST for slots Porter has claimed to have relinquished**
- **As of November 2020 Nieuport had invoiced Porter $35.3M+ for slots Porter has not claimed to have relinquished, but has not used**
- **On dispute of invoices for "COVID-19 slots", Nieuport drew on Letters of Credit in the amount of $5.75M and demanded Porter replenish those Letters of Credit**
- **Nieuport has threatened to sieze three of Porter's Q400s pledged in lieu of replenishment of the Letters of Credit**
- **License Agreement fees:**
  - **Base Fee: $900 + taxes per day per slot, year-round [escalating after 2022, and with CPI]**
  - **Ground Handling Fee: $85 + taxes per day per daily slot, year-round**
  - **Historically, Porter has held 172 of the 202 daily slots at BBTCA**
- **Nieuport contends that advertising invoices billed quarterly at an annual rate of $278,591 are unpaid from March 2020**
- **Nieuport contends that between March 2020 and March 1 2021 Porter has accrued arrears of over $49M, and continues to invoice Porter for ongoing fees**
- **Nieuport contends that prior to March 2020 Porter was in arrears in the amount of $20M**

2021 March 30: PortsToronto (Toronto Port Authority) Issues Request For Interest (RFI) to Identify Potential Financial Investor for Billy Bishop Airport

“The last year has had a profound impact on many businesses and has necessitated innovative approaches to overcome the challenges at present and in future. We believe that undertaking a process now that may provide options for PortsToronto to secure a financial investor will enable the airport to come out of the COVID-19 crisis stronger.” — Geoffrey Wilson, Chief Executive Officer, PortsToronto

No news forthcoming to date.

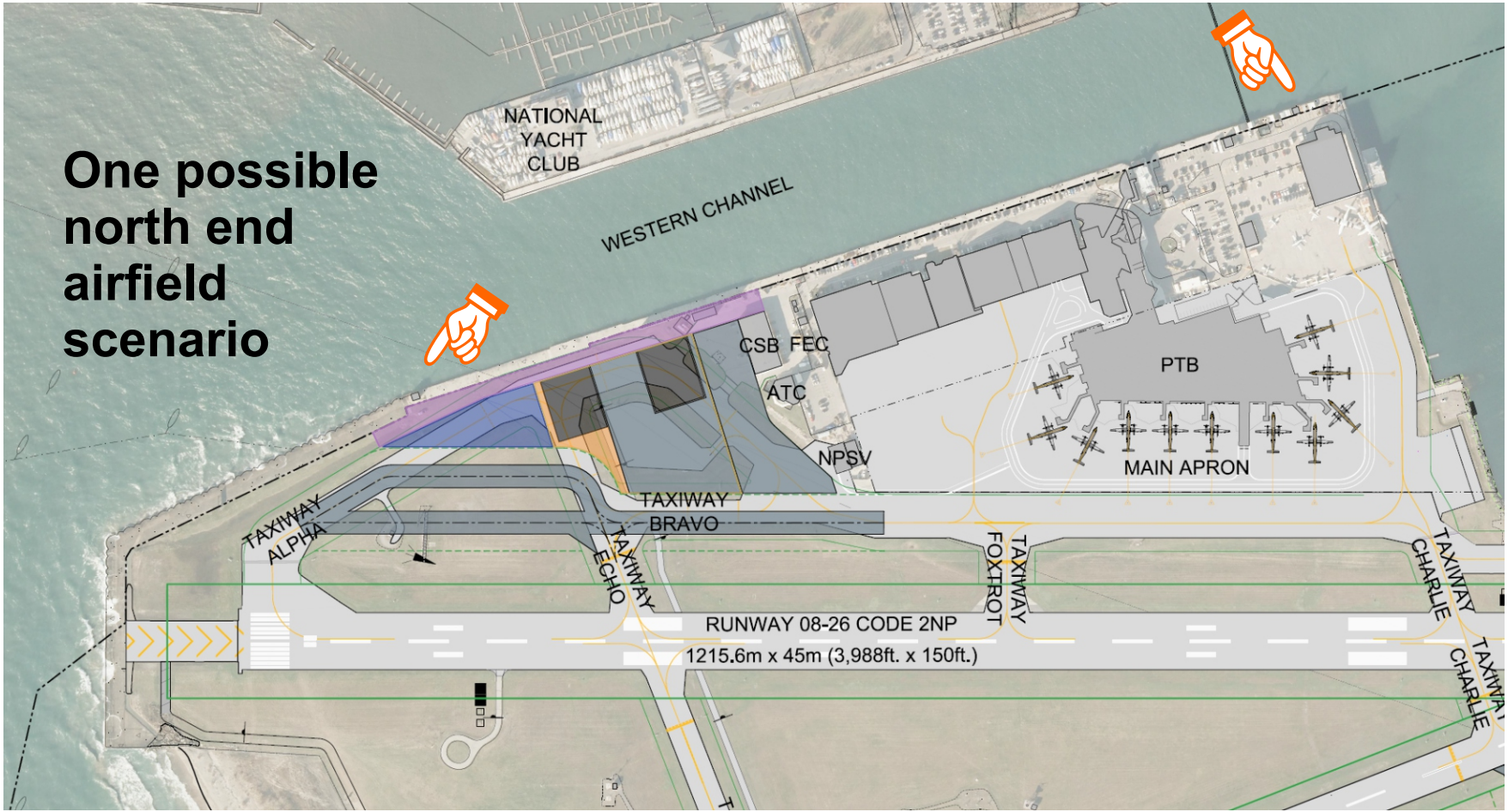


Future Inflection Points

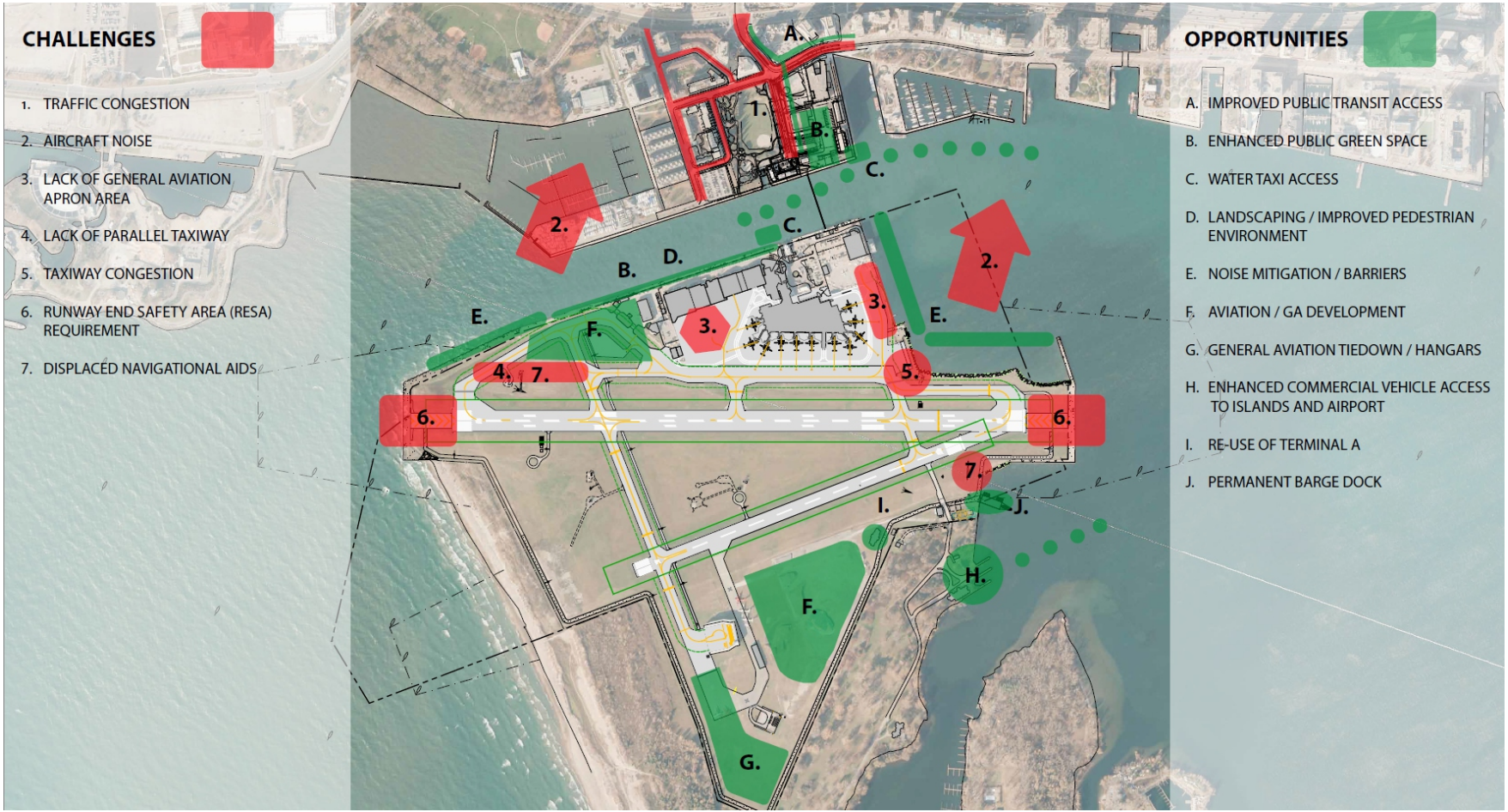
for the Island Airport

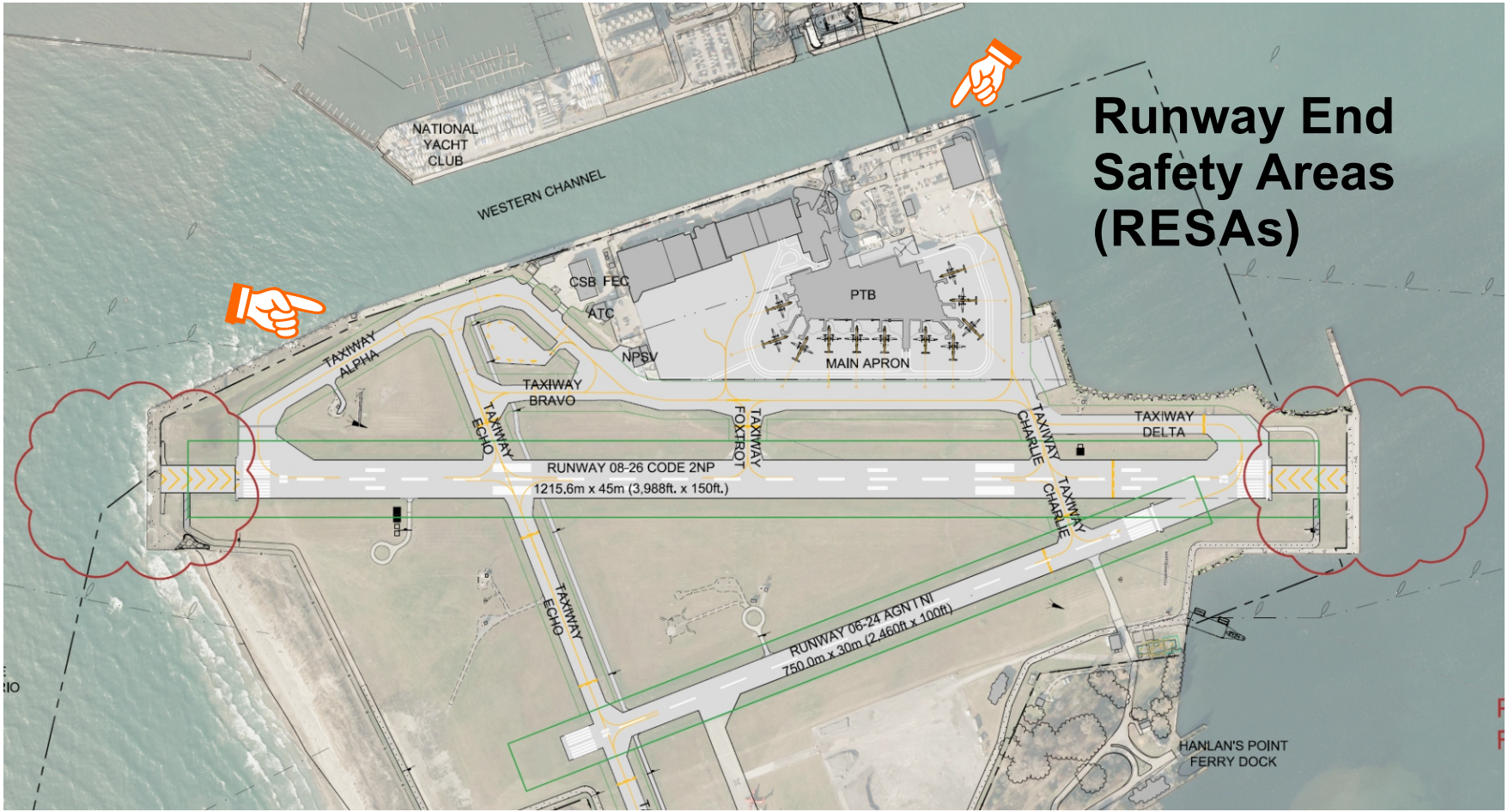
2018 BBTCA Master Plan released Nov 2019

- North end airfield scenario
- South end airfield scenario
- Challenges and opportunities
- Runway End Safety Areas


One possible north end airfield scenario
NATIONAL YACHT CLUB
WESTERN CHANNEL
CSB FEC
ATC
NPSV
PTB
MAIN APRON
TAXIWAY ALPHA
TAXIWAY BRAVO
TAXIWAY ECHO
TAXIWAY FOXTROT
TAXIWAY CHARLIE
RUNWAY 08-26 CODE 2NP
1215.6m x 45m (3,988ft. x 150ft.)

One possible south end airfield scenario


CHALLENGES
1. TRAFFIC CONGESTION
2. AIRCRAFT NOISE
3. LACK OF GENERAL AVIATION APRON AREA
4. LACK OF PARALLEL TAXIWAY
5. TAXIWAY CONGESTION
6. RUNWAY END SAFETY AREA (RESA) REQUIREMENT
7. DISPLACED NAVIGATIONAL AIDS
OPPORTUNITIES
A. IMPROVED PUBLIC TRANSIT ACCESS
B. ENHANCED PUBLIC GREEN SPACE
C. WATER TAXI ACCESS
D. LANDSCAPING / IMPROVED PEDESTRIAN ENVIRONMENT
E. NOISE MITIGATION / BARRIERS
F. AVIATION / GA DEVELOPMENT
G. GENERAL AVIATION TIEDOWN / HANGARS
H. ENHANCED COMMERCIAL VEHICLE ACCESS TO ISLANDS AND AIRPORT
I. RE-USE OF TERMINAL A
J. PERMANENT BARGE DOCK


Runway End Safety Areas (RESAs)
NATIONAL YACHT CLUB
WESTERN CHANNEL
CSB FEC
ATC
NPSV
PTB
MAIN APRON
TAXIWAY ALPHA
TAXIWAY BRAVO
TAXIWAY ECHO
TAXIWAY FOXTROT
TAXIWAY CHARLIE
TAXIWAY DELTA
RUNWAY 08-26 CODE 2NP
1215,6m x 45m (3,988ft. x 150ft.)
RUNWAY 06-24 AGNTNI
750.0m x 30m (2,460ft x 100ft)
HANLAN'S POINT FERRY DOCK

RESAs

RESA regulation published December 2021 after years of delay; consultations with stakeholders began 2010.

Current RESA requirement in Canada: 60 m
==>> Increasing to 150 m

Options to deal with runway excursions / runway undershoots / (runway veer-off) are:

1) RESAs extended to 150 m (cost, politics)
2) declared distances reduced (business decision)
3) a combination of (1) and (2)
4) Engineered Materials Arresting System (cost)

"RESAs are not required to meet the same construction standards as runways (in other words, RESAs can be natural compacted open areas such as soil, grass, etc.)". For most airports, meeting RESA regulations represents negligible cost.

"The amendments will become mandatory for existing and new runways of all lengths at airports serving 325 000 or more passengers on scheduled commercial passenger-carrying flights."

“[R]equirements will apply to aerodromes operating under an airport certificate (airports) that meet or exceed the minimum passenger threshold of 325 000 passengers per year for two consecutive calendar years. Only runways serving scheduled commercial passenger-carrying flights will be subject to the amendments."

https://www.gazette.gc.ca/rp-pr/p2/2022/2022-01-05/html/sor-dors269-eng.html

Engineered Materials Arresting System (EMAS)

“Based on the responses to these 2017–2018 consultations, 23 of the 34 airports projected to be captured by the amendments were either deemed compliant or met the physical characteristics for RESAs, and had zero or negligible construction costs to become compliant. Nonetheless, the amendments will impose an estimated $26,343,321 (in present value using a 7% discount rate over 20 years) in construction costs to the remaining airports projected to be captured by the Regulations. Of the total construction costs, a single airport with unique characteristics would bear roughly $22,472,187 or 85% of the overall construction costs.”

https://www.gazette.gc.ca/rp-pr/p2/2022/2022-01-05/html/sor-dors269-eng.html

Managed Growth Strategy (from the PortsToronto BBTCA Master Plan)

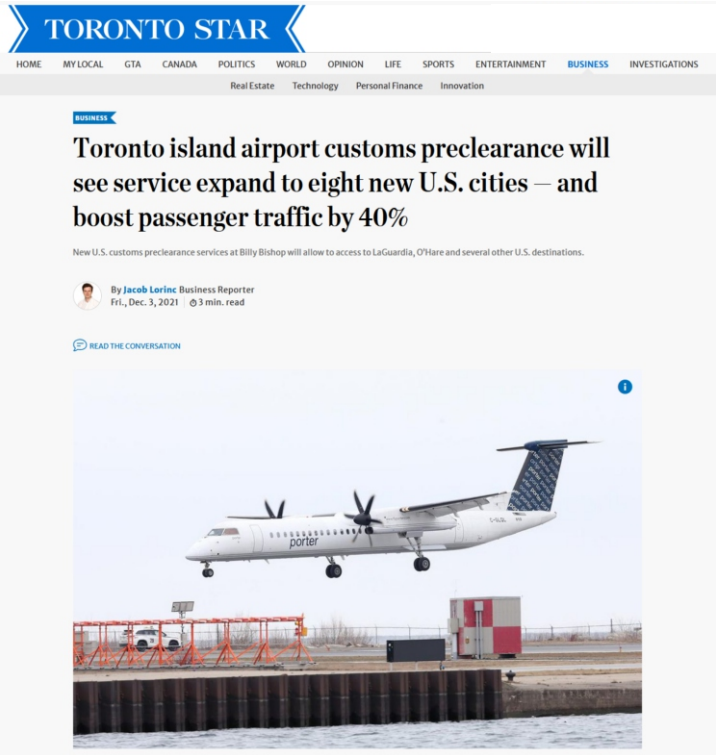
"It is anticipated that passenger growth will continue similar to what has been experienced in 2014 (2.4 million), 2015 (2.5 million), 2016 (2.7 million) and 2017 (2.8 million), **to the ultimate forecast of 3.6 million by 2024**.

These forecasts are under our current 202 Passenger Terminal Slots, FBO Charter flights and limited non-terminal commercial carriers such as Pascan Aviation and FlyGTA which offers service to St-Hubert, Niagara, Waterloo, Barrie and London (starting in 2018)."

U.S. Customs and Border Protection: Customs Pre-Clearance Facility

- ability to fly from BBTCA to American airports without their own customs clearance facility

- “The airport has not revealed the source of its funding for the preclearance facility, estimated at $20 million not including operating costs, though it would likely come from a mix of public and private stakeholders.”



TORONTO STAR

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Real Estate Technology Personal Finance Innovation

BUSINESS

Toronto island airport customs preclearance will see service expand to eight new U.S. cities — and boost passenger traffic by 40%

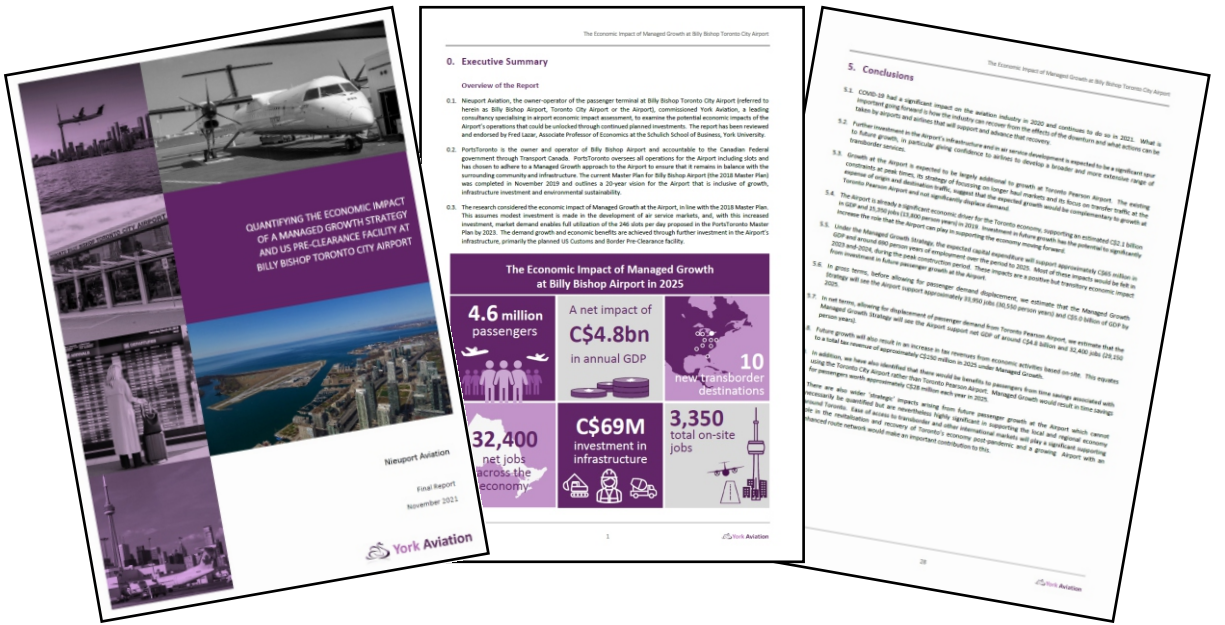
New U.S. customs preclearance services at Billy Bishop will allow to access to LaGuardia, O'Hare and several other U.S. destinations.

By Jacob Lorinc Business Reporter
Fri., Dec. 3, 2021 | 3 min. read

READ THE CONVERSATION

https://www.thestar.com/business/2021/12/03/torontos-island-airport-expects-new-customs-facilities-to-boost-us-traffic.html

Nieuport Aviation's Economic Impact Study



- presented to City of Toronto Economic and Community Development Committee December 1, 2021
- critique: https://www.sandfordborins.com/2022/01/03/the-last-thing-toronto-needs-now/

YouTube: City Council https://youtu.be/ybixy9wzq34 [from 35:15 to 1:16:24]

Are Jets Coming to Billy Bishop Airport?

Short answer: no.
==> the window for jet expansion has closed
1) technically, with new TP312 5th edition regulation
2) politically, at least not until a change at the federal level

BUT: airport expansion is very much in the cards.
==> increased flights
==> increased passenger numbers

REMEMBER ALSO: the question of BBTCA lease renewal keeps getting kicked down the road.

Porter Airlines: A continuing presence at BBTCA?

. . . or flying off to bluer skies?

March 2020: Porter obtains a $135M loan from Export Development Canada
June 2021: Porter obtains a $270.5M loan from the Canada Enterprise Emergency Funding Corporation (repayable in five years)

July 2021: Porter claims to have ordered 30-80 Embraer E195-E2s, with the intention to be flying from Pearson International Airport starting in late 2022.

Long Term: Carbon Footprint of Regional Flying

Trudeau pledges to slash greenhouse gas emissions by at least 40% by 2030

Canada will 'blow past' its previous target of a 30 per cent reduction from 2005 levels by 2030, PM says

John Paul Tasker, Aaron Wherry · CBC News · Posted: Apr 22, 2021 9:19 AM ET | Last Updated: April 22

Prime Minister Justin Trudeau is joined virtually by Minister of Finance Chrystia Freeland as they talk online to a group of front-line pharmacists from across the country to discuss the ongoing vaccination efforts in the fight against COVID-19, from the Prime Ministers office on Parliament Hill in Ottawa on Tuesday, April 20, 2021. (Sean Kilpatrick/The Canadian Press)

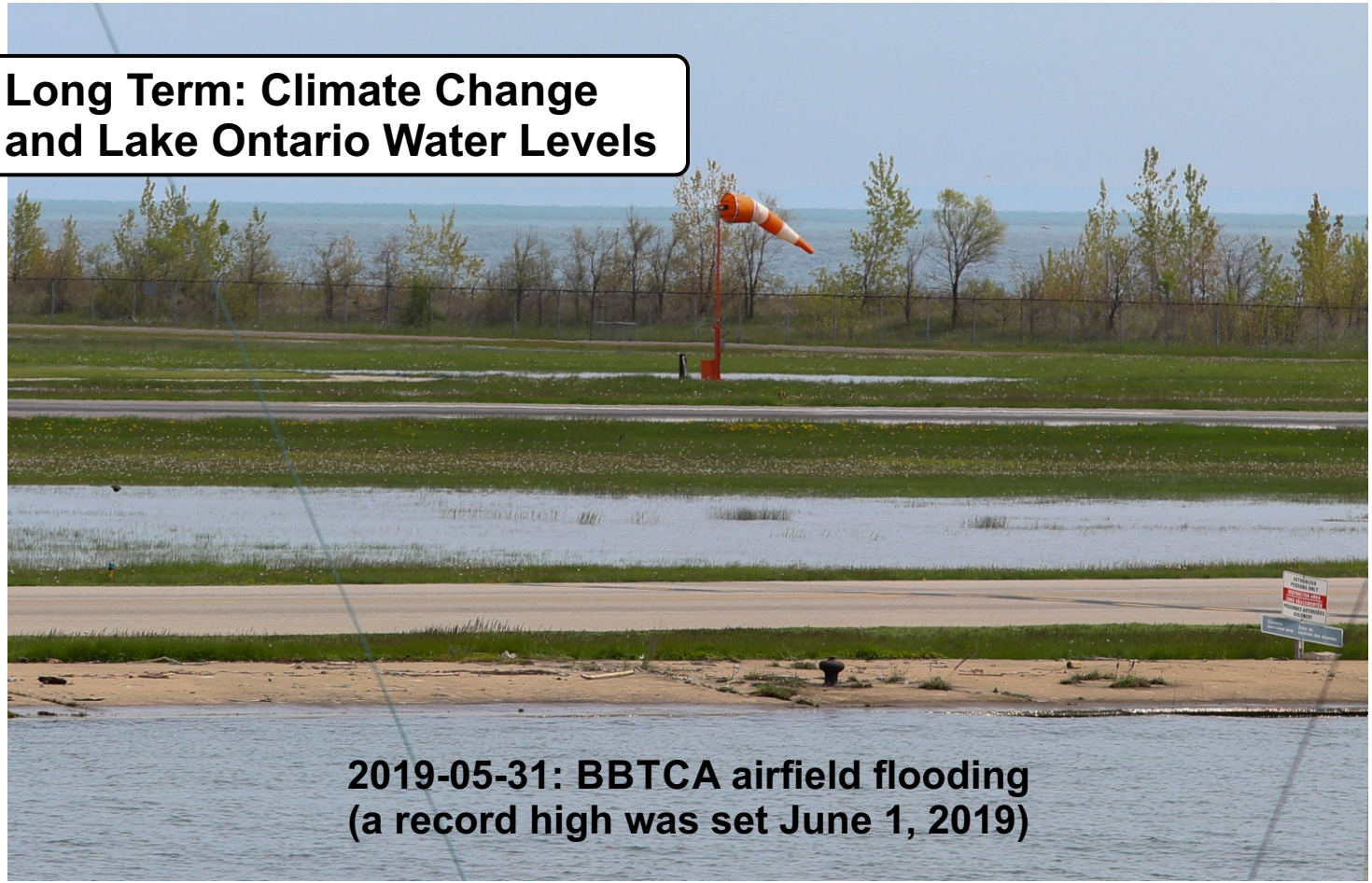
Liberals announce plans for new 'high frequency' rail lines from Toronto to Quebec City

Passenger and freight trains would no longer share tracks along most of the route

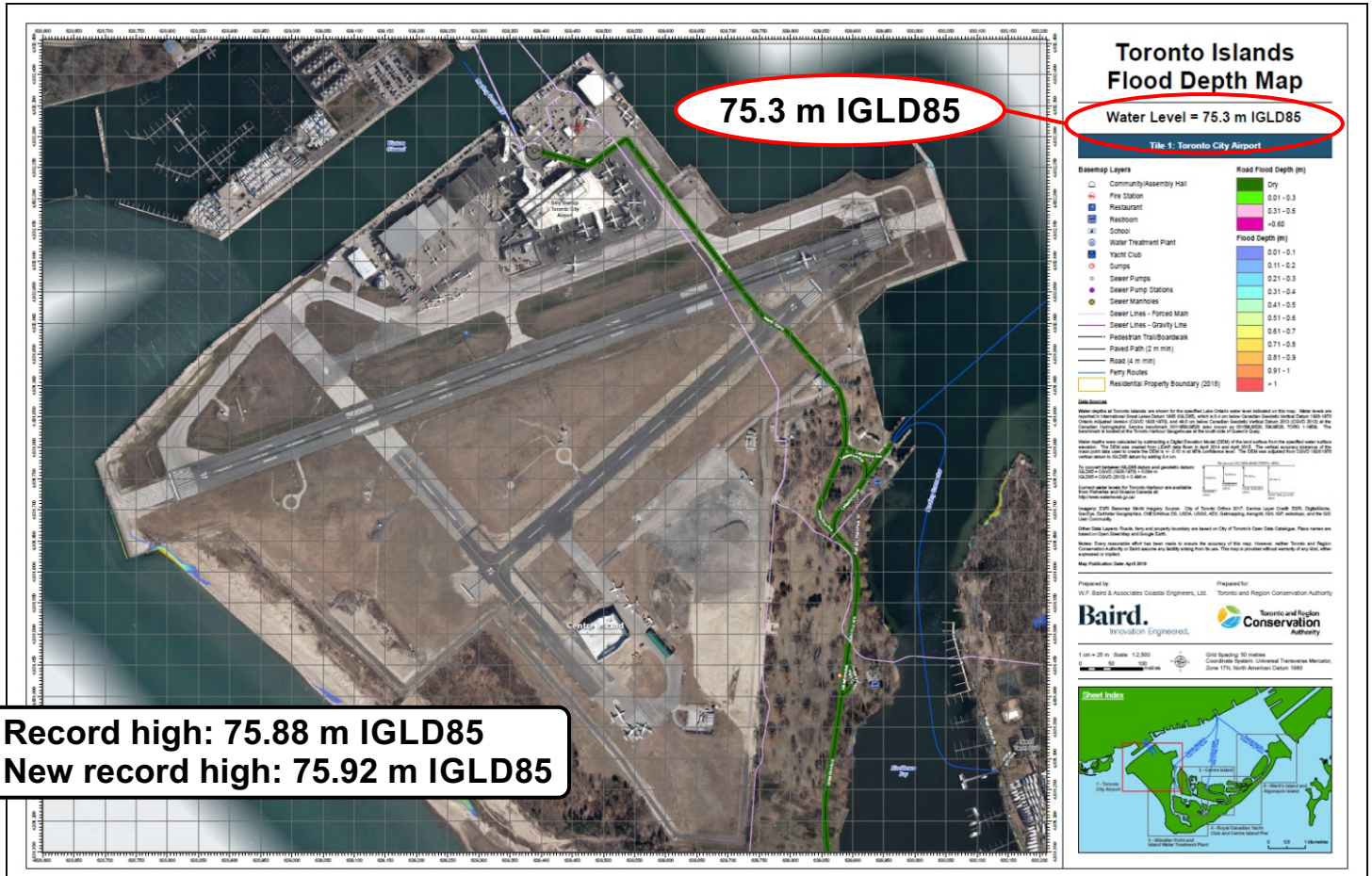
Nick Boisvert · CBC News · Posted: Jul 05, 2021 5:55 PM ET | Last Updated: July 6

VIA Rail says that running passenger trains on dedicated lines, rather than on shared tracks with freight trains, would reduce travel times and make the service more reliable. (Adrian Wyld/The Canadian Press)

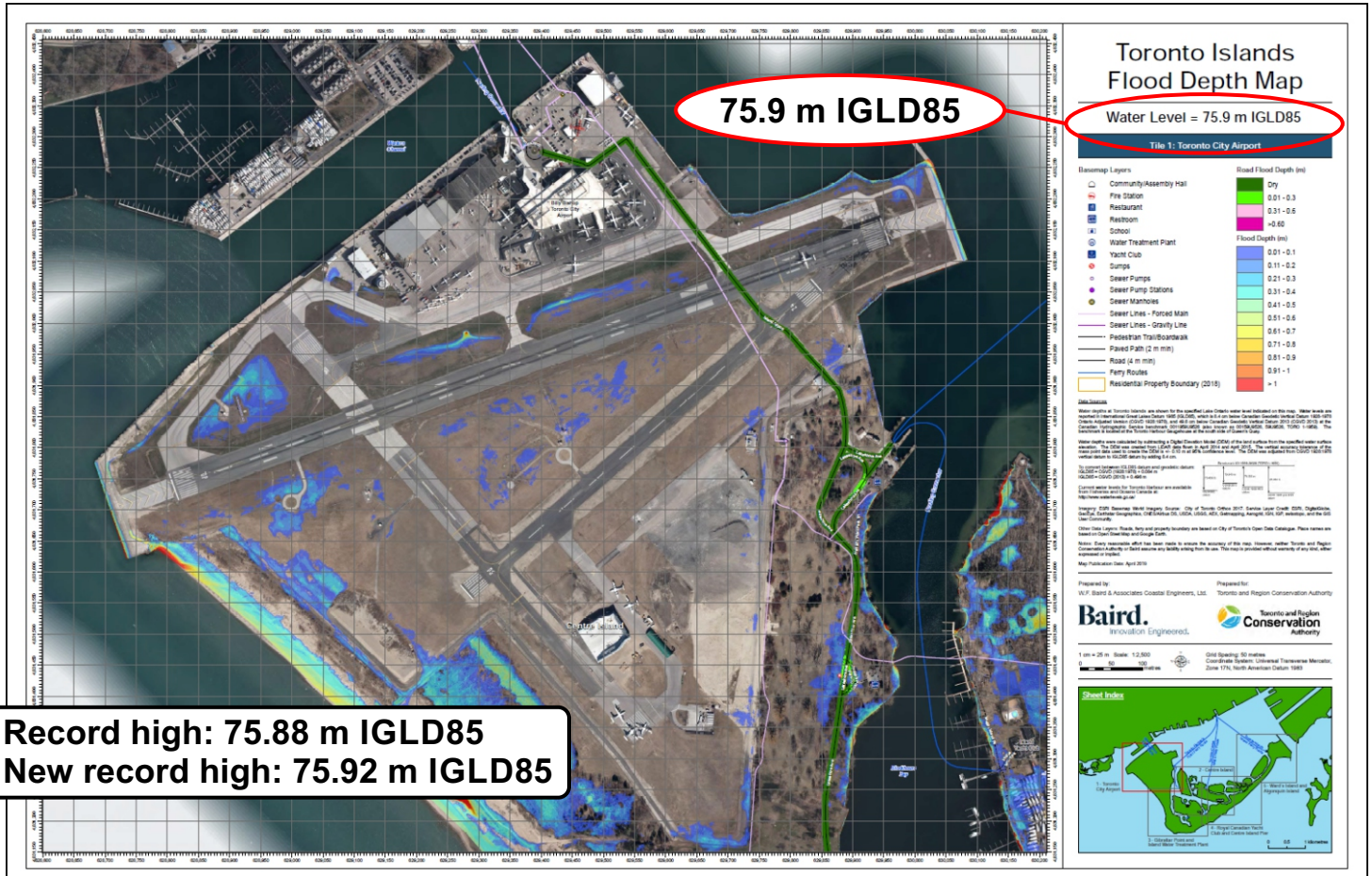
Long Term: Climate Change and Lake Ontario Water Levels



2019-05-31: BBTCA airfield flooding
(a record high was set June 1, 2019)



2017 Record high: 75.88 m IGLD85
2019 New record high: 75.92 m IGLD85



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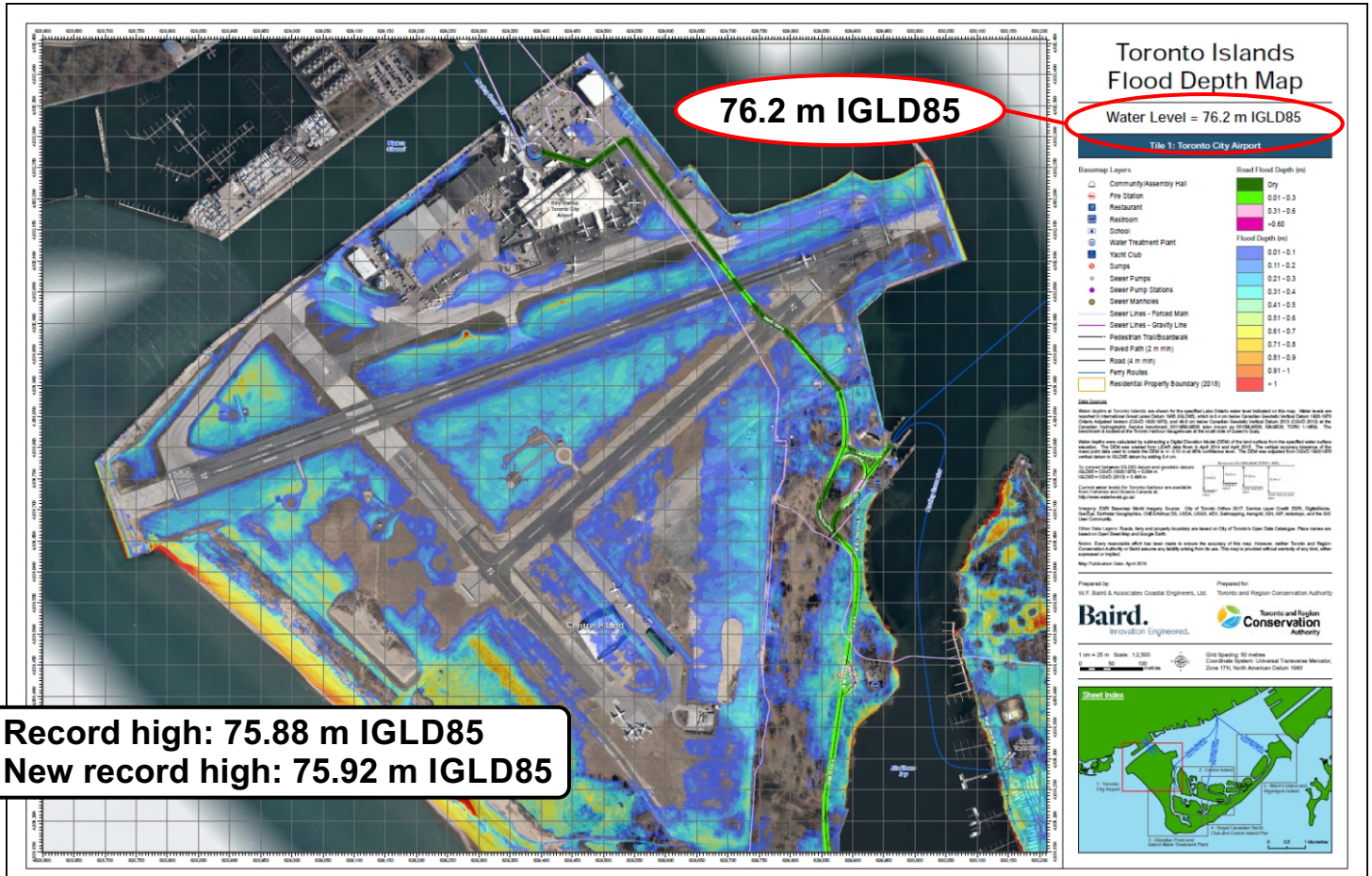

2017 Record high: 75.88 m IGLD85
2019 New record high: 75.92 m IGLD85


2033: Lease Renewal?

Toronto Star. 1974:

“The Island Airport is the centre of a controversy that must soon be resolved: Should the property be made into an airport for short-takeoff-and-landing planes, perhaps with a bridge to the mainland and a parking lot? Should it become part of the Toronto Island park? Should it be used for housing? Or should it be kept for a few more years for general aviation? The politicians will decide within the next year.”

Thank-You

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Jessica Tremblay and Frans Ari Praysetyo, The Harbour City that Never Wa . . and the Smart City that May (Never) Become. A Research Report. School of Cities, University of Toronto, 2019.

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