

The Budget—Mr. Chappell

ceptual waterfront development plan. On the application of Toronto city, the federal government passed the necessary legislation for their joint venture. The federal authority turned over to the commission the harbour, and all of its ownership including much of the harbour bottom, and the city gave up its docks and water lots. Since then the federal government and the city have been locked together as an economic and transportation unit.

The harbour boundaries were recognized in the act to be the east and west limits of Toronto extended into the lake as far as one mile south of Gibraltar Point, where the lighthouse is located on the island. The federal government contributed by building the western entrance, the ship channel and turning basin between the harbour and Leslie Street, the breakwater along Sunnyside Beach and, for some years, by dredging the eastern channel and harbour. The city supported the commission with substantial cash payments and guarantees for borrowing.

With this help the commissioners built Lake Shore Road, then Fleet Street, Sunnyside Park, part of the islands, a large industrial area in the vicinity of Ashbridges Bay between Cherry and Leslie Streets, the Island airport, at city cost, and later, in preparation for the Seaway, three new terminals. Since 1912 the commission has reclaimed about 1,700 acres of land on which the city now receives approximately \$8 million annually in taxes. Many will be surprised to learn that in 1939 the Harbour Commission, as agent for the city, built Malton airport with Toronto and federal financing. All of this was accomplished by a five man group of commissioners, three of whom are appointed by Toronto city council, one by the federal government and the other by the federal government upon the recommendation of the Board of Trade.

In 1958, Toronto gave up the ownership of Malton airport to the Department of Transport in return for a 4,000 foot runway and an interest free loan to build a new hangar at the Island airport. In the last few years there has not been any significant spending by the federal government on the Toronto waterfront. Since the commission constructed the new eastern headland, dredging of the eastern gap has not been necessary. The commission has operated the port from fees and rental income and has, in addition, since 1963 carried the Island airport which has been operated at a loss for many years.

Although the Island airport is extremely busy with substantially more take-offs and landings than Malton has, the operation continues at a loss because of poor access from land and absence of modern landing equipment. It is more than apparent that the land is too valuable for such limited use and for a flying school.

In summary, the Island airport is obsolete. The city requires the land and part of the harbour shore to the north for a giant housing complex. The eastern gap is not deep enough for merchant ship traffic and must be replaced. An outer harbour must be built to meet today's demands and the inner harbour which is now out of date requires rebuilding in part and a transfer of other facilities to the outer harbour.

As I mentioned earlier, the commission in 1968 came up with a most imaginative but realistic plan for the development of the whole central waterfront. It deserves a place in Toronto's future. By an inexpensive method they propose to create these improvements by sucking sand from the shallow waters of the new outer harbour and by combining this dredged material with fill from construction sites to add over 1,000 acres to the waterfront. This new land would add to the Canadian National Exhibition ground, increase the recreation area of the islands, and help provide the site for harbour city to house about 75,000 people. It would make possible the modernization of the inner harbour, and would create a new outer harbour which would provide about 400 acres of dockage and give Toronto a new airport in keeping with today's demands.

These plans, as worked out between the commission and the technical and advisory representatives of the planning departments of the city and the province, have won the acceptance and praise of all who have seen them. Because of the excellence of the engineering, the acre cost is low and the whole scheme seems economically sound. The sand to be dredged from the outer harbour would help create land for the new harbour city, provide access to the new city and the recreation islands, and create the eastern perimeter of the new outer harbour and a new airport.

The eastern headland for the new outer harbour is now between two and three miles in length and is being built at a fraction of the cost of standard construction, partly through the utilization of fill but mainly because of new design which traps the sand and creates gentle beaches or slopes to protect