

# HOUSE OF COMMONS

Thursday, March 2, 1972.

The House met at 2 p.m.

## ROUTINE PROCEEDINGS

### AIRPORTS

#### ANNOUNCEMENT OF SITE FOR SECOND TORONTO INTERNATIONAL FACILITY—STATEMENT ON ONTARIO AIR SERVICES

**Hon. Donald C. Jamieson (Minister of Transport):** Mr. Speaker, the same statement as the one I am about to read to hon. members is being made at this hour by the Honourable the Treasurer of the province of Ontario in the legislature at Queen's Park.

The government of Canada and the government of Ontario have agreed that a new major airport will be located in Pickering Township just to the northeast of Toronto. The site is roughly between a line just north of Highway No. 7 in the south, north to the Uxbridge-Pickering Township boundary and between the Little Rouge Creek on the west and East Duffin Creek on the east. As a co-operative venture, lands will be acquired by the federal government for the airport site and by the provincial government for the immediate surroundings.

The choice of a site northeast of Toronto has come after an exhaustive federal-provincial evaluation since 1968 of 59 potential airport sites in the area within a 50-mile radius of Metropolitan Toronto.

It has now been decided that for a number of compelling reasons, the Pickering Township site is more suitable than any of the other sites studied. In the first place, it is an excellent site, consistent with safety and other aeronautical considerations.

Second, it is also the closest site to Toronto of all the proposed sites and, therefore, provides the easiest accessibility.

Third, because it is reasonably close to Lake Ontario and to a number of major transportation arteries leading out of Toronto, investment in water, sewage and transportation access facilities will be less than at other sites.

Fourth, even though it is close to Toronto, population in the immediate vicinity of the new airport is small. No major communities will be seriously affected by expropriation or very high noise levels and the environmental impact is minimized.

Finally, and in many respects most important, the location of the airport east of Toronto is the result of joint federal-provincial effort to provide a major stimulus to development east of Metropolitan Toronto, as called for in the Toronto-centered region plan.

The southern part of the airport site lies along the route of a series of proposed urban communities to the east of Toronto, which will be separated from existing lakeshore urban centres by a series of multi-purpose transportation, service and recreation corridors. The government of Ontario has been redesigning the shape and location of some of these proposed communities in order to take account of the airport location and to ensure that areas which could be affected by uncomfortable noise levels are not slated for residential development. Transportation and service access facilities are also being designed so that the airport will be on a rapid-transit line linking the new communities east of Toronto to Metropolitan Toronto and Malton. The proposed parkway belt and service corridors are also being designed to serve as a separator between the airport and the airport-related community and the existing urban centres along the lakeshore.

The airport site itself is in the neighbourhood of 18,000 acres. The initial role of the airport will be to provide a variety of services, including international, scheduled and charter operations, thus complementing on a rational basis services at Malton and relieving congestion at Malton.

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In addition to providing a new national major airport site, it will also be an integral part of an air system for the Toronto region, and will ensure the provision of efficient and adequate air services, minimizing the problems of noise and air pollution. The land acquisition will begin immediately and the opening date for the first airport activities is planned for 1978-79. Flexibility in the scale and time of expansion is a designed feature of the new airport system.

The governments have agreed that serious consideration will be given to the utilization of the existing Toronto Island airport for short take-off and landing—STOL—aircraft as this technology develops.

The federal government is today filing notice of intention to acquire, in accordance with its new Expropriation Act, all the land required for the airport site itself.

The provincial government is introducing legislation today related to the acquisition of land in the vicinity of the airport which will be crucial to the orderly provision of service and transportation access to the airport and the development of the planned community associated with the airport.

The provincial government will ensure by a number of actions that land use in the airport vicinity is compatible with airport operations and with the regional planning concept. Land exposed to aircraft noise and areas being substantially influenced by urban growth pressures generated by the airport will be controlled by the Minister of Municipal Affairs.