

**Fixed Link Bridge EA 2003
Public Comments and Responses**

Comment	Responses
OPEN HOUSE – May 24th, 2003	
<ul style="list-style-type: none"> I am opposed to the fixed link bridge. 	Comment noted.
<ul style="list-style-type: none"> A full public input EA should address issues about increased air traffic, air pollution, land traffic, and increased fuel storage on the island. 	The EA includes a consideration of the effects of other projects and activities in the study area (e.g. aircraft activity at the TCCA) that could combine cumulatively with effects from the Bridge.
<ul style="list-style-type: none"> Please consider the environment for future generations. 	Comment noted.
<ul style="list-style-type: none"> How can the bridge be justified when it will be used by few people and badly affect thousands? 	The environmental effects of the proposed Fixed Link Bridge are being assessed in the EA.
<ul style="list-style-type: none"> We should be concentrating on improved and expanded public transit for the entire city and province. 	Comment noted.
<ul style="list-style-type: none"> No bridge! 	Comment noted.
<ul style="list-style-type: none"> Request for independent EA; conflict of interest (multiple comments received). 	The TPA is conducting an extensive screening level environmental assessment in accordance with applicable legislation, which requires consideration of the relevant environmental issues. It is being assisted in the exercise by Dillon, which has decades of experience in performing detailed environmental assessments across Canada pursuant to federal and provincial legislation. The TPA is relying on Dillon for its depth of relevant environmental assessment expertise, its reputation for scientific and professional objectivity with regulators, clients and the public, and its in-depth knowledge of the proposed bridge project.

Comment	Responses
<ul style="list-style-type: none"> Why are we taxpayers paying for such expensive colour paper for comment forms? 	Comment noted.
<ul style="list-style-type: none"> The public has not been consulted or involved. 	<p>The Fixed Link Project has provided extensive consultation opportunities since the late 1990's. The main text of the Preliminary Draft EA Report is about 60 pages in length. The remaining appendices largely included background documents that had been previously available to the public in the earlier EA. The comment period on the Preliminary Draft EA Report lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30-day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months. A second Open House will be held on Thursday, July 17, 2003 (20 days from the release of the Draft EA on June 27).</p>
<ul style="list-style-type: none"> The Ministry of the Environment must take this on. 	The Fixed Link project is subject to the Federal EA process.
<ul style="list-style-type: none"> How can the TPA justify bulldozing an environmentally sensitive area and yet claim to be good neighbours to the Toronto Waterfront? 	The TPA, through the Environmental Assessment process, is performing a careful evaluation of the potential adverse environmental effects of the Proposed Fixed Link Bridge.
<ul style="list-style-type: none"> Not a fair and thorough EA. 	Comment noted.
<ul style="list-style-type: none"> Too much pollution from extra planes and cars would be created - harmful to children's health and quality of life! 	As part of this EA, an updated air quality analysis has been conducted and the results have been documented in this EA Report.
<ul style="list-style-type: none"> The community was informed at a considerably late date. 	The Fixed Link project has provided extensive consultation opportunities since the late 1990's. Most recently an opportunity has been provided to comment on the Preliminary Draft EA Report and a 30-day review period is being provided on the revised Draft EA Report.
<ul style="list-style-type: none"> I am awakened by low flying planes from the Island Airport and we are not even at the waterfront! (Windermere Ave. south of Bloor, north of Queensway) 	Comment noted.

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<ul style="list-style-type: none"> Individuals like Shelagh Basrur (Toronto Public Health) need to be heard as they are warning of health concerns to citizens. 	Comment noted.
<ul style="list-style-type: none"> Do we need a thriving Toronto at all costs? This will “degreen” the waterfront, impose environmental pollutants into the water and air and increase health concerns in the long run. 	The effects of the proposed Fixed Link Bridge are being considered in the EA. A decision on whether to proceed with the project will be made after consideration of the environmental effects of the Bridge.
<ul style="list-style-type: none"> I don’t want traffic on the island, greenspace to be paved or increased air travel into the downtown core. 	Comment noted. We note that there would be an increase in green space with the proposed Fixed Link Project through the conversion of the existing TCCA parking area at the foot of Bathurst Street into parkland.
<ul style="list-style-type: none"> The Open House had all the usual aspects of the provincial/federal government initiatives/ scams. What is good for big business and propaganda will happen irrespective of consultation or what is in the best interest of the community. Shame! 	Comment noted.
<ul style="list-style-type: none"> It is insane to have the public review 850 pages in 2 days – if you can even download them. The public repository is not even open until May 26th – a fair process would have 30 days to review the first draft. 	The main text of the Preliminary Draft EA Report is about 60 pages in length. The remaining appendices largely included background documents that had been previously available to the public in the earlier EA. The comment period on the Preliminary Draft EA Report was not 2 days – it lasted from the week of May 19 th until June 6th, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30-day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months and will be supplemented by a second Open House on July 17.
<ul style="list-style-type: none"> The EA process has been very thorough and I am pleasantly surprised with the work and material that has gone into it. 	Comment noted.
<ul style="list-style-type: none"> Time to get on with the bridge! 	Comment noted.

Comment	Responses
<ul style="list-style-type: none"> The airport expansion needs to be assessed. 	<p>The potential effects of a potential future increase in passenger volumes at the TCCA have been taken into account in this EA in the cumulative effects analysis.</p>
<ul style="list-style-type: none"> The process has lacked due public input and lacked participation by local councilors. 	<p>The Fixed Link project has provided extensive consultation activities since the late 1990's. Most recently an opportunity has been provided to comment on the preliminary draft EA and a 30-day review period is being offered on the Draft EA.</p>
<ul style="list-style-type: none"> No one wants to visit a noisy or dirty Toronto. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The current level of pollution (smog days) is already affecting the health of seniors. 	<p>As part of this EA, an updated air quality analysis has been conducted and the results have been documented in this EA Report.</p>
<ul style="list-style-type: none"> I disagree with the EA in that transportation is an environmental component in itself. The reports parameters have been set so narrowly that the report's conclusions are irrelevant to the bigger picture. 	<p>The EA has considered all the environmental components that are of relevance to the EA given the nature of the study area and scope of the project. Interactions among environmental components have also been considered.</p>
<ul style="list-style-type: none"> The EA does not include the expansion of the airport or the full environmental impacts of the bridge itself. 	<p>The potential effects of a potential future increase in passenger volumes at the TCCA have been taken into account in this EA in the cumulative effects analysis.</p>
<ul style="list-style-type: none"> Citizens of Toronto have clearly expressed that they are 100% against the development of a full service airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> An expanded island airport will undermine Pearson Airport. The government should first concentrate on finishing Pearson. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Concerned over tax dollars being spent on TCCA / TPA. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The Toronto Harbourfront and Islands must not be tampered with for the future of Toronto. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I am impressed with all of the work that has been done regarding the EA. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Many of my concerns have been explained away. Good job. 	<p>Comment noted.</p>

Comment	Responses
<ul style="list-style-type: none"> How does the TPA know that construction will start the end of summer when the outcome is not yet decided? 	<p>The bridge construction schedule, as proposed, is contingent on the approval of the Fixed Link Bridge.</p>
<ul style="list-style-type: none"> The decision to build the fixed link / expand the airport puts monetary values first before the greening of the waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> More effort should be expended to raise the funds for a tunnel not a bridge. 	<p>Comment noted. The tunnel option was considered in the evaluation of alternatives as part of the earlier EA process. It was concluded that a fixed link bridge was the preferred alternative.</p>
<ul style="list-style-type: none"> I have no trust in the TPA to have an impartial EA. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The Western Gap is the main Toronto entrance for more than 90% of the harbour traffic (over 200 freighters per year). It is not desirable or safe to reduce this clearance to 50 metres and close it for 50% of the time. The density of sailing vessels is too high. 	<p>The EA has considered the potential for impact on boating activity through the Western Gap and the bridge has been designed to accommodate boating traffic. Large commercial ships are no longer permitted to use the Western Gap due to a reduction in the depth of the channel from siltation and due to vessel height restrictions in the TCCA aircraft approach areas.</p>
<ul style="list-style-type: none"> A shallow tunnel is the best option – no bridge! 	<p>The tunnel option was considered in the evaluation of alternatives as part of the earlier EA process. It was concluded that a fixed link bridge was the preferred alternative.</p>
<ul style="list-style-type: none"> Why the intense need at this time for a bridge? 	<p>There has been a need for improved emergency access since at least 1993 when an Intergovernmental Staff Committee Report concluded that there is inadequate access to the TCCA for emergency vehicles.</p>
<ul style="list-style-type: none"> On Sunday May 25th, several hundred employees of the passenger vessel industries in Toronto will gather to discuss their commitment to safety. How are these mariners to be affected by a fixed link? Their jobs and the greening of the harbour should be your mandate. 	<p>Boating issues have been carefully considered in the EA and the earlier EA, and significant adjustments have been made to address concerns. For example, the bridge and its opening/closing schedule have been designed to minimize the potential for accidents. In addition, impact dolphins would be put in place to assist boats in the navigation of the open channel.</p>

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<ul style="list-style-type: none"> I challenge you to identify a bascule bridge anywhere in the world that has been erected and run successfully in a more unfavorable situation. The 17th Street Causeway in Fort Lauderdale is an excellent illustration. It has similar traffic from the marine standpoint with much more protection from the sea and out of necessity has been replaced by a tunnel! 	<p>After significant consultation, and considering all of the design challenges and characteristics of the study area, it is our view that the proposed bridge design meets the needs of this project and can be successfully operated.</p>
<ul style="list-style-type: none"> A bridge will increase the number of cars on the island and increase pollution. 	<p>As part of this EA, an updated air quality analysis has been conducted and the results have been documented in the Draft EA Report.</p>
<ul style="list-style-type: none"> If this is a question of safety, how will the fireboat get through the gap with the bridge closed? 	<p>There is an emergency service protocol to immediately notify emergency service providers of an incident. When this occurs, the bridge is to be immediately cleared of traffic and a determination made as to whether the bridge should be closed or opened to provide necessary access.</p>
<ul style="list-style-type: none"> I am more concerned with the safety of Queens Quay residents than the few who will benefit from the use of the airport. 	<p>That issue has been considered particularly as it relates to traffic issues. As an example, the redesign of lower Bathurst St. has considered safety issues and includes as part of its design, improvements over the existing roadway.</p>
<ul style="list-style-type: none"> How will a regional airport survive in the current climate where major airlines are on the verge of bankruptcy? 	<p>Question noted.</p>
<ul style="list-style-type: none"> This bridge is not about the airport but about the development of the space. 	<p>The purpose of the bridge is to provide emergency access to the TCCA.</p>
<ul style="list-style-type: none"> I have seen bascule bridges in action from travels on the intra-coastal waterways in the southern U.S. and I can tell you that they don't work. They are unreliable and dangerous. They have been replaced by high-level fixed bridges. 	<p>After significant consultation, and considering all of the design challenges and characteristics of the study area, it is our view that the proposed bridge design meets the needs of this project and can be successfully operated.</p>
<ul style="list-style-type: none"> Your operating assumptions for the bridge are unrealistic. As the bridge will be open for 40 minutes per hour, why bother building it? 	<p>The operating schedule for the bridge is based on anticipated boating and vehicle traffic demand. The bridge open times vary depending on the time of day, month of the year and the day of the week to account for this demand.</p>

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<ul style="list-style-type: none"> If this bridge is about safety, you are creating a dangerous situation simply by building it. 	<p>The bridge would significantly improve emergency access and is, in our view, a net safety benefit.</p>
<ul style="list-style-type: none"> I oppose a fixed link to the island. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I fear the increased traffic on and around the bridge/airport will have an ill effect on people like my mother who have trouble breathing in the summer. 	<p>As part of this EA, an updated air quality analysis has been conducted and the results have been documented in this EA Report.</p>
<ul style="list-style-type: none"> Who and when was electrofishing done in the Gap? (page 16, Dillon May 2003) 	<p>Electrofishing surveys have been conducted in the Western Gap regularly since 1984 by the Ministry of Natural Resources (OMNR) and the Toronto Region Conservation Authority (TRCA). Additional fisheries data from 1997-2002 for the Spadina Quay area was obtained from direct communication with the TRCA.</p>
<ul style="list-style-type: none"> What is the actual change in the number of residents (not projected) between 1993 and May 2003? 	<p>The presence and location of residential buildings in the study areas has been accounted for in the EA and considered in the assessment of air and noise effects.</p>
<ul style="list-style-type: none"> Why does none of the material show streetcars crossing the bridge when Toronto Council required streetcars? 	<p>Consideration was given to accommodating streetcars. However, it was determined that streetcars would not be able to negotiate the grade of the bridge. Should technology change to allow for streetcars or other public transit to operate on the grade, the bridge has been designed to handle the weight requirement. In the interim, the TPA has adopted an aggressive “transit first” strategy based on bus and shuttle services.</p>
<ul style="list-style-type: none"> Transportation & Parking: “Off-Site Terminal” needs more detail particularly if the 450 parking spaces is insufficient for even a small increase in passengers. 	<p>There are no current plans for an “Off-Site Terminal” although “Off-Site Check-In” at Union Station similar to what is provided by Air Canada at the Royal York Hotel is being considered. The parking spaces are sufficient for the expected increase in traffic volumes. The objective will be to encourage the use of shuttles, taxis and “drop-off’s” in lieu of personal vehicles. The cap of 450 parking spaces for passengers will serve to encourage other means of getting to the TCCA.</p>
<ul style="list-style-type: none"> What happens to the “National Historic” building? Who pays to move it? 	<p>There are no current plans to move a National Historic Building</p>

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<ul style="list-style-type: none"> The actual process of the EA and lack of public involvement was poor. 	<p>The Fixed Link project has provided extensive consultation activities since the late 1990's. Most recently an opportunity has been provided to comment on the preliminary draft EA and a 30-day review period is being offered on the Draft EA.</p>
<ul style="list-style-type: none"> This [Open House] event is not a public meeting but a PR show. 	<p>The purpose of the Open House was to help people gain a better understanding of the proposed Fixed Link Bridge and to field questions and take comments. The Open House was well attended, Dillon and the TPA answered many questions and numerous comments were received and duly noted for consideration.</p>
<ul style="list-style-type: none"> I don't want more noise, pollution or traffic congestion than there already is around the Harbourfront Community Centre where I go to school. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The surrounding area is beautiful and an increase in air and ground traffic will alter local ecosystems. 	<p>The potential for impacts on the area have been considered in this EA.</p>
<ul style="list-style-type: none"> Who is really benefiting from this? It certainly is not the local community, visitors to the area, or nature – it is big business. 	<p>The fixed link bridge will improve safety levels at the TCCA by improving emergency access.</p>
<ul style="list-style-type: none"> There is no rational economic justification for the expansion of Toronto's second airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> This is a waste of taxpayer's dollars. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> A proper EA needs to be done, as there is concern over the condensed timeline, recycling of the previous EA report and a lack of rigor in data collection, analysis and interpretation. 	<p>The TPA is compiling the EA in accordance with the applicable legislation, and has, among other things, properly taken into account the years of previous analysis and public consultation all of which has been carefully updated.</p>
<ul style="list-style-type: none"> The ferry is unique in the world as the shortest ferry ride anywhere. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I am concerned about the safety of water traffic – negotiating the span and queuing up to wait without accidents and injuries occurring. 	<p>The bridge and its operating schedule have been designed with the intent to maximize safety.</p>
<ul style="list-style-type: none"> I am concerned about increased traffic around Queens Quay and the resulting air pollution. 	<p>As part of this EA, an updated air quality analysis has been conducted and the results have been documented in this EA Report.</p>

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<ul style="list-style-type: none"> The bridge will divide two schools and a community center from the community. This will put children at risk. 	The potential for impacts on the school and the community generally have been considered in the EA.
<ul style="list-style-type: none"> The congestion in the western waterfront area will discourage tourists and decrease enjoyment of outdoor activities. 	Comment noted.
<ul style="list-style-type: none"> There is no need for an expanded airport especially since Pearson is already being expanded and air travel has declined. 	Comment noted.
<ul style="list-style-type: none"> Environmental consultation on a bird sanctuary and greening of the waterfront should be the priority. 	Comment noted.
<ul style="list-style-type: none"> People’s health is at risk from the proximity to the airport. 	This EA is being carried out to assess the environmental effects of the proposed project.
<ul style="list-style-type: none"> The concerns of area residents in regards to noise, traffic, property value and other socio-economic concerns are not properly addressed. 	The potential for noise, traffic and other socio-economic effects have been considered in the EA.
<ul style="list-style-type: none"> Keep the ferry – we don’t need a bridge link. 	Comment noted.
<ul style="list-style-type: none"> Are there any plans to change the intersection at Bathurst/Lakeshore/Fleet Street? This corner already has a reputation for being one of the most dangerous ones in Toronto – increased airport traffic would only make it worse. 	There are no plans to change this noted intersection as part of the Fixed Link project.
<ul style="list-style-type: none"> The fixed link would facilitate development of the island for commercial gain – making it easier to build other facilities (recreation, entertainment, Olympic etc...). 	Comment noted.
<ul style="list-style-type: none"> We are worried about the safety of our children with the fixed link. 	The safety of local area children has been considered. As an example, the redesign of lower Bathurst St. has considered safety issues and includes as part of its design, improvements over the existing roadway.
<ul style="list-style-type: none"> Noise and air pollution. 	The potential for noise and air quality effects have been considered as part of the EA.

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<ul style="list-style-type: none"> Why and how will the passenger levels increase higher than 1980 levels? 	<p>Potential increases in passenger volumes were assumed within the cumulative effects assessment as part of the maximum effects analysis carried out in the EA process. Further information on the maximum projections can be found in Section 4.2 (Transportation Subsection) of the Draft EA Report.</p>
<ul style="list-style-type: none"> This is taking funding and interest away from the rail link to Pearson airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> How will the bridge improve the airport industry? 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I am opposed to the Fixed Link Bridge and the Island Airport. It is not needed economically and socially – especially with a decrease in air traffic. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> A rail link to Pearson is needed. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> We need an environmentally sound and safe waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> There are increasing numbers of residents in the waterfront neighbourhoods and this is not compatible with increased use. 	<p>The EA has considered the potential for impacts on local residents.</p>
<ul style="list-style-type: none"> What contracts has Dillon Consulting Limited entered into with the TPA and with any federal government department regarding the Toronto Islands, the Toronto Island Airport or any link with the Toronto Island Airport since 1945? 	<p>Dillon Consulting Limited was the lead consultant on the 1998 EA, the 1999 Addendum to the 1998 EA, and is the lead consultant on this EA. Dillon is also the lead consultant on the design of the Fixed Link Bridge.</p>
<ul style="list-style-type: none"> How much has Dillon Consulting Limited been paid under these contracts? 	<p>Dillon Consulting Limited is being compensated for fees and expenses incurred during the project according to competitive industry rates.</p>
<ul style="list-style-type: none"> How much is Dillon Consulting Limited entitled to be paid under these contracts? 	<p>Dillon Consulting Limited is entitled to be paid for fees and expenses incurred during the project according to competitive industry rates.</p>
<ul style="list-style-type: none"> How much will Dillon Consulting Limited become entitled to under these contracts once all work is completed? 	<p>Dillon Consulting Limited is entitled to be paid for fees and expenses incurred during the project according to competitive industry rates.</p>
<ul style="list-style-type: none"> In Table 1 it says that there are no report of tainting – however, this does not mean that there is no tainting. 	<p>This intent of this comment is not clear. Table 1 in the report lists the bridge characteristics.</p>
<ul style="list-style-type: none"> The EA should consider the environmental impact of increasing airport traffic to 900,000 per year. 	<p>As part of the cumulative effects analysis a potential increase in TCCA passenger volumes of up to 900,000 per year was considered.</p>

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<ul style="list-style-type: none"> It is imprudent to pay for an EA for a Fixed Link Bridge while it is possible that the Island Airport may be closed or not expanded. 	Comment noted.
<ul style="list-style-type: none"> People who live in condominiums along the harbourfront want to be contacted directly, not through newspapers, about developments as they occur. Notices should be given to condominium boards. 	Comment noted. Our best efforts will continue to be made to inform residents of the study area and the public of project activities.
<ul style="list-style-type: none"> The Harbourfront Community Association wants a full EA with Peer Review. 	The TPA has prepared a screening level EA as per the requirements of CEAA. In many ways this EA has gone well beyond what is typically expected for a screening level EA.
<ul style="list-style-type: none"> There is a lack of city planning and vision. The waterfront is a tourist attraction – wouldn't a park be better for that? 	Comment noted.
<ul style="list-style-type: none"> The noise will be unpleasant. 	The EA has included an assessment of potential noise impacts. Any potential increase in noise levels compared to baseline condition will be minimal.
<ul style="list-style-type: none"> A comprehensive EA must be conducted else a court challenge will result. 	The TPA has prepared a screening level EA as per the requirements of CEAA. In many ways this EA has gone well beyond what is typically expected for a screening level EA.
<ul style="list-style-type: none"> This kind of project is unheard of in such close proximity to a school. 	Comment noted.
<ul style="list-style-type: none"> Noise levels will be too high for residential areas. 	The EA has included an assessment of potential noise impacts. Any potential increase in noise levels compared to baseline condition will be minimal.
<ul style="list-style-type: none"> Has the school board provided feedback on safety issues for children at City School? 	A meeting was held with the Waterfront School principal as part of the bridge design process. Changes were made to Bathurst St. design improvements because of this meeting and other related comments.
<ul style="list-style-type: none"> The best way to deal with safety issues regarding aircraft is to remove the aircraft. 	Comment noted.
<ul style="list-style-type: none"> Air pollution will affect people within a 30 km range. 	An air quality analysis has been undertaken as part of the scope of this EA.

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<ul style="list-style-type: none"> Major noise pollution for 1000's of people residing in condo residences. 	<p>The EA has included an assessment of potential noise impacts. Any potential increase in noise levels compared to baseline condition will be minimal.</p>
<ul style="list-style-type: none"> The airport will create traffic congestion. 	<p>Lower Bathurst St. is to be redesigned to accommodate the change in traffic volumes.</p>
<ul style="list-style-type: none"> We need parks to accommodate Toronto's population growth. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> How much pollution does each plane spill on us as they transport 900,000 passengers over our heads? 	<p>An air quality analysis has been undertaken as part of the scope of this EA.</p>
<ul style="list-style-type: none"> How much de-icing fluid will spill into our harbour when all these planes fly in the winter? 	<p>This question relates to airport operations that will not be affected by the construction and operation of the proposed Fixed Link Bridge.</p>
<ul style="list-style-type: none"> Will the EA have scope to include not just the bridge but also the expanded airport and its destructive effects? 	<p>As part of the EA, the maximum potential increases to air traffic volumes at the TCCA were considered in the cumulative effects analysis.</p>
<ul style="list-style-type: none"> The premise for the EA is no longer true – “emergency access” is nowhere mentioned in the latest business plan or Sypher-Muller report. 	<p>The purpose of the Sypher-Muller Report was to assist the Toronto Port Authority with its business plan, which was a condition of the City Council considering approval of the Fixed Link Bridge. The Fixed Link is still being proposed for the purpose of improving emergency access at the TCCA.</p>
<ul style="list-style-type: none"> EA does not address concerns related to an expanded airport and is thus inadequate. EA should also include impact on Port Land developments. 	<p>As part of the EA, the maximum potential increases to air traffic volumes at the TCCA were considered in the cumulative effects analysis. The proposed construction and operation of the Fixed Link Bridge is not anticipated to have adverse effects on development of the Port Lands.</p>
<ul style="list-style-type: none"> Safety access for emergency services is a highly debatable point whereas safety for the boating community will be highly compromised. 	<p>Safety was of paramount importance in the design of the bridge.</p>
<ul style="list-style-type: none"> What level of emergency services have changed since the original EA was done in 1999? 	<p>Response to be provided.</p>

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<ul style="list-style-type: none"> Why not build a fire hall at the airport instead of a bridge? It has to be cheaper and MediVac already operate out of the airport. 	<p>There is a fire hall on the island consisting of two trucks and a crew. It is anticipated that the cost of operating an additional fire hall on the island would be greater than the cost of a fixed link over the lifetime of the bridge. As well, this would not improve access to hospital facilities.</p>
<ul style="list-style-type: none"> The health and safety issues are being glossed over. 	<p>Health issues have been addressed in this EA, including through the conduct of an air and noise assessment. Safety issues have also been considered in this EA and the project generally, for example in the design of the proposed improvements to Bathurst St. and for the Fixed Link Bridge itself.</p>
<ul style="list-style-type: none"> Economic and social gains are made by re-routing air traffic to Pearson and re-creating parkland. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Keep the focus on clean air and water. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I am concerned with losing real estate value on my property because of traffic, noise and pollution. 	<p>Property values are influenced by a variety factors including, foremost, market conditions. Determining how a particular project may influence property values is very difficult to do. In any event the potential impacts you have raised have been assessed and are not expected to be significant.</p>
<ul style="list-style-type: none"> No bridge, no airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Do we need an airport in downtown Toronto? 	<p>The airport has been operating since 1937.</p>
<ul style="list-style-type: none"> Why not just improve emergency services on the waterfront, island or airport facilities themselves? 	<p>It is anticipated that the cost of operating sufficient emergency services on the island would be greater than the cost of a fixed link over the lifetime of the bridge.</p>
<ul style="list-style-type: none"> Is the bridge still needed for emergency services now that there is a fire station on Queen's Quay and an expanded fire station on Toronto Island? 	<p>Yes. Improved access to hospital services requires improved access to the City.</p>
<ul style="list-style-type: none"> I am concerned about air pollution in particular as I am an asthmatic. 	<p>An air quality analysis has been undertaken as part of the scope of the assessment.</p>
<ul style="list-style-type: none"> The island airport ferry is cost efficient, reliable, and appropriate in the area. Local residents and boaters do not want a bridge. 	<p>Comment noted.</p>

Comment	Responses
<ul style="list-style-type: none"> The bridge makes no sense on an urban waterfront. It is only being built since Mike Harris wants a “modern bridge” and not an embarrassing little ferry. 	Comment noted.
<ul style="list-style-type: none"> The plan conflicts with the harbourfront revitalization process. The trend is to reclaim prime industrial areas! 	The Fixed Link Bridge has been designed in such a manner to maximize compatibility with future plans development for the waterfront.
<ul style="list-style-type: none"> Turbo-props, infrequent service and lack of connection with main couriers at the Island Airport are not attractive to travelers. 	Comment noted.
<ul style="list-style-type: none"> The commuting issue with Pearson can be solved with a rail line. Pearson is a world-class airport with full service. 	Comment noted.
<ul style="list-style-type: none"> The Island Airport should be closed as it hurts the waterfront and the city. 	Comment noted.
<ul style="list-style-type: none"> Don’t build the bridge. 	Comment noted.
<ul style="list-style-type: none"> Close the Island Airport. 	Comment noted.
<ul style="list-style-type: none"> With the problems the airlines are having, what makes the expansion of the airport a good idea 5 years from now? 	Question noted.
<ul style="list-style-type: none"> A children’s play area should not be so close to an airport. What about the possibility for abduction? 	The children’s play area was developed with full recognition of an operating airport in the area.
<ul style="list-style-type: none"> What about the safety of school children with the increase in traffic? They have no crossing guard. 	Safety considerations with respect to the children and the school were considered in this EA, including in the design of the proposed lower Bathurst Street improvements.
<ul style="list-style-type: none"> The illustrations on display are pathetic for Toronto – the biggest, richest city in this country. A better vision for Toronto’s waterfront could be realized by a child. 	Computer generated renderings that provided illustrations close to actual photographs were presented at the Open House.
<ul style="list-style-type: none"> The reduction of navigable width of what is arguably one of the busiest waterways in Canada is dangerous. 	The bridge and the proposed opening/closing schedule have been designed to accommodate boating traffic within the Western Gap. Coast Guard Canada has been involved in this process and approval under the Navigable Waters Protection Act is being sought.

Comment	Responses
<ul style="list-style-type: none"> The pictures do not illustrate traffic queuing up waiting for the bridge to open. Nor do they illustrate the young “receptors” navigating their way across a busy intersection. 	<p>A diagram illustrating traffic queuing was presented at the first Open House for this EA and will also be presented at the second Open House.</p>
<ul style="list-style-type: none"> The EA does not include cars traversing the bridge or the unique configuration of Bathurst Quay that amplifies noise. It also leaves out the additional signage that is going to blight the landscape. 	<p>The noise analysis undertaken as part of this EA included in the analysis cars traveling over the bridge. Additional signage will be minimal and presented in a manner that is compatible with the surrounding landscape.</p>
<ul style="list-style-type: none"> EA does not address the exposure of thousands of neighbors to the project to traffic increases, cars idling, pollution etc... 	<p>The EA has considered the potential for a variety of effects including traffic issues, noise and air effects on residents in the area.</p>
<ul style="list-style-type: none"> Think green not greed. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Excellent presentation. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I am very much in favour of expanding the Island Airport and getting rid of that ferry. 	<p>There is currently no proposed project to physically expand the TCCA.</p>
<ul style="list-style-type: none"> The system is railroading into amalgamation, asking for input into a new Toronto waterfront, yet does what it wishes. Listen to the people. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> An Island Airport is wasteful. Save our environment. Save the money. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The public input process is undermined. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Nice displays. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> How many grade schools, high schools and community centers are near airports? This is not a good idea. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> There are many condo residents that rent parking spaces on a monthly basis in the parking lot at the foot of Bathurst. When these spots are eliminated, will it possible to rent parking on a monthly basis at the parking lot planned for the island? Parking consideration may make residents look more favorably upon the fixed bridge plan. 	<p>It is possible that this can be explored at a later date.</p>

Comment	Responses
<ul style="list-style-type: none"> I am a boater and I was initially greatly concerned with the idea of a bridge. However, after attending several public meetings, I now feel that it is important to have a viable regional airport. A bridge is a major part in accomplishing that. 	Comment noted.
<ul style="list-style-type: none"> As a boater, I exit the harbour via the eastern channel 90% of the time. For those boaters who always use the Western Gap, having a fixed schedule will help them plan. 	Comment noted.
<ul style="list-style-type: none"> I am concerned with traffic congestion – education needs to be done to promote the use of shuttle buses and the TTC. 	Comment noted. A transit strategy has been developed to promote the use of transit to access the TCCA.
<ul style="list-style-type: none"> Appropriate fendering or bumpers should be installed on both sides of the channel for boaters waiting to pass through to provide protection from strong north or south gales. 	Impact dolphins would be installed on either side of the proposed bridge to help guide vessels through the bridge opening.
<ul style="list-style-type: none"> The bridge plan should be discouraged if it encourages airport expansion. 	Comment noted.
<ul style="list-style-type: none"> The waterfront’s future involves recreation, housing and commerce – not heavy air traffic. 	Comment noted.
<ul style="list-style-type: none"> The EA does not include the expansion of air traffic, which has significant environmental effects. 	As part of the EA, the maximum potential increases to air traffic volumes at the TCCA were considered in the cumulative effects analysis.
<ul style="list-style-type: none"> I have no confidence in the TPA. 	Comment noted.
<ul style="list-style-type: none"> If any of this made environmental or economic sense, there would be a park and school at the foot of the Pearson runway. 	Comment noted.
<ul style="list-style-type: none"> Taxpayer’s money has been given to this project without public discussion. 	Comment noted.
<ul style="list-style-type: none"> There should not be a police/lifeguard order to prevent children from flying kites on Toronto Island because it may be hazardous to air traffic. 	This comment does not pertain to the scope of the EA.
<ul style="list-style-type: none"> Parks over planes. 	Comment noted.
<ul style="list-style-type: none"> The land would be better used in the long term as a natural 	Comment noted.

Comment	Responses
<p>reserve and stopover for birds in migration. Imagine the value of a “green zone” in a dense urban area.</p>	
<ul style="list-style-type: none"> The Fixed Link will not get the Bay-Adelaide center built, increase tourism to make the city an international city or create a green, serene waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Toronto is no longer a developing destination city as it was in the 1970’s. The top 10 CEO’s of Toronto were surveyed on what they saw as most important for the city – the Island Airport was not one of them. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Chicago had the right idea with bulldozing their downtown airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> When will Toronto stop looking at the short-term gain and look at the long-term i.e. attracting people through culture, architecture, and great public places? 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Your assessment is poor and the impact on the existing /being built and planned residential construction over 20,000 plus units will be devastating and harmful. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> If a bridge cannot be built, then there is a liability, as people should not be using an airport that is not prepared for an emergency. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> What about using internal island resources for emergencies instead of an external bridge? 	<p>There has been a need for improved emergency access since at least 1993 when an Intergovernmental Staff Committee Report concluded that there is inadequate access to the TCCA for emergency vehicles. Access to hospital services requires improved access to the City.</p>
<ul style="list-style-type: none"> The info provided was interesting but does not present the impact of airport expansion. 	<p>Potential increases in passenger volumes were assumed within the cumulative effects assessment as part of the maximum effects analysis carried out in the EA process.</p>
<ul style="list-style-type: none"> What is the TPA doing running an airport? 	<p>The TPA (and its predecessors) has been running the airport for generations.</p>
<ul style="list-style-type: none"> A park would greater enhance the port. 	<p>Comment noted.</p>

Comment	Responses
<ul style="list-style-type: none"> The parking lot on the island side is an insult to EA – I can't believe the landscape consultant approved it. 	Comment noted.
<ul style="list-style-type: none"> The real issue is pedestrian crossing between the park and the community center. 	The width of Bathurst Street has been narrowed at the Queen's Quay intersection to reduce pedestrian crossing time.
<ul style="list-style-type: none"> A beautiful looking bridge that I think will only enhance the waterfront area and be a boost to Toronto's tourism industry. 	Comment noted.
<ul style="list-style-type: none"> The Toronto Island residents will benefit from easier access for emergency vehicles and improved safety. 	Comment noted.
<ul style="list-style-type: none"> I am not opposed from what I can see. 	Comment noted.
<ul style="list-style-type: none"> The environmental damage that would result from an improved island airport would destroy the quality of life for most of the downtown core. 	The potential for impacts on the surrounding area has been considered as part of the EA.
<ul style="list-style-type: none"> If the bridge is built, I hope that future planning would foresee the transfer of aircraft to the Leslie Spit and transfer of wildlife to the TCCA in 10-15 years. 	Comment noted.
<ul style="list-style-type: none"> I feel that increased use of the airport would lead to demands for longer runways and larger aircraft. 	The Tripartite Agreement between the City, the TPA and Transport Canada does not permit runway expansion.
<ul style="list-style-type: none"> A larger airport would not pay its way either. 	Comment noted.
<ul style="list-style-type: none"> The noise and smoke would make the present levels of pollution more difficult to control. 	Noise and air quality effects associated with the fixed link bridge and potentially increasing volumes of air traffic at the TCCA have been considered as part of the noise and air quality analysis undertaken as part of this EA.
<ul style="list-style-type: none"> This proposal is the thin end of a wedge. We have lost so much greenspace in this City – we need parks and outdoor facilities. 	The project will actually result in a net increase of greenspace.
<ul style="list-style-type: none"> Traffic volume increases in this area is undesirable. At the least, the number of parking spaces should not be increased. Shuttles and the use of streetcars should be encouraged. 	A transit strategy is being developed to promote the use of transit to access the TCCA. Passenger parking at the TCCA is capped at 450 spaces.

Comment	Responses
<ul style="list-style-type: none"> It would be a benefit for pedestrian traffic to be allowed through the airport to the Island parks (a ROW through the airport). 	<p>The bridge is only to provide access to the TCCA. There are no plans to provide access to the Island parks.</p>
<ul style="list-style-type: none"> I am pleased that the EA looks at the environmental impact of increased traffic at the airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The airport should not be expanded – a more sustainable location for it would be the Leslie Spit. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Stop pretending that the bridge proposal is not linked to the expansion of the airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Questionable planning and development at the waterfront must stop. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The bridge is incompatible with boating in the channel. 	<p>The Bridge, and its opening/closing schedule, have been designed to minimize impacts to the movement of boating traffic through the Western Gap.</p>
<ul style="list-style-type: none"> The capacity from calculations in the 1999 Addendum, Appendix E of Oct. 2002 is unsafe. It would require boats to go through in an orderly row at 6 mph with only one boat length between each or one boat about every 12 seconds. The opening will not be able to handle traffic safely during peak periods. 	<p>The bridge opening/closing schedule has been developed with the input of Coast Guard Canada and the local boating community. Should problems become apparent with the schedule once the bridge is operational, the schedule can be reviewed and if appropriate, revised.</p>
<ul style="list-style-type: none"> I am a firm supporter of this project. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Vehicular traffic on the Gardiner will integrate any noise caused by increased air and traffic with this bridge. 	<p>Road traffic along the Gardiner Expressway is the major contributor to background noise levels in the study area and was considered as part of the noise analysis that was undertaken as part of this EA.</p>
<ul style="list-style-type: none"> From the displays, it appears that every practical issue has been/is being addressed. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> There may not be time to make sure conditions are addressed before construction commences on the bridge. There also needs to be enough time given for public input. 	<p>The public comment process for this project has been lengthy and extensive, resulting in a number of significant improvements over time. Any further improvements deemed appropriate as a result of consultation for this EA, will be addressed in a timely manner.</p>

Comment	Responses
<ul style="list-style-type: none"> Why is the EA only about the bridge when the City's approval was based on airport expansion? 	<p>The City's approval allows for a potential increase in air traffic. As part of this EA assessment, cumulative effects, including those related to potential increases to air traffic volumes, were considered.</p>
<ul style="list-style-type: none"> Why is there no mention of the bridge in the Fung report? This should be explained in the Final EA. 	<p>The TPA does not know why the Fung Report does not include the proposed Fixed Link Bridge.</p>
<ul style="list-style-type: none"> There was not sufficient time before release of the Draft EA and the Open House. Please allow 2 weeks for the Final EA release and Open House comments. 	<p>The comment period on the Preliminary Draft EA Report lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30- day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months. A second Open House will be held on Thursday, July 17, 2003 (20 days from the release of the Draft EA on June 27).</p>
<ul style="list-style-type: none"> The Final EA should be definitive in the expected outcomes unlike on page 31 and section 4.5 in the Draft EA. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Please state how people will be encouraged not to bring cars to the airport. 	<p>The TPA has prepared a Transportation Demand Strategy (or Transit Strategy) that emphasizes the use of shuttles, taxis and "drop-off's" in lieu of personal vehicles. The cap of parking spaces at the TCCA will also minimize the use of personal vehicle traffic.</p>
<ul style="list-style-type: none"> Section 4.5 of the Draft EA mentions automobile accidents and malfunctions – what about car/pedestrian mishaps? 	<p>Pedestrians can cross Bathurst Street at Queen's Quay under traffic signal control typical of an urban environment. In addition, Bathurst St. has been narrowed to minimize walk times to cross. There will also be crossing access under the Bridge along the dockwall at the waters edge in a pleasantly designed environment.</p>
<ul style="list-style-type: none"> The organization and planning appears to be well conceived. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The Island Airport is part of our heritage – many military pilots were trained there during the Second World War. 	<p>Comment noted.</p>

Comment	Responses
<ul style="list-style-type: none"> The proposed turbo-prop aircraft are quieter than the existing small aircraft. Upon lift-off from the runway, the turbo-props would be gone from the waterfront in 5-10 seconds. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Increasing the number of passengers using the airport will have an impact on air quality. 	<p>The potential for air quality effects from the potential future increase in aircraft at the TCCA was considered as part of the cumulative effects assessment of this EA.</p>
<ul style="list-style-type: none"> Noise pollution will ruin the loveliest park on Toronto's waterfront. 	<p>The noise analysis conducted as part of this EA shows that any potential noise increase will be insignificant.</p>
<ul style="list-style-type: none"> The Open House venue is not conducive to a serious study of the EA document as presented. 	<p>The first Open House was intended to help interested members of the public understand the EA and the project better, and as a venue for providing comments and asking questions. It is expected that those interested in studying the EA in depth will do so by reviewing the report in detail and following up with questions and comments. The comment period on the Preliminary Draft EA Report lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30- day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months and will be supplemented by a second Open House on July 17.</p>

Comment	Responses
<ul style="list-style-type: none"> The two-week comment period should be extended by a minimum of two weeks to allow for detailed study and comment. 	<p>The main text of the Preliminary Draft EA Report is about 60 pages in length. The remaining appendices largely included background documents that had been previously available to the public in the earlier EA. The comment period on the Preliminary Draft EA Report lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30- day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months.</p>
<ul style="list-style-type: none"> A real necessity for Toronto. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> No bridge, no link, no airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Invitations and notification of this public meeting should have been sent to all residents of the affected area. 	<p>Public notification of the EA and the likely date of the Open House was posted on the TPA website in April. Advance notice of the Open House was also provided in local newspapers. The May 24th Open House was advertised in the Globe and Mail, the Toronto Sun, the Toronto Star.</p>
<ul style="list-style-type: none"> Based on current economic situations with the airline industry, there is absolutely no justification for this project. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I find it difficult to accept that noise won't significantly increase from added flights. 	<p>A noise analysis has been undertaken that has examined the potential for increase sound exposures from all applicable noise sources including aircraft associated with the TCCA.</p>
<ul style="list-style-type: none"> Close the airport, kill the bridge. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Stop the bridge, close the airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The TPA is unaware or resistant to the feelings of many in the affected area. 	<p>The EA has considered the input of all stakeholders since the environmental effects assessment of this project was initiated in the mid 1990's.</p>
<ul style="list-style-type: none"> The lawsuit, and apparent resolution, is an affront to the city and its populace. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> No tax money should be transferred or proxied to resolve this 	<p>Comment noted.</p>

Comment	Responses
issue.	
<ul style="list-style-type: none"> I'd like to see an improved Via Rail and Ontario Northland Railway service to avoid the need for an airport at all. Rail links to Pearson and Hamilton airports are also needed. 	This comment is beyond the scope of this EA.
<ul style="list-style-type: none"> With the decline in air travel will this airport prove to be unnecessary and a white elephant? 	Comment noted.
<ul style="list-style-type: none"> Many people would prefer to leave the island car-free and turn the airport lands into parkland. 	Comment noted.
<ul style="list-style-type: none"> I am opposed to the expansion of the airport. 	Comment noted.
<ul style="list-style-type: none"> This flies in the face of a clean green waterfront, which the public was promised. 	Comment noted.
<ul style="list-style-type: none"> Project scope is too narrow and did not include adequate expertise in alternate approaches. 	The EA has been properly scoped to assess this project. The earlier EA considered a number of alternatives, including alternative Fixed link forms and locations.
<ul style="list-style-type: none"> Independent EA – at the height of summer for traffic volumes. 	The TPA is conducting an extensive screening level environmental assessment in accordance with applicable legislation, which requires consideration of the relevant environmental issues. It is being assisted in the exercise by Dillon, which has decades of experience in performing detailed environmental assessments across Canada pursuant to federal and provincial legislation. The TPA is relying on Dillon for its depth of relevant environmental assessment expertise, its reputation for scientific and professional objectivity with regulators, clients and the public, and its in-depth knowledge of the proposed bridge project.
<ul style="list-style-type: none"> We want parks not planes. 	Comment noted.

Comment	Responses
<ul style="list-style-type: none"> The preliminary assessment was made available only two days before the public hearing. This makes me question the validity of the assessment. 	<p>The main text of the Preliminary Draft EA Report is about 60 pages in length. The remaining appendices largely included background documents that had been previously available to the public in the earlier EA. The comment period on the Preliminary Draft EA Report was not two days – it lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30- day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months . A second Open House will be held on Thursday, July 17, 2003 (20 days from the release of the Draft EA on June 27).</p>
<ul style="list-style-type: none"> Draper Street Residents object to the Fixed Link Bridge. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> This would have nothing but negative effects on our community and the waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The absence of meaningful public consultation is highly disturbing. 	<p>The Fixed Link project has provided extensive consultation opportunities since the late 1990’s. The main text of the Preliminary Draft EA Report is about 60 pages in length. The remaining appendices largely included background documents that had been previously available to the public in the earlier EA. The comment period on the Preliminary Draft EA Report lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30- day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months and will be supplemented by a second Open House on July 17.</p>
<ul style="list-style-type: none"> There is no discussion of the ancillary effects of a bridge and supporting structures on the overall environment. 	<p>We are not clear as to what is meant by ‘ancillary effects’. We do note that as part of this EA all potential environmental effects that might reasonably be anticipated, have been considered.</p>

Comment	Responses
<ul style="list-style-type: none"> There was too little time to digest the information. 	<p>The Fixed Link Project has provided extensive consultation opportunities since the late 1990's. The main text of the Preliminary Draft EA Report is about 60 pages in length. The remaining appendices largely included background documents that had been previously available to the public in the earlier EA. The comment period on the Preliminary Draft EA Report lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30-day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months and will be supplemented by a second Open House on July 17.</p>
<ul style="list-style-type: none"> The wind directions in Section C are misleading – effect is on total loading in the city. 	<p>Potential air quality effects on the larger Toronto airshed have been considered as part of this EA.</p>
<ul style="list-style-type: none"> With a school and park so close to the bridge, at any time a child could cross this darn “beautiful bridge”. 	<p>Safe pedestrian access across the bridge was an important part of its design.</p>
<ul style="list-style-type: none"> More pollution from more cars. What about the TTC? Don't allow cars over to the island! 	<p>The TPA has prepared a Transportation Demand Strategy (or Transit Strategy) that emphasizes the use of shuttles, taxis and “drop-off's” in lieu of personal vehicles. The cap of parking spaces at the TCCA will also minimize the use of personal vehicle traffic.</p>
<ul style="list-style-type: none"> A full EA should not be the only deciding factor in building a bridge and it should not be done by Dillon. It could be done by a peer group of some residents who have the capability. 	<p>The TPA is conducting an extensive screening level environmental assessment in accordance with applicable legislation, which requires consideration of the relevant environmental issues. It is being assisted in the exercise by Dillon, which has decades of experience in performing detailed environmental assessments across Canada pursuant to federal and provincial legislation. The TPA is relying on Dillon for its depth of relevant environmental assessment expertise, its reputation for scientific and professional objectivity with regulators, clients and the public, and its in-depth knowledge of the proposed bridge project.</p>

Comment	Responses
<ul style="list-style-type: none"> There has not been a proper process involving public participation in this matter. 	<p>The Fixed Link Project has provided extensive consultation opportunities since the late 1990's. The main text of the Preliminary Draft EA Report is about 60 pages in length. The remaining appendices largely included background documents that had been previously available to the public in the earlier EA. The comment period on the Preliminary Draft EA Report lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30-day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months and will be supplemented by a second Open House on July 17.</p>
<ul style="list-style-type: none"> Train to Pearson 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The proposed Fixed Link and airport expansion are detrimental to the neighbourhood's health and tourism. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Clean green waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Pollution, traffic, unsafe environment, sound pollution. 	<p>All these issues are addressed in this EA.</p>
<ul style="list-style-type: none"> I am totally opposed to the bridge to the Island Airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The waterfront belongs to the citizens of Toronto. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The money should be spent instead on cleaning up the air like England. We are dying from bad air – living here is a health hazard. 	<p>Comment noted. As part of this EA, an updated air quality analysis has been conducted and the results have been documented in this EA Report.</p>
<ul style="list-style-type: none"> Toronto is not a great place to be – Mel Lastman has gone back on his word. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> No Fixed Link, close the airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Clean, green waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Kill the bridge, close the airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Clean, green waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I do not want a bridge or expanded airport. 	<p>Comment noted. There is no current proposal to expand the TCCA.</p>

Comment	Responses
<ul style="list-style-type: none"> Clean, green airspace. 	<p>As part of the EA, the maximum potential increases to air traffic volumes at the TCCA were considered in the cumulative effects analysis.</p>
<ul style="list-style-type: none"> More people are living down here – don’t go through with this project. It is the wrong direction. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> We don’t want dirt, noise, and gridlock. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I’m worried about fuel dumps, marine traffic, pollution, traffic, safety and neighborhood cohesiveness. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> How do we enforce traffic idling time limit and deal with pollution emissions caused by those not complying? We need to have TPA post guards who can ticket guilty parties. 	<p>A city bylaw that prohibits cars from idling for more than 3 minutes will be enforced through By-law officers.</p>
<ul style="list-style-type: none"> How will children safely cross Bathurst Street – not all kids cross at the corner? 	<p>Speeds along Bathurst St. would be restricted and the width of Bathurst St. at the Queens Quay intersection would be narrowed to reduce pedestrian crossing time. The TCCA can assist the school in an education program regarding where to cross the roadway.</p>
<ul style="list-style-type: none"> We don’t want a bridge and we need to close the airport. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The project is a poor use of tax dollars. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The project is a poor idea for waterfront development. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I question the “authority” in TPA – they are political appointees not voted in by the citizens. They should be voted in as they can change the environment so drastically. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> There will be traffic congestion, pollution, noise, increased accidents, increased hazards and increase in cancer patients. 	<p>The potential for increase in road and air traffic and its associated effects have been considered as part of this EA.</p>
<ul style="list-style-type: none"> We don’t want the bridge or the airport expanded. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Clean, green waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Is it true that the bridge construction will be starting June 2003? If not, can you guarantee that no construction will happen until an independent EA is completed and approved? 	<p>The bridge construction schedule is contingent on the approval of the Fixed Link Bridge EA and other related permits and authorizations.</p>
<ul style="list-style-type: none"> The presentation is very impressive. 	<p>Comment noted.</p>

Comment	Responses
<ul style="list-style-type: none"> The project is not designed to serve the general public. 	Comment noted.
<ul style="list-style-type: none"> The Fixed Link and the expansion of the airport are bad ideas. 	Comment noted.
<ul style="list-style-type: none"> I have no trust in the TPA. 	Comment noted.
<ul style="list-style-type: none"> How are these ideas going to help an airport that is already not financially viable when air traffic is decreasing? 	Question noted.
<ul style="list-style-type: none"> As it is in my neighbourhood, I will have to live with the consequences. 	Comment noted.
<ul style="list-style-type: none"> What happens when the airlines fail and we have a \$16+ million dollar white elephant? 	Comment noted.
<ul style="list-style-type: none"> The money can be better used towards a subway express to Pearson. 	Comment noted.
<ul style="list-style-type: none"> Can your EA be put into plain English for the ordinary person to comprehend? 	The EA has been written in such a manner so as to balance the need to articulate technical information and so that the average individual can understand the work that was undertaken and the conclusions reached.
<ul style="list-style-type: none"> If the airport is dangerous in case of a plane accident, why not simply close the airport? 	All airports have the potential for accidents to occur. Adequate emergency services need to be available in order to respond to a potential accident.
<ul style="list-style-type: none"> With a rail link between Union Station and Pearson, I see no need for this outdated facility. 	. Comment noted.
<ul style="list-style-type: none"> Your expressive surveys are window-dressing for a project that benefits only a privileged few. 	Comment noted.
<ul style="list-style-type: none"> I went to your Open House 5 years ago and expressed my opposition to this ill-conceived project. 	Comment noted.
<ul style="list-style-type: none"> No bridge, no planes, no pollution! 	Comment noted.
<ul style="list-style-type: none"> I am totally opposed to the Fixed Link. 	Comment noted.
<ul style="list-style-type: none"> The island airport should be closed – there is no demand for expansion. 	Comment noted.
<ul style="list-style-type: none"> An expanded airport will pollute the waterfront and destroy the waterfront vision of a clean, green city. 	We believe that the TCCA can be operated in a manner that is compatible with the City’s waterfront vision.

Comment	Responses
<ul style="list-style-type: none"> The airport is incompatible with what users of the waterfront desire. 	Comment noted.
<ul style="list-style-type: none"> P.15 - Nearest receptors ignore the South Beach condos of approximately 265 units. 	Residential receptor location R4 (at the south end of Windward Co-op on Little Norway Crescent) was identified to represent the closest residences to the Western Gap/TCCA including the South Beach Marine Townhouses located to the west.
<ul style="list-style-type: none"> P.24 – Recreational boating numbers are reported but no conclusions drawn. You should do a poll of those affected as well as use a secret ballot by tour boat operators so they can comment without fear of retribution by TPA. 	The boating community has been consulted on numerous occasions to obtain their input on the proposal. A special Marine Advisory committee has also been formed to obtain input on an ongoing basis to manage any issues in the Western Gap.
<ul style="list-style-type: none"> P. 31 Re: ground based noise. What mitigation can be effective? The impact is heard all the way along Queens Quay from planes. This issue is whitewashed by this EA. NEF is irrelevant at this location because so many people are so close to the planes on the ground. 	Possible mitigation over the long term will continue to be considered.
<ul style="list-style-type: none"> I disagree with RWDI (Appendix B – Additional Matters) that their Leq24 limit is appropriate in this application. It comes from restricting nonresidential development although in this case, the residences exist and what we are debating is whether an increase in aircraft noise should be permitted. 	An updated noise and air quality analysis has been undertaken as part of this EA. The potential for increased aircraft at the TCCA would need to be achieved within the currently agreed NEF contours contained within the Tripartite Agreement.
<ul style="list-style-type: none"> The noise meter locations do not capture the actual impact on residents; they were further away than many residences – particularly the Harbourfront Community and South Beach Marina. 	Baseline (2001) and future (2007) noise levels in the study area were determined through noise modeling. Sample noise measurements were undertaken at appropriate locations to verify ambient background noise levels.
<ul style="list-style-type: none"> P. 31 – The argument is used that air quality is already bad and that more effects won't matter. 	The air quality analysis has considered applicable guidelines and standards as outlined in the EA. The model parameter levels consider total effects from a variety of sources including road traffic in the area that is not associated with the TCCA. These road traffic levels are the greatest source of air pollutants in the area.

Comment	Responses
<ul style="list-style-type: none"> P. 32 – From watching boat activity in the channel, I would say there is a greater chance of boater colliding with each other with the blockage created by the bridge. 	Comment noted.
<ul style="list-style-type: none"> P. 41 – What is the basis of deciding that the area is not highly valued as wildlife habitat? The airport clearly interferes with birds everyday. 	Although the larger waterfront and Toronto Islands provides habitat for migratory birds and other species, there exist very little high quality wildlife habitat in the immediate vicinity of the proposed bridge. Most of the area is paved. Nonetheless, the Draft EA Report has addressed migratory birds in the larger area (e.g. Toronto Waterfront/ Toronto Islands).
<ul style="list-style-type: none"> P. 45 – The consultant did not identify any adverse effects on boating activity because they were paid by the proponents. Have not boaters identified problems? 	This is not true. The potential for effects on boating through the Western Gap has been examined and is thoroughly documented in the EA Report. Accommodations to the boating community have been built into the design of the Bridge and bridge schedule.
<ul style="list-style-type: none"> The waterfront is a special recreation area important to millions of city-dwellers not just nearby residents. 	The EA has considered the value of the area and the potential for impacts on all users of the waterfront.
<ul style="list-style-type: none"> Cumulative effects – the effects of energy projects in the Portlands combined with air pollution from increased aircraft should be taken into account. 	The EA has taken into account the potential effects the project could have on the Toronto air shed.
<ul style="list-style-type: none"> As the airport is under the same airshed as the Portlands Energy Centre and the TCPL who are all undergoing a Provincial EA, the TCCA expansion should also be subject to a Provincial EA. 	The EA is being conducted pursuant to applicable federal legislation.
EMAIL	
<ul style="list-style-type: none"> The addition of a bridge and any resulting increase in air traffic will have a noticeable and permanent impact on the physical reality of our waterfront. 	Comment noted.
<ul style="list-style-type: none"> The waterfront belongs to all Toronto residents. 	Comment noted.
<ul style="list-style-type: none"> The bridge and traffic will change the quality of life for residents – let’s figure out how bad it will be before we build it. 	These issues are addressed in the EA, which is being carried out prior to any proposed construction.
<ul style="list-style-type: none"> There is no need for the Fixed Link with Pearson International and its new direct rail connection from downtown Toronto. 	Comment noted.

Comment	Responses
<ul style="list-style-type: none"> The GTAA is grasping for business in a declining air travel market and a total of 5 runways at Pearson. 	Comment noted.
<ul style="list-style-type: none"> I support your plan and recommend it proceed. 	Comment noted.
<ul style="list-style-type: none"> I have enjoyed sailing and will continue to enjoy sailing into the harbour via the Western Gap – I do not accept that the link will provide a safety hazard. Any safety problem will be the fault of the boater not the Fixed Link. 	Comment noted.
<ul style="list-style-type: none"> The Fixed Link will provide a small impediment to my voyage but it is worth the enhancement that the link will provide to the city and its central airport. 	Comment noted.
<ul style="list-style-type: none"> The link is 20 years overdue. 	Comment noted.
<ul style="list-style-type: none"> Would it be possible to obtain a print of the proposed Fixed Link for use in my Toronto Sun Sunday column? 	Digital images of the bridge were provided.
<ul style="list-style-type: none"> I am appalled and dismayed that developers in our Toronto are able to buy off politicians. Corporate greed is shortsighted. 	Comment noted.
<ul style="list-style-type: none"> The proposed bridge is being paid for by our tax dollars. 	Comment noted.
<ul style="list-style-type: none"> The island airport needs to become a public park on a waterfront that has already been diminished by industrial interests. We need to preserve not destroy our waterfront. 	Comment noted.
<ul style="list-style-type: none"> Let's follow the example of Heathrow - London and expand plans for a fast rail link from the airport to downtown. 	Comment noted.
<ul style="list-style-type: none"> Please help to prevent an inevitable fiasco with the bridge that will not only destroy political careers, but also waste our time and money. 	Comment noted.
<ul style="list-style-type: none"> There is no mention in your EA about controlling fuel pollution. I regularly get oil scum on my balcony pond and on our rooftop reflecting pool from airplanes. 	Comment noted.

Comment	Responses
<ul style="list-style-type: none"> There is no mention in your EA about noise pollution. I am waken every morning with a series of gunshots that sometimes go on for an hour. 	<p>A full receptor based noise analysis was undertaken as part of this EA, and is documented in this EA Report.</p>
<ul style="list-style-type: none"> The EA was not advertised in advance – why was there no posting of this meeting in the neighbourhood? 	<p>Public notification of the EA and the likely date of the Open House was posted on the TPA website in April. Advance notice of the Open House was also provided in local newspapers. The May 24th Open House was advertised in the Globe and Mail, the Toronto Sun, the Toronto Star.</p>
<ul style="list-style-type: none"> It would seem necessary that I appeal to a government official to protect my rights as a citizen of a free country, from the TPA. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I thank you for the Open House that provided an opportunity to view your plans for a fixed link bridge. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> This area has developed as a thriving residential neighbourhood over the past decade – I would hope that we could build on this healthy situation and have the courage and vision to guard against any threatening development. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> As facilitators of the EA process, you have chosen to ignore recent changes to the population and use of the waterfront area as well as public opinion. 	<p>The EA has considered the current and proposed residential population in the study area.</p>
<ul style="list-style-type: none"> This EA process is neither objective nor fair. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I suggest you review the ethics of your clients before you put your name next to this project. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The airport expansion is a bad idea both for air pollution and quality of life issues. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> At a time when airlines are scaling back and when numbers using the airport are dropping, it makes no sense to expand in the present location. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The TPA is working for the good of itself, not the good of Toronto. 	<p>Comment noted.</p>

Comment	Responses
<ul style="list-style-type: none"> The TPA is not a department as defined under the Financial Administration Act and therefore the TB Heritage Buildings policy would not apply. Is there a building that might have heritage value at the Toronto Port Authority? Sometimes crown corporations agree to follow the policy on a voluntary basis or to seek heritage advice. 	<p>There are no buildings at the airport that will be affected by the construction and operation of the proposed Fixed Link Bridge.</p>
<ul style="list-style-type: none"> I think public washrooms for the homeless are a higher priority than a bridge to the island. Hygiene comes first. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I am against the airport expansion and the bridge basically for safety reasons on the water and in the air. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I am concerned about the impact on road congestion, traffic and the air pollution that larger planes will cause. 	<p>All of these issues have been examined as part of the EA.</p>
<ul style="list-style-type: none"> A bridge to the island airport will seriously decrease the value of our waterfront. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> I haven't heard anyone say this is a good idea – I will be pressing my MP to reject your proposal. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The expansion of the airport will cause problems in the area with noise, air and water pollution. 	<p>There is currently no proposed project to physically expand the TCCA.</p>
<ul style="list-style-type: none"> The noise from the new planes will mean that people living in the area will not be able to sit on their balconies, open any windows. It will also interfere with outdoor music concerts on the waterfront. 	<p>The EA is for the proposed Fixed Link Bridge although as part of the assessment, potential noise effects of a theoretical maximum passenger volume of up to 900,000 have been assessed.</p>
<ul style="list-style-type: none"> Things have changed from when the airport was first built; we now have about 20,000 people in the area. Please consider their safety. 	<p>As part of the 1998 EA, expected and pending developments were included in the assessment. We have since updated the existing and projected land use developments for this EA. Safety aspects including boat, vehicle and pedestrian traffic were considered in the assessment of the bridge.</p>
<ul style="list-style-type: none"> The bridge will cause traffic problems at the foot of Bathurst Street and problems with boaters waiting for the bridge to go up. 	<p>The schedule for the opening and closing of the bridge was designed to meet the demands of vehicle and boating traffic in the most efficient manner.</p>

Comment	Responses
<ul style="list-style-type: none"> Do not expand the Toronto Island Airport. 	Comment noted.
<ul style="list-style-type: none"> What is the maximum height of ships that can pass under the bridge when it is down? What is the planned opening schedule of the bridge? 	Vessels under 6 metres in height can pass under the fixed link without the fixed link needed to be open. An opening schedule was developed as part of the EA process and it is currently being reviewed.
<ul style="list-style-type: none"> Where and when is the TPA EA open house event? Where is the TPA's public repository for EA information pertaining to TCCA issues? 	Open house will be held on May 24 th , 2003. TPA's public repository is held at 60 Harbour Street, 2 nd floor.
<ul style="list-style-type: none"> Not enough time between the release of the EA and the public Open House 	The first Open House was intended to help interested members of the public understand the EA and the project better, and as a venue for providing comments and asking questions. It is expected that those interested in studying the EA in depth will do so by reviewing the report in detail and following up with questions and comments. The comment period on the Preliminary Draft EA Report lasted from the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30- day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months and will be supplemented by a second Open House on July 17.
<ul style="list-style-type: none"> Increased air traffic will harm the waterfront. 	An air quality analysis was carried out for this EA and is reflected in the Draft EA Report.
<ul style="list-style-type: none"> Bridge will make it difficult to navigate through the narrow passage that currently exists. 	Comment noted.
<ul style="list-style-type: none"> Suite à votre invitation au public, j'aimerais trouver la version française du document, publié par l'APT, et présenté au public en anglais, le Samedi 24 mai 2003. (<i>Would like a French version of the EA document</i>) 	Un version en langue français de l'Ébauche du rapport d'évaluation environnementale fut émise. (A French version of the Draft EA Report has been made available.)
Harbourfront Community Association	

Comment	Responses
<ul style="list-style-type: none"> Members of the Harbourfront Community Association would like to have access to a digital version of the comment form. Please send us a digital (word format) version or post it on the TPA website. 	<p>You may send comments via email, regular mail or by telephone. The paper comment form was specifically for the Open House. There is no necessity to use the comment form now.</p>
<ul style="list-style-type: none"> Is the deadline for submitting comments June 6th, or June 9th? We may be asking for an extension on the comment form deadline. 	<p>The deadline for comments on the Initial Draft EA Report was June 6th.</p>
<ul style="list-style-type: none"> Will we have a chance to provide comments on the final EA document? When is that coming out? 	<p>You will have additional opportunity to comment on this project following the issuance of the Draft EA Report, which will be released in June.</p>
<ul style="list-style-type: none"> At the Open House 200 people voted a lack of confidence in the TPA to conduct a fair, independent EA. The TPA should notify the Ministry of the Environment of this lack of confidence and of the need for a full independent EA with peer review. 	<p>Comments made at the Open House have been recorded within the EA Report.</p>
<ul style="list-style-type: none"> The EA carries forward outdated data from the 1998 EA and does not reflect the current situation. 	<p>Much of the previous information/analysis from the earlier EA process still applies. Where appropriate, data and analysis have been updated in this EA.</p>
<ul style="list-style-type: none"> Cumulative effects of the airport expansion need to be considered. 	<p>The potential for cumulative effects from any future increase in aircraft volumes was considered as part of this EA.</p>
<ul style="list-style-type: none"> There was virtually no notice of the Open House. 	<p>Public notification of the EA and the likely date of the Open House was posted on the TPA website in April. Advance notice of the Open House was also provided in local newspapers. The May 24th Open House was advertised in the Globe and Mail, the Toronto Sun, the Toronto Star.</p>
<ul style="list-style-type: none"> The EA document was not available long enough before the Open House. CEAA regulations are not being followed. 	<p>The first Open House was intended to help interested members of the public understand the EA and the project better, and as a venue for providing comments and asking questions. It is expected that those interested in studying the EA in depth will do so by reviewing the report in detail and following up with questions and comments. The comment period on the Preliminary Draft EA Report lasted from</p>

Comment	Responses
	the week of May 19 until June 6, and late-filed comments are still being considered along with the other comments received. In addition, an additional approximately 30- day review period is being provided to review the Draft EA Report, which is a relatively modest revision to the Preliminary Draft EA Report. In total, the effective review period will have been more than 2 months and will be supplemented by a second Open House on July 17.
<ul style="list-style-type: none"> • May I have a list of the Dillon employees and consultants who were involved in the preparation of the EA, along with their qualifications? 	<p>The principal Dillon employees responsible for the preparation of the EA are: Don P. McKinnon, a Senior Environmental Planner who specializes in EA Planning and Social Impact assessment; and Claudio Covelli, a Senior Transportation Planner with significant EA experience. In addition Dillon had a number of other specialists assisting them in the following areas:</p> <ul style="list-style-type: none"> • Noise and Air Quality • Bird Impacts • Stormwater • Terrestrial and Aquatic • Socio-Economic • Hydraulics • Soils
<ul style="list-style-type: none"> • Changes to the waterfront since 1998 are not taken into account in the EA especially the increase in the number of residents in the area. 	The EA has considered changes in the waterfront since the earlier EA was prepared. The waterfront has developed in the manner that was anticipated in the earlier EA.
<ul style="list-style-type: none"> • I am concerned with pollution (sound, water), safety, health and wildlife protection to name a few issues. 	These issues are addressed in the EA.
<ul style="list-style-type: none"> • I oppose any proposal to expand the Island Airport and build a fixed link as I sail on the Lake. 	Comment noted.
<ul style="list-style-type: none"> • The pro-Airport group is well financed and determined to overwhelm the community groups that oppose them. 	Comment noted.

Comment	Responses
<ul style="list-style-type: none"> Toronto has a history of viewing its lake access as a landfill opportunity, a sewage disposal facility or a runway extension. The waterfront from Ashbridge's Bay to the mouth of the Humber is an example of industrial and population by-product. 	Comment noted.
<ul style="list-style-type: none"> Why can't we get the same focus, funding and high pressure lobbying to solve the problem of dumping human waste into Lake Ontario? 	Comment noted.
<ul style="list-style-type: none"> Do not expand the Toronto Island Airport if it will directly or indirectly contribute to smog. I ride my bike everywhere and have always had a problem with smog. My father also has problems with smog. 	Comment noted. As part of this EA, an updated air quality analysis has been conducted and the results have been documented in this EA Report.
<ul style="list-style-type: none"> I attended City School and want to express my concern on the impacts expanding the island airport will have on the community especially the noise effect on the community center and schools. 	The potential for impact on the school/community centre were considered in the EA.
<ul style="list-style-type: none"> An issue of such magnitude to the local communities and the entire population of Toronto is being treated too flippantly. Dillon has a conflict of interest. 	The TPA is conducting an extensive screening level environmental assessment in accordance with applicable legislation, which requires consideration of the relevant environmental issues. It is being assisted in the exercise by Dillon, which has decades of experience in performing detailed environmental assessments across Canada pursuant to federal and provincial legislation. The TPA is relying on Dillon for its depth of relevant environmental assessment expertise, its reputation for scientific and professional objectivity with regulators, clients and the public, and its in-depth knowledge of the proposed bridge project.
<ul style="list-style-type: none"> With this process we don't have confidence in the TPA. 	Comment noted.
<ul style="list-style-type: none"> Why do we need the fixed link with the expansion to Pearson, an approved rail link and losses being suffered by the air travel industry? 	The fixed link is being proposed to improve emergency access at the TCCA.

Comment	Responses
<ul style="list-style-type: none"> It is important that this be complete, thorough, and impartial. I live on the north side of the Western Gap and I can't see more noise and air pollution being good for me. 	<p>As part of this EA, an updated air quality analysis has been conducted and the results have been documented in this EA Report.</p>
<ul style="list-style-type: none"> Your (Rosario Marchese) objections to the expansion of the city Island Airport are short sighted, myopic and misleading to the public. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> The talk on noise pollution increase is out of touch; I suggest you have a look at the cities suburban expansion plans. 	<p>We note that an updated noise and air quality assessment has been undertaken as part of this EA.</p>
<ul style="list-style-type: none"> What about the Front Street expansion adding a few thousand cars and trucks around residential areas? 	<p>The proposed Front Street Extension will extend westerly from Bathurst Street on the north side of the Gardiner Expressway. It is proposed to connect to the Gardiner Expressway just west of Strachan Avenue. The project is far enough removed that it is likely to have little impact on the traffic in the vicinity of the Fixed Link project. Arguably, by providing additional capacity into the downtown from the Gardiner/Lakeshore corridor, it provides more flexibility in the network. There is not expected to be any additional traffic through the Bathurst Quay neighbourhood south of Lakeshore Boulevard as a result of the Front Street Extension.</p>
<ul style="list-style-type: none"> Jets will not be used. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> You do not take into consideration that Toronto is a multipurpose city – with both commercial and residential areas combined. 	<p>The mixture of commercial and residential uses in the study area has been considered as part of this EA.</p>
<ul style="list-style-type: none"> The Toronto City Island Airport should stay and is integral to Toronto's character. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> You are incorrect in questioning the safety of the airport due to short runways. It is nonsense leading the public to believe that the runways will require lengthening. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> As for the safety of the buildings, an aircraft has not come near the buildings in the past. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Regarding safety of boats in the Western Gap – let them go 	<p>Comment noted.</p>

Comment	Responses
around the south side of the island.	
<ul style="list-style-type: none"> • A drawbridge that can open and close is an example of good and pre-emptive planning. 	Comment noted.
<ul style="list-style-type: none"> • The Island Airport has been there for 63 years and development never stopped – why would it stop now? Can you prove with facts that property values will drop? 	Comment noted.
<ul style="list-style-type: none"> • I think more time should be spent cleaning up the lake by limiting Toronto’s discharge of sewage and the flow of pollutants via the Don Valley and Humber River. 	Comment noted.
<ul style="list-style-type: none"> • The bridge would not impact the environment at all. If you want an EA, do one on the amounts of oil that are spilt into the lake from pleasure and commercial boaters. 	Comment noted.
<ul style="list-style-type: none"> • Toronto needs an island airport. Congestion makes it impossible to get to Pearson. The island won’t take away passengers from Pearson. Don’t forget about an EA if you’re building a rail link! Or for a proposed park that will require adding ferries and expanding terminals! 	Comment noted.
<ul style="list-style-type: none"> • A decline in passengers could be related to old an inadequate infrastructure (ferries). 	Comment noted.
<ul style="list-style-type: none"> • Your facts are not accurate on Meigs Field in Chicago. That airport closure had nothing to do with beautifying the city, but rather political gain. 	Comment noted.
<ul style="list-style-type: none"> • There are far greater problems in Toronto than the island airport that I suggest you spend your time on. Allow some modernization and allow the Island Airport to contribute to Toronto’s tax base and create jobs. 	Comment noted.
<ul style="list-style-type: none"> • I fully support the viability of the Island Airport and it will be a sad day in Toronto’s history if it is destroyed. 	Comment noted.

Comment	Responses
<ul style="list-style-type: none"> Your analysis only looks at environmental details in such a way as to have little adverse effect. However, together they show massive environmental degradation. 	<p>We disagree with this comment. The EA has considered a full range of environmental considerations both as direct effects and cumulative effects.</p>
<ul style="list-style-type: none"> We don't want more pollution and degradation than we already have. It is only for the good of a few people. 	<p>Comment noted.</p>
<p>Lake Ontario Waterkeeper</p>	
<ul style="list-style-type: none"> The EA is incomplete. There is not sufficient baseline data or detail regarding potential environmental impacts or appropriate mitigation measures to support the conclusion that the project is not likely to have significant adverse environmental effects. 	<p>Response to be provided.</p>
<ul style="list-style-type: none"> The comment period has been too short to allow for a thorough reading of the documents. We would urge the TPA to extend the comment period for future drafts and to ensure ease of access for members of the public. 	<p>Response to be provided.</p>
<ul style="list-style-type: none"> We have had numerous difficulties obtaining access to the documents in question and attempting to view the documents on the TPA website. Hard copies of the document were not available for sale or in kind at the Open House. 	<p>Response to be provided.</p>
<ul style="list-style-type: none"> Baseline data or an assessment of potential impacts on migratory birds was not included in the EA yet migratory birds do have a significant presence in the area. What monitoring program will be implemented to evaluate actual effects on migratory birds? 	<p>Response to be provided.</p>
<ul style="list-style-type: none"> The analysis of potential effects of increased air traffic appears to account only for air and emissions related impacts – what about the impacts on water quality, wildlife habitat and migratory birds? 	<p>Response to be provided.</p>

Comment	Responses
<ul style="list-style-type: none"> As snow has been plowed from airport land directly into Lake Ontario in the past, we are concerned that de-icing and/or snow removal activities may be introducing contaminants into Lake Ontario. We need to understand the quantity of contaminants used during TCCA activities and the effectiveness of the mitigation procedures. 	Response to be provided.
<ul style="list-style-type: none"> Because the city's stormwater overflows so regularly, we are concerned that discharging glycol into the city's sewer system will impact Lake Ontario. What monitoring program is in place to ensure that TCCA wastewater is being adequately treated? 	Response to be provided.
<ul style="list-style-type: none"> Many of the statements on water quality have the attitude that pollution from the Fixed Link would be acceptable on the grounds that it would be just one source among many. 	Response to be provided.
<ul style="list-style-type: none"> The draft EA states that since the entire habitat along the Western Channel is degraded, the impacts are not considered significant. This directly contradicts the province of Ontario's policy regarding degraded waterways. 	Response to be provided.
<ul style="list-style-type: none"> Where is the aquatic environment and water quality baseline report? 	Response to be provided.
<ul style="list-style-type: none"> Where is the fish habitat compensation proposal? What has been done to update the fisheries data? 	Response to be provided.
<ul style="list-style-type: none"> What are the grounds for the statement that the region is "not highly valued wildlife habitat"? Will the Fixed Link construction schedule accommodate spawning and nesting seasons? 	Response to be provided.
<ul style="list-style-type: none"> Have the terms of reference been made available to the public? 	Response to be provided.
<ul style="list-style-type: none"> Would it be possible to include a list of the required permits, applicable laws and regulations in the final EA? 	This request is under consideration.

Comment	Responses
Community Air	
<ul style="list-style-type: none"> The TPA has rebuffed our requests for discussion of scope, level of detail and conduct of the EA with community groups before commencing a new EA. 	Response to be provided.
<ul style="list-style-type: none"> The project description on the TPA website (April 17, 2003) does not match the comprehensive airport expansion proposal currently before Toronto City Council. This false project description renders the notification null and void. 	Response to be provided.
<ul style="list-style-type: none"> The omission of federal responsible authorities interferes with public understanding of the true nature and extent of the EA 	Response to be provided.
<ul style="list-style-type: none"> There wasn't enough time before the Open House to digest the great lump of undifferentiated material. There was no real repository until after the public meeting. Thus responding effectively by June 6th is unreasonable. 	Response to be provided.
<ul style="list-style-type: none"> We request that the TPA notify the Minister of the Environment to intervene with an independent full panel EA and peer review. Please confirm that these concerns have been voiced to the Ministry. 	Response to be provided.
<ul style="list-style-type: none"> Sufficient information was not provided on the process of public involvement over the upcoming months. 	Response to be provided.
<ul style="list-style-type: none"> The TPA is rushing through the EA process. 	Response to be provided.
<ul style="list-style-type: none"> A full EA with review panel should be conducted. TPA is obligated to act in a fair and transparent manner with the public; it has failed to do so with its prior and current approach to its proposed fixed link bridge proposal. Conflict of interest 	<p>The TPA is conducting an extensive screening level environmental assessment in accordance with applicable legislation, which requires consideration of the relevant environmental issues. It is being assisted in the exercise by Dillon, which has decades of experience in performing detailed environmental assessments across Canada pursuant to federal and provincial legislation. The TPA is relying on Dillon for its depth of relevant environmental assessment expertise, its reputation for scientific and professional objectivity with regulators, clients and the public, and its in-depth knowledge of the proposed bridge project.</p>

Comment	Responses
<ul style="list-style-type: none"> TPA is conducting the environmental screening as an afterthought and with undue haste. 	<p>The project has been the subject of an environmental effect assessment involving the TPA (and its predecessor the THC) since the mid 1990's.</p>
<ul style="list-style-type: none"> Environment is not a top priority for the TPA (6 months spent on financing, construction, tendering) while only 6 weeks were spent on EA process. 	<p>The project has been the subject of an environmental effect assessment involving the TPA (and its predecessor the THC) since the mid 1990's.</p>
<ul style="list-style-type: none"> EA limited to safety issues, scope should consider the effect of increased air traffic. 	<p>The potential effects of a potential future increase in passenger volumes at the TCCA have been taken into account in this EA in the cumulative effects analysis.</p>
<ul style="list-style-type: none"> TPA is building the bridge to promote an increase in air traffic 	<p>Comment noted.</p>
<p>TELEPHONE MESSAGES.</p>	
<ul style="list-style-type: none"> What is the time frame for providing feed back on the EA? 	<p>It was communicated that the deadline for providing feedback on the Preliminary Draft EA as June 6th, 2003.</p>
<ul style="list-style-type: none"> We would like to make an appointment to view additional documents available at the public registry. 	<p>An opportunity was made available to review the EA report at the TPA offices.</p>
<ul style="list-style-type: none"> We (Harbourfront Community Association) would like a digital version of the comment form. Can you confirm the submission date for comments? Can this be extended? 	<p>TPA provided response to this comment indicating that comments do not need to be submitted on the comment TPA provided response to this comment indicating that comments do not need to be submitted on the comment form.</p>
<ul style="list-style-type: none"> Could you call to confirm that you received the email I sent with comments on the Draft EA. 	<p>The TPA responded to indicate that the comment was received and would be responded to</p>
<p>MAILED COMMENTS</p>	
<ul style="list-style-type: none"> We are against the bridge and expansion of the Toronto Island Airport. There is too much noise and pollution already. The large city should have their airport outside the city. 	<p>There is currently no proposed project to physically expand the TCCA.</p>
<ul style="list-style-type: none"> This project will serve business interests at the expense of all of Toronto's citizens. 	<p>Comment noted.</p>

Comment	Responses
<ul style="list-style-type: none"> I am not in favour of the bridge or expansion of the airport. 	Comment noted.
FAXED COMMENTS	
<ul style="list-style-type: none"> I propose to move the “checking in” function to the mainland to eliminate environmental concerns and keep vehicles off the island. 	Comment noted.
<ul style="list-style-type: none"> I envision using the southern-most silos of Canada Malting as the reception and check-in, with passengers traversing up the silo and crossing the channel on foot or by golf cart on a bridge resting on the easterly building at the other end. 	Comment noted.