

**Toronto
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**Administration
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March 27, 2012

Councillor Adam Vaughan
City of Toronto
100 Queen Street West
Toronto, Ontario M5H 2N2

Dear Councillor Vaughan:

Re: Billy Bishop Toronto City Airport

Thank you for reviewing our letter of March 23, 2012.

I take this opportunity to respond to your recent correspondence with TPA management, and would like to clarify yet again the continued misunderstandings that you appear to have regarding various issues involving the Toronto Port Authority and the Billy Bishop Toronto City Airport (“BBTCA”). This letter is in keeping with previous correspondence along similar lines regarding your other misunderstandings and/or misrepresentations (June 27, 2008, August 28, 2009, October 20, 2010, December 1, 2010, September 13, 2011 and March 23, 2012), all of which are available at www.torontoport.com.

I have included your various statements and/or claims at the Toronto & East York Community Council meeting, and from your email of March 23, 2102, in italics for reference purposes:

“If the TPA would table and ratify a construction management plan for both the tinnel (sic) and the parking queing areas as promised perhaps trust would be possible.”

The TPA tabled a construction management plan with City staff on March 14th, 2012, even though it was not a requirement for Site Plan approval. This was made available to you by City staff prior to the March 20th Community Council Meeting.

The tunnel / watermain / utility main project is a partnership with the City to build much needed infrastructure in your Ward. The project also incorporates a planned off-site taxi corall in the Malting Lands, which you supported, and which resolves the neighbourhood’s concerns about taxi staging. It is not a lark for the TPA’s sole benefit.

“Taxi drivers pee in the park and in the school yard. How many times is the TPA going to complain that they haven’t been told about this.”

This is not an issue of whether we are aware of your complaint, but whether there has been any factual information to support your claims. As we have received none to date, despite numerous requests, we can only assume this is an issue without substance. Nonetheless, TPA management has indicated in the Site Plan application that we will install appropriate washroom facilities.

All you did in your March 23, 2102 responding email was repeat your original claim, and ask why we pretend we hadn’t heard of it previously. You must admit that’s a bit transparent.

As you know, the City of Toronto is responsible for managing taxis via the Municipal Licensing & Standards Division. If there are specific charges to be brought against taxicab brokers, owners or drivers, we encourage you to involve your City officials in this regard. The TPA has no authority to over these individuals, even if we did have specific facts about the behaviours you cite. You claim to, however, and we encourage you to utilize it with the Municipal Licensing & Standards Division where the facts support an enforcement action. They can be reached at 416-392-6700.

“...the TPA has...a Court action against [the City installing] speed bumps that would slow taxies down [on Eireann Quay]....” “I’ve read your letter threatening legal action.”

First you declare the TPA had a “Court action against the City regarding speed bump installation”, as you claimed on Global television on March 9, 2012.¹ Now it is a “threatening letter”.²

This is nonsense. The TPA has written to the City to provide a perspective that speed bumps were ill-conceived and certainly not a solution to congestion. I note that you continue to completely ignore the fact that it is City of Toronto staff who recommended against the installation of speed bumps or other traffic calming measures on the streets leading to the BBTCA in 2010 as they were “not warranted”.

¹

<http://www.vancouversun.com/news/Video+Ground+broken+Toronto+island+airport+tunnel/6278875/story.html>

² March 23, 2012 email correspondence

“I never said the ‘TPA’ had any objection [to red light cameras]. Maybe that's why the attributed reference is in brackets. Perhaps your new mgr mistook tps (toronto police service) for TPA.”

Perhaps you should have a look at the actual media coverage³ of your speech to last week's Toronto and East York Community Council:

“Local councillor Adam Vaughan brought forward a motion to require the airport comply with a range of demands the city had made over the years before the site plan would be released. Among the conditions: that traffic calming and red light cameras at Queen's Quay and Eireann Quay be installed immediately....”

According to the published report, you claim that the “City” has demanded for “years” that “the airport comply” with “traffic calming and red light cameras at Queen's Quay and Eireann Quay,” and that you wouldn't approve the “site plan” without the TPA meeting these “conditions”.

Are you now saying that you didn't tell the public meeting that the TPA has ignored, for years, “City demands” for traffic calming measures and red light cameras? If you believe the press misquoted you, or that I've incorrectly attributed these views and statements to you, there is a tape recording of your speech available should you like to review it.

In the absence of you taking that step, it appears that you misled the audience and your fellow councillors on March 20th, 2012. As the correspondence over the past four years demonstrates, truth and facts do not always feature in your statements regarding the BBTCA.

“We are demanding tree plantings [on the Canada Malting site].”⁴

“Tree planting; planting some unidentified twigs here and there is not the point. Your site plan application does not protect the daycare.”⁵

Your original “demand” was for “tree plantings”, as though none were planned. I see that you now acknowledge that the original TPA site plan already involves the planting of dozens of new trees.

As per our letter of March 23, 2012: *“If there is more to be done there, please let us know.”* It sounds as though you want to add to our original plan; understood. We appreciate that you are now admitting that our site plan did involve the planting of many new trees.

³ *Inside Toronto*, David Nickle, March 20, 2012: <http://www.insidetoronto.com/print/1320452>

⁴ Toronto and East York Community Council, March 20, 2012

⁵ March 23, 2012 email correspondence

Although the TPA is a short term tenant on the site, a site which has already been slated for redevelopment by its owner – the City of Toronto – we are committed to ensuring it is used appropriately for the duration of our lease.

“Nov 30 has come and gone and as predicted the TPA still hasn't paid the city the amount claimed [under PILTs].”

As the City Manager will attest, we are trying very hard and in good faith to settle the issue of how much of a PILT the TPA should be paying on certain of its properties. It was our request to insert the issue of PILTs, and a deadline⁶ for a settlement of this matter, into last July's tunnel / watermain Agreement. We would appreciate any help you can provide in bringing about a fair settlement for both sides. I will remind you that, to date, the TPA has already voluntarily paid the City of Toronto \$9 million towards the eventual aggregate PILT figure payable, as a gesture of our good faith and desire to “pay our taxes”. We've been prepared to ask for a new PILT Dispute Advisory Panel for more than a year, but have held off in the hopes that this could be settled expeditiously.

“Sound barriers”

With regard to sound barriers, it appears that you are out of date on this topic. The construction of the BBTCA noise barrier began earlier this year, following a thorough Environmental Assessment and public consultation process. A press release to this effect was issued by the TPA on February 21, 2012. Following installation, the TPA will work in partnership with the community to develop artwork for the city-facing side of the noise barrier, as was also previously announced.

“Ornge - I stand by my statement. City Land - told you so. Harbour Wall - I stand by my statement.”

On the subjects of Ornge and Harbour Walls, the facts we've raised in earlier letters remain the case. You are free to “stand” by “your statements”, of course, but they remain erroneous at this point; unless you've subsequently amended them to fit reality.

I don't know what you mean by “City Land – told you so.”

“When is the TPA ever going to make life better for these residents?”

We are trying our best on that front. Over the past 24 months, the TPA has pursued every available, practical initiative with regards to reducing the impact of the airport on the neighbouring community.

The impact of the 2009 Noise Contour Study, which led to an increase to 202 daily commercial airline slots, was mitigated by the 2010 decision of the TPA Board of

⁶ As the City Manager will also attest, we sought an earlier deadline than the October 31, 2011 deadline that the City staff ultimately agreed to.

Directors to grant no early morning or late evening slots during the 2010 and 2011 RFP processes that awarded additional commercial airline services.

The permanent Community Liaison Committee has met 5 times since it was created in 2011. I note that you have only attended the first of such meetings, despite requesting that a permanent slot be created for you. I assume your ongoing absence is an indication of the success this important forum has been for the community

The annual update on the Jacobs Consultancy Report's 16 recommendations will be issued in the coming weeks. In addition to implementing the recommendations of the 2010 Jacobs Report, the TPA's other community commitments include:

- Financial support to the Harbourfront Community Centre's (HCC) expansion of its Room 13 program, an internationally known leadership program for at-risk youth aged 13-17 that builds entrepreneurial, management, and teamwork skills.
- Financial support for the 2012 Reel Artists Film Festival, which was held at the TIFF Bell Lightbox from February 22-26.
- Financial support for Harbourfront's 2012 summer programming, following the TPA's successful 2011 role as Harbourfront's *Lead Summer Partner*.
- Support for the annual Disabled Sailing Association of Ontario regatta.
- Support for the World Wildlife Federation's Great Canadian Shoreline Cleanup.
- Leadership and financial support for the popular Sail-In Cinema.
- Financial support for *ProAction, Cops & Kids*.

The TPA has also created a comprehensive operational noise management program, implemented last Spring, that includes a noise management office with dedicated staff, state of the art technology to track aircraft noise, and a monthly public reporting mechanism on the website. This model is based on a similar program in place at Pearson Airport.

In 2011, total complaints about aircraft activity were down 33 per cent from the previous year. Of the total of 216 aircraft related complaints, fewer than one third were related to commercial activity, even though the total number of commercial aircraft movements grew in 2011.

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Thank you for the added opportunity to address these various matters. If you would like any further detail, our team remains ready, as always, to assist.

Respectfully,


Mark McQueen
Chairman

cc: *His Worship Mayor Rob Ford*
Mark McAllister, Global Television