

June 27, 2008

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

Dear Councillor Vaughan:

Many thanks for agreeing to meet with me on June 12th. I enjoyed the opportunity to introduce myself, and to personally assure you of the sincerity of my public comments regarding the Toronto Port Authority's ("TPA") desire to turn the page on the TPA's relationship with the City of Toronto under the previous federal government.

I have looked into each of the matters you raised, and am pleased to report the following:

1. Libel Suits against you personally:

As I mentioned during our meeting, I was stunned to hear that you were "being sued" by the TPA for Libel regarding comments you've made in the past regarding the Q400 aircraft. I am advised by TPA staff that this is not the case, and was delighted to hear this news. If there is outstanding litigation against you of this nature, I am assured by TPA staff that TPA is not a Plaintiff in any such action.

2. Bathurst Street Sidewalk:

The TPA is not opposed to the construction of a sidewalk. I am advised that the only concerns that have been raised by TPA staff are to ensure pedestrian safety in light of the existing activity on Bathurst Street. I understand that TPA Staff and City Staff are setting a meeting time to have a "without prejudice" discussion regarding the City's proposed location of a new sidewalk.

3. National Club Dockwall:

As you know, TPA does not own this asset, although we share your concern regarding the adjudication of this situation. We have been in contact with the Province regarding the repair of the dockwall in the Western Gap. We continue to monitor the situation and are hopeful of a near term resolution. Unfortunately, this is not an issue where we can influence the outcome.

4. Tip Top Phase II:

With respect to the Tip Top Phase II construction, I am advised that Nav Canada has raised concerns regarding the specific location of an element of this project and that they are working constructively with a navigational expert retained by the Tip Top Phase II developers. Like you, we are mindful of the impact that any construction project may have on the safety of commercial and private users of TCCA, and trust that the Nav Canada team is approaching this issue in a dispassionate manner.

5. "Toronto Museum":

We are aware that the City of Toronto Council recently approved the pursuit of the construction of a "Toronto Museum" at the foot of Bathurst Street. Our Airport Director, Ken Lundy, will continue to work with City Staff on the planning and development aspects of the proposed site. As you said during our meeting, this presents an excellent opportunity for City Staff and the TPA to beautify the area around the ferry dockwall and adjacent parking lots, without undermining the practical needs of the tens of thousands of Torontonians who utilize the TCCA each and every month.

6. TCCA noise complaints:

In the area of noise, I think you and I are in absolute agreement regarding the basic principle that TCCA users need to comply with both the spirit and the letter of the Tripartite Agreement. In light of the many thousands of residents along the waterfront, it must be acknowledged that TPA received complaints from only 44 citizens during the month of May; any extremely low percentage of the relevant population base. And while we naturally strive for zero complaints, this compares well in my mind to what I assume were the 1,000+ different complaints that each City Councillor received regarding snow removal, for example, during the month of February 2008.

As I mentioned during our meeting, approximately 15% of these noise complaints appear to have been related to the Province of Ontario's Air Ambulance. You may find it interesting that just last week, this very Air Ambulance flew over my home (situated well north of Bloor Street) on two different occasions, likely on the way to the Hospital for Sick Children; I did not call my City Councillor or MPP to complain of the loud noise that is generated by a low flying helicopter. I was just hopeful that the young occupant got the emergency care he/she required, and am glad that we live in a society that can afford such life-saving tools.

We must agree that:

- i) The Air Ambulance has been based at TCCA since 1991, long before many of the buildings were constructed anywhere near the TCCA site;
- ii) It is not for the TPA to second guess where the emergency professionals who work for the Province of Ontario believe the Air Ambulance should be based;

- iii) As Canada's largest City, Toronto needs to have such tools close at hand. Balmoral Avenue would be also quieter if it didn't have a Pumper Truck in that Firehall, Chaplin would be quieter if not for the Metro Ambulance depot at Eglinton, South Rosedale would be quieter if not for the Sherbourne / Bloor Aerial Truck; the East Annex Heritage District would be quieter if not for the restaurants at "Ave & Dav". Living in a City involves some ambient noise, whichever neighbourhood you choose to reside in;
- iv) It is due to Toronto's history that many of the key hospitals are located downtown, which is the sole reason why several such Air Ambulance flights occur each day in the downtown core, and to-and-from the TCCA;
- v) If the residents along the Waterfront who call the TPA to complain about the movements of the Air Ambulance had children or grandchildren involved with these life-saving flights, they would undoubtedly feel differently about its presence at the TCCA, or anywhere else for that matter.

That being said, in light of one specifically unfortunate commercially-generated post-11:00 p.m. noise event, TPA has begun a new initiative with Transport Canada to develop regulations to enforce curfew violations. At the present time, to my surprise, no such regulations exist. TPA Staff are on top of this and will report to the Board as soon as Transport Canada is in a position to assist with this situation.

I have spoken to the Chief Executive Officer of Porter Airlines personally regarding this issue. I have impressed upon him our desire to avoid any excessive noise, or circumstances where the airline might be active late in the day or early in the morning. He is sensitive to our concerns, and is actively attempting to find a long term solution to the 11:00 p.m. issue in particular.

7. PILTs:

With respect to PILTs, I understand that the decision of the Dispute Advisory Panel is expected any day now. Once that Panel gives its advice, the TPA Board of Directors will be in a position to deal with this important issue.

8. TPA's 2007 financial statements:

With respect to the timing of the release of the 2007 financial statements, they were approved at a Board meeting earlier this week and will be posted on our website in the near term.


Again, thank you for agreeing to meet with me. As I advised during our meeting, the TPA Board is very keen to work constructively with the City on our many areas of mutual interest. If there ever comes a time when you feel the need to involve the TPA Board on an issue, I encourage you to do so. And while we and City representatives may agree to disagree at times, I believe the opportunity to discuss issues is far better than this pre-existing situation where the City didn't talk to the TPA, and the TPA didn't believe it could get a fair hearing with the City on any and all issues.

The best way for us each to address the other's concerns is through an ongoing dialogue. City Council's recent decision to consider candidates for the ultimate appointment of a City representative to the TPA Board of Directors is an excellent step in that direction.

As an aside, I do not see myself as a "Tory patronage appointment", as you were quoted in the Globe and Mail earlier this week. To ensure that the TPA is not seen to be a place of "patronage", at a meeting in March 2008 our Board did away with the \$50,000 annual salary for the Board Chair. As I mentioned to you during my meeting, all of my own Board meeting fees are donated to local charities each year, and I am therefore a volunteer who is trying to make our City a better place to live. These donations, in a small way, improve several organizations that are used by your constituents with much regularity.

We both want the same thing: to improve the City of Toronto as a place to live and work. I look forward to working with you and your colleagues to achieve that end.

Respectfully,



Mark McQueen
Chairman of the Board
Toronto Port Authority

Cc: His Worship David Miller,
Mayor, City of Toronto

Lisa Raitt,
President & Chief Executive Officer, Toronto Port Authority