

**Toronto
Port
Authority**



**Administration
Portuaire
de Toronto**

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April 23, 2012

Mr. Brian Iler
Iler Campbell LLP
150 John Street, 7th floor
Toronto, ON M5V 3E3

Dear Brian:

I am responding to your e mail of April 3rd, 2012

I think it is important to provide some background. The March 28th meeting offered an important opportunity for the public to have further insight into the Toronto Port Authority's plans to relocate taxis from the finger lot staging area on Eirreann Quay, to a better controlled closed corral system in the vacant Canada Malting Lands (CMS). This follows on the back of 4 Airport Community Liaison meetings (May 25, 2011; Sept 22, 2011; Nov 17, 2011; and Jan 18, 2012) where the taxi planning issue was an agenda item presented and discussed. We also met with the local Councillor Vaughan early on in April 2011, and followed up several times with his staff on developments. Lastly you should be aware we have had at least 4 consultations with HCC, Daycare, TDSB and parent council on the taxi staging plans for CMS in the past year, dating back to April 2011.

The local community has for some time requested and supported a TPA initiative to relocate the taxis queuing area as part of our commitment to better manage traffic on Eirreann Quay. The TPA has looked for a suitable location to stage the taxis for a better part of 2 years. The City of Toronto offered to lease the CMS lands to us for this specific purpose, as part of its successful discussions to have the replacement water and sewer mains serving the Toronto Islands incorporated into the pedestrian tunnel project. In November 2011, a site plan application was made to the City, and on March 5th the TPA submitted its final plans and fulfilled all known obligations. On March 9th the City issued a staff report, recommending in favour of granting approval.

On March 20th the local Councillor decided to take the application to Local Community Council, which has since twice held up the process on requirements not in any way legally required under the site plan process. The TPA acknowledges the local Councillor's right to take the application to local Community Council, but only for legitimate reasons under policy and law. The issues you refer to, such as speed humps, traffic lights, public access to parking, taxi driver behaviours, PILTS etc. are not part of the required site plan approval process, as you well know. The net result of the rhetoric and deferrals is a lack of clarity and a delay on implementing a promised solution for the public good. I appreciate you may not feel the taxi Corral solution proposed is ideal, but it should be noted it is the best solution on the table, and both the local Councillor and the various community associations who do offer a legitimate voice for the community are on the record for supporting the proposal as an important first step. Your action to support the blockade of the proposed solution seems at odds with this fact.

In terms of the March 28th meeting, you make a number of claims. On the issue of PILTS you incorrectly assert that the TPA has avoided paying its fair share of obligations as required under policy "for too long". In fact, the TPA has continued in good faith negotiations with the City on this issue, and as part of our initiative, insisted on a specified date to have the outstanding matters resolved by end of year 2011. The City agreed to have this added into our Master Agreement, which was then sent to City Council and approved by a 2/3 majority vote on July 13th, 2011. Additionally the TPA has continued to make payments to the City throughout the discussion period. Both parties are working hard to reach agreement and are doing so in good faith. It was for this reason that I felt obligated to correct the statements made, and offered the opportunity to the City staff present at the meeting on March 28th to make comment.

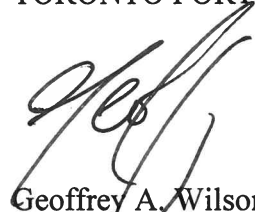
You note that you feel excluded from participation on the Airport Community Liaison Committee. The make-up of the 14 member Committee follows industry best practices and Pearson Airport's successful model. It includes among others Councillor's Vaughan and McConnell, Waterfront Toronto, The Waterfront BIA, and 4 important local community reps representing BQNA, YQNA, TICA, and the City representative. They were each asked to submit a nomination for their representative. I should note that there have been 5 Committee meetings to date, all open to the public, and deputations are welcome through a committee member.

You also assert that Jim Faught of LURA was unable to facilitate the meeting with appropriate professional impartiality. I would argue that he fulfilled his obligations to a high level, given he made clear the standard code of conduct for the meeting and made it clear how questions and answers would be handled. LURA is a highly skilled facilitator of public meetings and well familiar with city and waterfront issues. I understand your frustrations in not qualifying, in the circumstances, for the right to have the microphone, but trust in LURA's judgment on this matter.

The TPA will continue to dialogue and work with the community and do the best we can in balancing their stated needs, with our airport operation. It is my continuing commitment to do so.

Sincerely,

TORONTO PORT AUTHORITY

A handwritten signature in black ink, appearing to read 'G. Wilson', written over the printed name.

Geoffrey A. Wilson
President & Chief Executive Officer