



MEMO

TO: Gene Cabral – Toronto Port Authority
Ken Lundy – Toronto Port Authority

FROM: Claudio Covelli

DATE: January 16, 2014

SUBJECT: Review of BA's *Transportation Assessment of Proposed Jet Activity Summary Report, November 27, 2013*

OUR FILE: 12-6589-4000-01

After our review with the TPA and your concurrence, please find attached a summary of the main findings associated with the review of BA's *Transportation Assessment of Proposed Jet Activity Summary Report, November 27, 2013*. The BA report was prepared as part of the City of Toronto study team reviewing the impacts of the proposal by Porter Airlines to operate the new Bombardier CS100 Jet at Billy Bishop Toronto City Airport.

The summary is of the main findings and is at a high level, recognizing there are ongoing working group discussions with the City of Toronto on ground side transportation issues on this matter.



Summary of Main Comments on BA's November 27, 2013 Transportation Assessment Report

1. The report's suggestion is to place a cap, via a Tripartite Agreement amendment, on the number of hourly flights to eliminate the need for major infrastructure improvements (Dan Leckie Way southerly extension, pedestrian tunnel extension to the north, major LRT upgrades). However, the need for such major improvements comes from an assumption that the hourly flights number could double. This is an unrealistic assumption. The TPA suggests that the City work with the TPA to determine reasonable parameters to use in determining potential infrastructure improvements that may be required and their timing. This work has actually commenced in December 2013 with established working groups including the TPA and their consultants with City staff.
2. Another suggestion from the report is to mandate, via a Tripartite Agreement amendment, that the TPA achieve minimum targets for modal splits and that sanctions be put in-place if these are not met. Although modal split targets could be forecast and the effectiveness of any measures implemented to influence modal shift could be monitored, achieving the desired shift has to be a cooperative endeavor involving numerous stakeholders and cannot be solely the responsibility of the TPA. For this reason the TPA does not consider the inclusion of sanctions as appropriate. As an alternative, the TPA would be agreeable to working with the City in setting modal split targets, developing strategies for encouraging the shift away from cars and taxis and in monitoring the effectiveness of the measures.
3. The report suggests that the City should re-open the subject of introducing speed humps on Eireann Quay. The need for speed humps on Eireann Quay south of the Queens Quay intersection has not been justified. It would also be unusual to implement a raised crosswalk at this signalized intersection and City staff have indicated they would not support the raised crosswalk.
4. The TPA agrees with the continuation of the use of the Canada Malting site until a local alternative is available. The TPA would like to continue to address these options as part of the Strategic Transportation Planning and/or this jets request assessment and to assist the City in the short and long term planning for the Canada Malting site. Subject to timelines for the continued use of the site, the TPA would invest capital improvements that would mutually benefit several stakeholders and could be justified with the longer term use of the location.
5. The TPA is in general agreement with many of the shorter to medium term improvements that have been noted, such as:
 - Streamlining and/or expanding the pick-up and drop-off area
 - Improving shuttle bus access



- Providing an improved pedestrian environment in the area
- Improving access to the TTC streetcar

The TPA has been addressing these and other local transportation and operations improvements on an ongoing basis and will continue to do so in coordination with the City and local community. We believe once the tunnel construction activities are finished that there is considerable potential in the short term for converting the Canada Malting site into a more efficient transportation facility with consolidating and enhancing community parking, parkland and waterfront/Ireland Park access. The above short term improvements can be achieved when combined with other potential improvements along the Eireann Quay right-of-way and the TPA's current Finger Lot. We recommend that these shorter term options for the area be part of further discussions with the City and community.

6. The recommendation to provide additional vehicle storage for left turning vehicles on Lake Shore Boulevard (from the east) to Dan Leckie Way (to the south) may prove difficult due to the existence of up to four Gardiner Expressway deck support columns that could effectively constrain the implementation of a storage lane extension to the east and if feasible would be quite costly. The TPA is supportive of the concept but a further analysis is required to ensure it can be implemented.
7. TPA has an agreement to maintain the number of long term parking spots for airport customers with TPA's parking operator in connection with settlement of the City's cancellation of the previously approved Bridge to the Airport. In connection with construction of the new pedestrian tunnel to the Airport, permanent elimination of the parking that did exist at the foot of Eireann Quay was required (26 spots). These parking spots make up the longer term parking on the current Canada Malting site layout and if they are eliminated from that location, would have to be replaced nearby.
8. Given that, at an absolute minimum, one complete lane in the Finger Lot is needed for large vehicle staging, using the existing west curb lane for an expanded pedestrian sidewalk with canopy would create a situation where the use of the remaining lane for ferry bound vehicles would conflict with the additional vehicle pick-up drop-off activity that is proposed in the report for this lane. The TPA is supportive of additional pick-up and drop-off in the Finger Lot. An appropriate design (i.e. wider) of the curb lane is necessary to allow this to happen. Further, the TPA is supportive of the covered walkway and an appropriate design of this would be necessary that doesn't interfere with the operation of the Finger Lot lanes.
9. With the construction of any new major transportation infrastructure along or under Eireann Quay (e.g. pedestrian tunnel, LRT) it must be recognized that this roadway is the only access road in and out of the terminal and all traffic would have to be maintained throughout, for example, a two+ year construction period for the major underground works. Alternative access



will have to be provided. Construction of such a major facility as the underpass LRT loop may only be feasible once an alternative access to Eireann Quay has been established (e.g. Dan Leckie Way extension). This potential new access is considered a long term facility that should be considered with the re-development of the Canada Malting site.

10. The TPA suggests that longer term infrastructure improvements for the area be assessed including consideration of the ultimate use of the Canada Malting site.