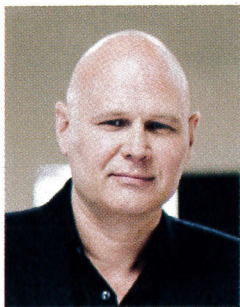


# AN EXPANDED ISLAND AIRPORT

is good for Toronto's real estate economy



Brad J. Lamb is president of Lamb Development Corp., one of Canada's leading condominium development companies, as well as Brad J. Lamb Realty, Toronto's top condo real estate brokerage. Over the last 25 years he has successfully led the marketing and sales programs for over 100 condominium projects in Toronto, Ottawa, Montreal and most recently Calgary. Visit [torontocondos.com](http://torontocondos.com) or follow Brad on Facebook, Instagram and Twitter @BradJLamb

I must admit that I am a Porter Airlines fan. I believe the company is running the best airline in North America. Its fleet of Bombardier Q400 turboprops are quiet. I know this because for three years, I lived in the south-facing penthouse at the Tip Top lofts and I was never bothered inside or outside by the noise of the aircraft. I really just didn't notice them coming or going. That's not to say I didn't notice the older aircraft using the airport. The older Cessna Float planes were a terrible noise nuisance and still are. Porter was no trouble at all.

From Tip Top, I could walk to the airport and access a terrific line up of short flights. While I have moved off of the waterfront, I still

use Porter exclusively when I can. I will only fly Porter when travelling to Ottawa, Montreal, NYC, Boston or Chicago. It is so terrifically convenient; I save several hours per return flight by not travelling to Pearson.

Then there is the aircraft. The Q400 turboprops are far better for the environment than any plane in service at Pearson. If you have to fly, and create greenhouse gasses, they're the best commercial aircraft on the market. You cannot fly, commercially, any Greener than the Q400.

I also think Porter in-flight service is the best in the industry. They offer coffee, beer, wine, water, pop, sandwiches and snacks. Their in-flight magazine is clever, stylish, informative and fun. This aircraft offers the most roomy and comfortable economy seat in North America. I have no complaints with legroom on Porter.

Canadians are hearing more and more about losing high-paying, skilled jobs to offshore or American corporations. Bombardier is a Canadian company and it actually makes these planes in Toronto. Thousands of people work at the Toronto Bombardier plant and they are very well paid. It is the only Canadian aircraft manufacturer left. It builds an amazing plane and we, as Canadians, should support it. Boeing, Airbus and Embraer are fighting every day to kill this company. We as Canadians need to know this and support Bombardier and their equipment. Porter helped put this plane on the map. Now, many airlines are buying these planes because of Porter's success. In fact, both Air Canada and West Jet just ordered a ton of these planes, but Porter was the pioneer.

Obviously, many people agree with me, as 2.5 million passengers flew on Porter in 2012, and more than 10 million have used the airline since the first flight. Toronto loves Porter, which now has 1,400 employees from a standing





start. These are good jobs; they also plan on hiring 1,000 more people with the expansion. Our economy needs these jobs. A new \$80-million tunnel is currently being constructed to make the trip to the island totally convenient. It is state of the art, and will move people faster and throughout the day without being held in ferry queues.

Porter Airlines wants to expand its services by introducing Bombardier's Whisper Jet CS100 to the island airport. Pratt & Whitney Canada is supplying the engines for the CS100; these engines put the "whisper" in the jet. They are assembled in Quebec.

I can tell you without any doubt in my mind, that if anything, the airport has added value to the waterfront and I believe that the CS100 jet service will continue to do so. The biggest users of the airport are the people who live and work downtown. In fact, waterfront prices have gone up since Porter has arrived.

Porter could have ordered Boeing, Airbus or Embraer jets; all as I said, are trying their best to squash Bombardier. Porter ordered Bombardier with Pratt & Whitney-designed engines. Neither Air Canada nor West Jet have done that. According to Porter's president, Robert Deluce, "It is the best aircraft in its class, by a mile." That decision could help push Bombardier into the big leagues.

Some people are saying that these jets are going to be too loud. Not so. The CS100 is the quietest passenger jet in production, hence being dubbed "whisper jets." On its maiden flights, some journalists claim they missed the takeoff because they were so quiet. The current Island Airport agreement calls for planes that haven't been grandfathered to emit less than 86.5 dB of sound on takeoff and approach. These whisper jets are rated at 85.7 dB, and the current silent Q400s are rated at 85.0. Sound will not be the issue.

Additionally, there is talk that the boating and yachting community will be affected by a 168- to 200-metre runway extension being proposed to accommodate the CS100s. This really isn't accurate, as the runway extension is contained within the current Marine Extension area. This is basically an area that boats are currently prohibited from entering that is clearly marked by buoys. Moreover, Transport Canada is likely to force a runway extension of

150 metres anyway as part of a new airport safety initiative. This means that the net extension at both ends could well be just 18 to 50 metres.

Everyone knows that jets are big polluters and big emitters of CO<sub>2</sub> gas. This is a fact. Porter is proposing to use these jets to travel to cities that the shorter range Q400s can't go to (Miami, Nassau, Las Vegas, San Francisco, L.A., Vancouver, Winnipeg, Edmonton and Calgary). Air Canada and West Jet are using Boeing 737s and Airbus 320s to get to these cities; these are far more polluting and less efficient than CS100s, which emit 20 per cent less CO<sub>2</sub>. The environment doesn't care if the emissions happen at Pearson or potentially at a new Pickering Airport. These emissions are airborne and will find the lake and water naturally, regardless of where they are emitted. The reality is that Porter's idea to use these jets is overall better for our environment, the water and the air. These are the Greenest jets available, and the only realistic answer for long-distance travel.

I was recently asked if the Island airport has reduced real estate values along the waterfront and in the city. The follow-up question was if the new jets would also contribute negatively to real estate values. Twenty-five years ago, I started my real estate career on the waterfront, and have sold almost \$8 billion of real estate since 1988 – some 21,000 properties. I can tell you without any doubt in my mind, that if anything, the airport has added value to the waterfront and I believe that the CS100 jet service will continue to do so. The biggest users of the airport are the people who live and work downtown. In fact, waterfront prices have gone up since Porter has arrived. The Pier 27 project commands Yorkville-type pricing for a front-row seat on the lake.

There is no good reason to stop the expansion, but there are many reasons to push it forward. I, for one will be first in line to buy a ticket on the new CS100.