

# Citizens for a Healthy Toronto Waterfront



## Citizens' Vision Statement for a Healthy Toronto Waterfront

co-created on October 30, 2013

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**“Citizens’ Vision Statement for a Healthy Toronto Waterfront,”**

serves as a guide to Councillors and the City's processes, ultimately leading to the vote in December, 2013.

It defines a collective citizens’ vision for a healthy waterfront with emphasis on preventing harm to Toronto’s Waterfront.

**If there is any doubt with respect to harm, Citizens for a Healthy Toronto Waterfront calls on the conscience of Councillors to vote NO to Porter’s proposal introducing jets and expanding Billy Bishop Toronto City Airport.**

*The vision statements in this document were co-created by 80 citizens on October 30, 2013.*

*The remaining document was compiled and written by Teresa Ascencao, Acting Coordinator, Citizens for a Healthy Toronto Waterfront*

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*Editing assistance was provided by Bill Freedman.*

# Executive Summary

## Toronto's Vulnerable Waterfront

Toronto's waterfront is a living, breathing gem. It hosts up to 17 million visitors per year, drawing constituents from all over Toronto and tourists, for relaxation and recreation. It is cottage country for many who do not have the means to go north for vacation. The waterfront is also home to thousands of residents.

Billy Bishop Toronto City Airport is a small airport located in the heart of Toronto. Its operations are on the Toronto Islands and its land entry point is within Bathurst Quay neighbourhood. Toronto Island hosts 300 homes, 2 daycares, a school, and an artists residency. The closest community to the airport, Bathurst Quay neighbourhood, consists of 2 schools, several daycares, 8 Condominiums, 4 Co-op residential buildings, 2 Toronto Community Housing apartment buildings, and marina residents who live on their boats. The schools and a daycare are just metres from the airport. Hanlan's Point Beach is located on Toronto Island, directly adjacent to the airport's eastern edge. The waters are filled with boats, kayaks, canoes, kite boarders and swimmers.

Only a hundred metres from the main airport runway is the home of a bird sanctuary. Another much larger sanctuary exists at the neighbouring Tommy Thompson Park, declared a Globally Significant Important Bird Area.<sup>1</sup> Several waterfowl species make their home along the shores and a variety of fish dwell in the lake waters. Other wildlife includes frogs, turtles, fox, beaver, muskrat and raccoons. These creatures are in addition to family pets who also enjoy this precious waterfront.

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<sup>1</sup> <http://tommythompsonpark.ca/natural-heritage/birds.dot>

## Citizens for a Healthy Toronto Waterfront

Citizens for a Healthy Toronto Waterfront are citizens concerned about human, environmental and wildlife health in context of the proposed jets and expansion of the Toronto island airport. Expanding the airport and introducing jets will increase air, water and noise pollution and introduce safety hazards. Expansion and jets are therefore unhealthy and will do harm to our waterfront.

## Vote Against Jets to Avoid Harm

In April 2013, Porter Airlines announced it wants to start flying jets out of Billy Bishop Toronto City Airport and lengthen the airport runways. This will yield an increase of flights, road traffic and fuel transportation and storage. Jets and airport expansion will significantly increase air, water and noise pollution and introduce safety hazards, posing serious health and safety risks to people, animals and natural habitat.

City Councillors' vote on December 16 will impact the health and safety of Toronto's waterfront for generations to come. Citizens for a Healthy Toronto Waterfront asks that Councillors acknowledge the health and safety risks. In addition, we draw Councillors attention to a serious lack of due processes, rushed assessments, and especially the lack of scientific information required to prove no harm will be done to Toronto's waterfront. All points of concern are listed here, and their supporting details are in the sections that follow the Executive Summary.

- evidence indicates that airport noise, water and air pollution and safety issues harm the health of people, natural habitat and wildlife
- proponents have yet to prove that expanding the airport and introducing jets will not harm Toronto's waterfront
- the health impact assessment has been rushed and there isn't enough time for citizens to review it properly before voting
- citizens were excluded from the health impact assessment
- never before has such a massive infrastructure been forced for voting at City Hall in such a short time frame
- corporate agendas are being pushed over the health of citizens and the environment

**With this knowledge in mind, especially if there is *any* doubt with respect to harm, Citizens for a Healthy Toronto Waterfront calls on the conscience of Councillors to vote NO to Porter's proposal that introduces jets and expands the island airport.**

## Expansion and Jets Will Do Harm!

Nov 15 *“The island airport is in two migratory bird flyways. I feel really sorry for the wildlife and birds ... constant low horrible engine sound, which I can hear clearly in my apt and find it hard to concentrate and read!”*

Nov 17 *“It's 9:40 pm and I find the engine sounds unbearable! I find it hard to read or concentrate in any way! It's getting worse and worse ... I don't find I can live here anymore! I feel sorry for the squirrels, the birds, the other wildlife.”*

Nov 18 *“The noise is giving me heart pains and also the pollution is burning my nostrils ... the engine sounds were so loud today, it was unbelievable!” Windward Coop is just 520 meters from the most southern runway at Billy Bishop airport. I want to move again!”*<sup>2</sup>

The messages above were posted by Anita Krajnc on Facebook during the month of November, 2013. She has since been applying to apartment buildings in new communities.

Expanding the island airport and introducing jets will do harm to our waterfront due to an increase in air, noise and water pollution and safety hazards that will impact citizens, the environment, pets and wildlife. This section lists a variety of studies and information demonstrating how airports, including Billy Bishop City Centre Airport, impact on the health and well being of communities.

### Air Pollution

- **Jet fuel exhaust** contains black carbon, ultra-fine particulate matter (UPM) and poly-aromatic hydrocarbons (PAHs). Black carbon has been associated with increased rates of lung diseases such as asthma and bronchitis, heart disease, sudden death and cancer. PAHs have been associated with increased cancer risk, disruptions in blood hormone levels, reproductive abnormalities in pregnant women and lower IQ scores in children.<sup>3</sup>
- **Jet fuel exhaust** can cause heart, lung and cancer risks, clots and inflammation, genetic disruption, hormonal imbalance, reproductive abnormalities, and lower IQ in children.<sup>4</sup>

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<sup>2</sup> Anita Krajnc gave permission to publish her name and quotes.

<sup>3</sup> <http://www.nowtoronto.com/news/story.cfm?content=195446> (Miriam Garfinkle and Susan Woolhouse, 2013)

<sup>4</sup> <http://www.healthimpactproject.org/resources/document/Santa-Monica-Airport.pdf> (Santa Monica Airport HIA, 2010)

- **Airport air pollution and general operations** close to surrounding neighbourhoods increases lifetime cancer risks in nearby residents by 22 times over the Environmental Protection Agency standard.<sup>5</sup>
- **Fuel combustion** particulate matter, including road and air traffic, is associated with lung cancer, cardiopulmonary disease, respiratory infections and death.<sup>6</sup>
- **Air pollution** may cause cardio vascular inflammation, exacerbate asthma, vascular and heart disease, lung cancer and it may lower lung capacity.<sup>7</sup>
- **Air pollution**, each year, as a result of ozone is killing 470,000 people, and causing 2.1 million deaths in relation to fine particulate matter. Air pollution increases respiratory and heart disease risks in young, elderly and vulnerable populations.<sup>8</sup>

## Water Pollution

- **Lakefill** over 100m<sup>3</sup> will result in a Harmful Alteration or Destruction (HAAD) of fish habitat and this loss will require compensation.<sup>9</sup>
- **Runoff from de-icing chemicals** poison and kill fish and wildlife.<sup>10</sup>
- **Runway chemical runoff** into the lake.<sup>11</sup>
- **Fuel leakage and spillage from refueling and storage** contaminates ground water and storm water that runs off into the lake.<sup>12</sup>
- **Runoff from parking lots, building roofs, aprons and taxiways, and other areas with hard surfaces** also run directly into the lake.<sup>13</sup>
- **Fuel dumping from flying aircraft** pollutes the lake with kerosene.<sup>14</sup>

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5 <http://www.healthimpactproject.org/resources/document/Santa-Monica-Airport.pdf> (Santa Monica Airport HIA, 2010)

6 [http://www.who.int/gho/phe/outdoor\\_air\\_pollution/en/index.html](http://www.who.int/gho/phe/outdoor_air_pollution/en/index.html) (World Health Organization, 2013)

7 <http://healthytorontowaterfront.org/wp-content/uploads/2013/11/Pieter-Jugovic.pdf> (Dr. Pieter Jogovic, 2013)

8 <http://iopscience.iop.org/1748-9326/8/3/034005/article> (Raquel A Silva, J Jason West, Yuqiang Zhang, Susan C. Anenberg, Jean-François Lamarque, Drew T. Shindell, William J Collins, Stig Dalsoren, Greg Faluvegi, Gerd Folberth, 2013)

9 <http://www.toronto.ca/legdocs/mmis/2013/cc/bgrd/backgroundfile-58197.pdf> (City of Toronto Staff Report, 2013)

10 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

11 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

12 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

13 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

14 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

## Noise Pollution

- **Aircraft noise** can cause sleep disturbance, reduced quality of life, and it may also increase morbidity and mortality from cardiovascular disease.<sup>15</sup>
- **Aircraft noise** can interfere with children's reading, motivation, language and speech acquisition, and memory.<sup>16</sup>
- **Jet aircraft noise** can impair children's longterm and short term memory, reading and speech perception.<sup>17</sup>
- **Chronic aircraft noise** correlates with children's impairment of reading comprehension and recognition memory. Annoyance from noise also implies impaired quality of life for children.<sup>18</sup>

## Endangerment to Wildlife and Natural Habitat

- **Airport expansion** on prime natural bird habitat and key migratory routes poses a long-term threat to migratory birds, including birds at risk of disappearing in Canada.<sup>19</sup>
- "If the island **airport expansion** is allowed to continue, the airport will play a major role in the destruction of a major natural habitat for wildlife in the city. A bird sanctuary exists less than one hundred metres from the longest airport runway. Several species of waterfowl make their homes along the shores. Fish abound in the waters. Turtles and frogs live in the island lagoons. Foxes, beavers, muskrats and raccoons are in abundance".<sup>20</sup>

## Safety Hazards

- **RESA** at the end of the runway will provide an area with an opportunity for birds to loaf in proximity to deep water areas. This may be a safety concern for the operation of the [Toronto island] airport.<sup>21</sup>

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15 <http://www.medscape.com/viewarticle/812312> (Anna L Hansell, Marta Blangiardo, Lea Fortunato, Sarah Floud, Kees de Hoogh, Daniela Fecht, Rebecca E Ghosh, Helga E Laszlo, Clare Pearson, Linda Beale, Sean Beevers, John Gulliver, Nicky Best, Sylvia Richardson, Paul Elliott, 2013)

16 [http://www.fican.org/pdf/FICAN\\_Findings\\_on\\_school\\_study.pdf](http://www.fican.org/pdf/FICAN_Findings_on_school_study.pdf) (Federal Interagency Commission on Aviation Noise, 2007)

17 [http://www.me.unlv.edu/Undergraduate/coursenotes/egg102/Aircraft noise.pdf](http://www.me.unlv.edu/Undergraduate/coursenotes/egg102/Aircraft%20noise.pdf) (Staffan Hygge, Gary W. Evans, Monika Bullinger, 2002)

18 [http://www.wolfson.qmul.ac.uk/RANCH\\_Project/Ranch\\_Project/Conclusions.htm](http://www.wolfson.qmul.ac.uk/RANCH_Project/Ranch_Project/Conclusions.htm) (RANCH Project, 2005)

19 <http://torontowaterfrontbirds.wordpress.com/toronto's-birds-at-risk/> (Friends of Toronto Waterfront Birds, 2010)

20 <http://communityair.org/Issues/Issues.html> (CommunityAIR, 2013)

21 <http://www.toronto.ca/legdocs/mmis/2013/cc/bgrd/backgroundfile-58197.pdf> (City of Toronto Staff Report, 2013)

- **Two-engine jets** are more susceptible to bird strikes than three and four engine aircraft. In addition, an eight-fold increase to the Canada Geese population further increases the threat of bird strikes.<sup>22</sup>
- **Jet blast** areas are in themselves a risk to boaters.<sup>23</sup>
- **Jet blast** can up-root vehicles, trees, heavy objects and people, therefore it can also endanger boaters in the adjacent channels.<sup>24</sup>
- **Shorebirds at a waterfront airport** represent a significant and serious danger to jet aircraft operation.<sup>25</sup>
- **Fish habitat improvements near the airport** may result in increased bird activity, requiring a wildlife management strategy. A wildlife management plan needs to be developed that includes strategies to address impacts to resident birds, specifically, the cormorant colony at Tommy Thompson Park.<sup>26</sup>
- **Information and facts** are offered as a guide to understanding why a Toronto island airport expansion is a bad idea.<sup>27</sup>
- **Island airport expansion and introduction of jets** is unhealthy and will do harm to our waterfront.<sup>28</sup>

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22 <http://wildlife.faa.gov/downloads/StrikeReport1990-2012.pdf> (Federal Aviation Administration, 2013)

23 <https://docs.google.com/file/d/0B86yxyGd4xMWbkR1TFdmS2JyV28/edit?usp=sharing> (BBTCA Facts, 2013)

24 [http://asrs.arc.nasa.gov/publications/directline/dl6\\_blast.htm](http://asrs.arc.nasa.gov/publications/directline/dl6_blast.htm) (Nasa, 1993)

25 <https://docs.google.com/file/d/0B86yxyGd4xMWbkR1TFdmS2JyV28/edit?usp=sharing> (BBTCA Facts, 2013)

26 [http://www1.toronto.ca/CityOfToronto/WaterfrontSecretariat/SharedContent/Files/BBTCA/public\\_consultation\\_booklet.pdf](http://www1.toronto.ca/CityOfToronto/WaterfrontSecretariat/SharedContent/Files/BBTCA/public_consultation_booklet.pdf) (City of Toronto, 2013)

27 <http://bbtcafacts.weebly.com/> (BBTCA Facts, 2013)

28 <https://www.youtube.com/watch?v=-aObU5tLmDg> (Dr. Pieter Jogovic, 2009)

# Corporate Agendas and Rushed Processes

## Rob Ford and Norm Kelly meetings with Robert Deluce

On April 10 Robert Deluce, CEO and President of Porter Airlines, pre-ordered Bombardier jets and asked the City's Executive Council to approve his order within three months! Never before has a massive infrastructure been forced for approval at City Hall in such a short time frame. The process was subsequently delayed, but voting is scheduled for December – within an unprecedented six months.

Mayor Rob Ford received a high-level private briefing on Mr. Deluce's jet agenda on February 12, but the meeting was not included in the city's lobbyist registry.<sup>29</sup> On April 22, Rob Ford pushed Deluce's corporate agenda last minute onto the April 23 Executive Committee meeting.<sup>30</sup>

The lobby registrar also shows nine meetings and contacts between Deputy Mayor Norm Kelly and Mr. Deluce of Porter Airlines, since the spring. In November, right after being transferred many of the Mayoral duties from Rob Ford, Deputy Mayor Norm Kelly said he's "always been a strong supporter of the City Centre Airport. So, if that comes on the agenda I will do my best to garner support [for Porter's proposal to lengthen the runway]."<sup>31</sup> It is relevant to note here, that the Deputy Mayor Norm Kelly served on the Toronto Harbour Commission (now Toronto Port Authority). It is concerning that the Interim Mayor, and Chair of the powerful Executive Committee, has already made such a decision without having reviewed the outstanding Health Impact Assessment report, lack of a public health consultation and other outstanding information.

**Expansion of the island airport as a business opportunity should not trump the health of our citizens, and the little we have left of natural habitat in the city!**

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<sup>29</sup> <http://www.theglobeandmail.com/news/toronto/ford-had-advance-briefing-on-airport-expansion-plans/article11117837/>.

<sup>30</sup> <http://www.toronto.ca/legdocs/mmis/2013/ex/bgrd/backgroundfile-57703.pdf>.

<sup>31</sup> <http://news.nationalpost.com/2013/11/19/qa-deputy-toronto-mayor-norm-kelly-a-day-after-council-gave-him-many-of-rob-fords-powers/>

## Citizens Excluded from Health Impact Assessment

As a result of this corporate push by Mr. Deluce, Mayor Rob Ford and Deputy Mayor Norm Kelly, there has been time pressure placed on all parties involved in various assessment processes. A Health Impact Assessment workshop was conducted on October 9 - only two months from the mid-December vote. Despite citizens crying out at all public consultations that health is a priority, citizens were not allowed to participate in the October 9th HIA workshop, nor was a public health consultation ever conducted. A select list of key stakeholder organizations were invited to participate in the workshop, but their names have not been made public. The workshop was not video or audio recorded, nor was the Media allowed to attend. To make matters worse, the final HIA report is only available days before the final Executive Committee meeting on December 5. This lacks sufficient time for the public to review it before the mid-December vote.

**Considering the public was not involved in the health impact assessment process, it would be highly undemocratic for Councillors to vote on public health without having consulted their constituents.**

# Citizens for a Healthy Toronto Waterfront

## Citizens Plan their Own Health Meeting



Due to the exclusion of citizen participation in the October 9 Health Impact Assessment, and that there was no planned public health consultation, Citizens for a Healthy Toronto Waterfront formed to organize a Citizens' Health Meeting on October 30 at Metro Hall. The goal of the meeting was to collaboratively define a citizen's vision for a healthy Toronto waterfront that will prevent harm and preserve a green waterfront for generations to come. **The product of this meeting is this co-created document, the "Citizens' Vision Statement for a Healthy Toronto Waterfront."**<sup>32</sup>

The meeting launched with presentations by key health and design professionals who spoke to health and safety concerns. The following were the key speakers:

**Sarah Miller** worked for 35 years with the office of Canadian Environmental Law Association. Her projects ranged from Great Lakes protection, to cancer prevention and various public health protection issues.

**Elizabeth Littlejohn**, Professor of Communications, Culture and Information Technology, Sheridan ITAL. Elizabeth teaches Social Innovation and Sustainable Design. She is also a member of Citizens' Climate Lobby.

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<sup>32</sup> <http://healthytorontowaterfront.org/video-oct-30-meeting-to-co-create-citizens-manifesto-for-a-healthy-toronto-waterfront/>

**Hal Beck**, P. Eng., Citizen Member of Community Liaison Committee, Toronto Port Authority and City of Toronto Traffic Study, YQNA rep to Toronto Port Authority's Community Liaison Committee, BQNA rep to Toronto Port Authority Tunnel Construction Committee, waterfront stakeholder rep on Steering Committee of Eireann Quay Transportation Study.

**Pieter Josef Jugovic**, CCFP and MD at Toronto East General Hospital (Toronto) / William Osler Health Centre-Brampton Civic Hospital (Brampton).

The Citizens' Health Meeting on October 30 was organized by, Teresa Ascencao, Wendy Fisher, Heather Flannery, Ron Jenkins, Henry Piersig, Vicki Piersig, Vladimir Hiritsch, Rick Persich, Toby Lake, Braz Menezes, Elizabeth Littlejohn, Jaime Lucio and Roy Mitchell.

In addition to the Citizens' Healthy Meeting and co-creating vision statements for a healthy waterfront, other endeavours of Citizens for a Healthy Toronto Waterfront include, publishing health and safety information via its website **HealthTorontoWaterfront.org**, Facebook page **facebook.com/healthytorontowaterfront** and Twitter account **@HTOWaterfront**; engaging citizens to take an active role in preserving Toronto's waterfront for generations to come; researching health and safety issues as they pertain to the waterfront; and liaising with City of Toronto and other organizations on the health of Toronto's waterfront.

## The Citizens

Citizens for a Healthy Toronto Waterfront are people who attended the October 30 Citizens' Health Meeting, and a growing list others who are following our website, Facebook and Twitter pages, and who are on our e-mailing list. Citizens for a Healthy Toronto Waterfront is in the process of formalizing its operations by establishing a Board of Directors. It will remain a politically independent organization.

The October 30 Citizens' Health Meeting was attended by over eighty citizens from all over Toronto. The following are citizens who attended and are the co-creators of the "Citizens' Vision Statement for a Healthy Toronto Waterfront".

Vladimir Hiritsch	Elsie Peter	
Teresa Ascencao	Werner Powtsh (Level 5 Performance)	Gene Desfor (NoJetsTO)
Roy Mitchell	Elaine Stewart	Dorothy Gold Roseby
Braz Menezes (YQNA)	Elizabeth Block	Harold Swartz
Pam Mazza (YRNA)	Elizabeth Littlejohn	Mary Anderson
Klaus Hatje	Peter Holt	George Prodanou
Friedel Hatje	Timuir Khaliullin	Lynda Eunson
Bill Freeman (CAIR)	Geoff Kettel	M.M. Giroux
Pat Jeffries	Anshul Kapoor (NoJetsTO)	Kiki Olafsr
Frank Glosnek	Tim Ehlich (NoJetsTO)	Bruce Dickson
Jaime Monteiro (Occupy Toronto)	Roland Jonker	Lisa Binnie (Portlands Sensory Walk)
Barry Lipton (CAIR & NoJetsTO)	Jocabo Jonker	AK Wieler
Diana Green (NoJetsTO)	Louis Kestler	Shirley Bush
Jack Evas Parsons	Ted Whittaker	Sarah Miller (CELA)
Agni Avas Parsons	Karen Brown	Hal Beck (BQNA)
Michael White (Bring Back the Don)	Jerry Englar	Dr. Pieter Josef Jugovic (Toronto East General Hospital)
Sylvia Pellman (St. Lawrence Neighbourhood Association)	Geri Doherty	Teresinha Ascensao
Leida Englar (CAIR)	Norma Starkie	Rick Persich
Meghan Early (Humber College)	Heather Johnson	Vicki Piersig
Jim Panou (BQNA)	Anne Barber	Henry Piersig
Miriam Garfinkle	Jess Dawe (NoJetsTO)	Wendy Fisher
Jacob Stoller	Ulla Colgrass (YQNA)	Heather Flannery
Tamar Trusler	Brenda Roman	Ron Jenkins
33	Eugene Poon	Cathy Barr (NoJetsTO)
	Mike Comrie (South Beach Townhomes)	

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*33 The persons listed above are participants who, at the Oct. 30 Citizens' Health Meeting, gave permission to publish their names in association with co-creating the vision statements for a healthy Toronto waterfront*

## Citizens' Vision Statements for a Healthy Toronto Waterfront

At the October 30 Citizens' Health Meeting, the “**Citizens' Vision Statement for a Healthy Toronto Waterfront**” was co-created in a group workshop format. In the workshop, issues surrounding air, noise and water were solicited from attendees, with respect to human, environmental and wildlife health. Participants sat at round tables to brainstorm health solutions. Each table brainstormed and noted their ideas onto sticky notes. Based on consensus, each table attached their best ideas onto paper templates with category headings such as “Clean Water”, “Clean Air”, “Serene Sounds”, etc. By the end of the workshop, new categories emerged. The top 170 sticky note submissions are listed in this section by category. A scan of the original hand-written sticky notes, a visual record imbued with citizens' healthy convictions for Toronto's waterfront, make up the last section of this document.

This collaborative document, “Citizens' Vision Statement for a Healthy Toronto Waterfront,” outlines health solutions for Toronto's waterfront. It is for submission to the Executive Committee and Toronto City Council to provide guidance from stakeholder involvement as they head towards the December vote. The document is publicized on Citizens for a Healthy Toronto Waterfront website: [HealthTorontoWaterfront.org](http://HealthTorontoWaterfront.org).

### Clean Water Vision Statements

- we are made of 98% water
- water must be studied as part of the Health Impact Assessment
- maintain blue flag beaches, healthy aquatic life, clean drinking water
- abide by the Great Lakes Water Quality Agreement
- clean up current airport pollution runoff before considering expansion (de-icing chemicals, runway chemicals, fuel leakage and spillage from refueling and storage, and run off from airport pavements and rooftops)
- stop fuel dumping from flying aircraft
- monitor airport water pollution
- add to and enhance water cleaning programs

## Clean Air Vision Statements

- conduct air quality tests and depend less on modeling
- know that air pollution contains carcinogens and is the cause of lung diseases, cancer, heart disease and death (WHO)
- acknowledge that airport expansion will increase air pollution via increased road and air traffic, especially during idling and run-ups
- stop the accumulation of black residue inside people's homes
- rectify current problem of fuel fumes from airport as they are causing nausea and headaches in residents
- conduct a proper environmental assessment
- study current cancer clusters along the waterfront and Toronto Island neighbourhoods
- study negative economic impacts from health deterioration

## Serene Sounds Vision Statements

- protect the waterfront as a place of escape from city noise
- protect the waterfront as a sanctuary for wildlife and musical sounds
- abide by City's noise bylaws
- end engine run-ups
- conduct NEF contour over water (sounds carries further on water than land)
- conduct full MOE assessment on noise
- assess and assign costs for window soundproofing in currently affected neighbourhoods
- know that noise pollution can interfere with children's learning
- know that airport noise can cause heart disease, morbidity and even mortality
- put up more sound barriers before considering expansion

## Green Spaces Vision Statements

- enhance and protect green waterfront and Toronto Island
- maintain and enhance wildlife habitats
- ensure accessibility to the waterfront (not just in a physical sense)
- do not tip the scale towards waterfront industrialization

## **Safety Vision Statements**

- prohibit fuel farms within the heart of the city, waterfront and Toronto Island
- prohibit transportation of fuel through city streets, past Bathurst Quay schools and daycare, and onto airport passenger ferry
- learn from Lac-Mégantic accident
- devise safety, emergency and evacuation plans
- know bird strikes on jet engines are a risk, especially considering the enormous quantities of birds in the airport vicinity
- correct current dangerous road traffic conditions around airport before considering expansion
- consider legal responsibilities with respect to potential future airport accidents
- assess structural building tolerances around low flight paths

## **Fair Processes Vision Statements**

- the onus is on those who want airport expansion to scientifically prove no harm
- conduct a full Health Impact Assessment with enough time to consult citizens prior to Council vote
- conduct historical epidemiological studies
- consultant reports must require disclaimers on quality and criteria of reports
- disallow external deadlines to impose on City's democratic processes
- ensure corporate motivations do not trump citizen's needs and health
- consider legal ramifications of harm to various aspects of health

## **Future Vision Statements**

- ensure corporate agendas do not trump the preservation of a green waterfront
- ensure taxpayers' dollars towards revitalizing the waterfront are not wasted in a harmful airport expansion
- maintain Toronto's position as top ten livable cities
- develop a seven generation plan for a green waterfront

# Do No Harm to Toronto's Waterfront

## Precautionary Principal

*"As to diseases, make a habit of two things — to help, or at least to do no harm."*<sup>34</sup>

Hippocrates was an ancient Greek physician, often referred to as the "father of medicine". His words, "do no harm," are the fundamental inspiration behind the contemporary practice of "Precautionary Principal," an approach in policy, whereby lack of scientific proof of no harm places the burden of proof onto those who want to take action. They exemplify the fundamental importance of improving health, and at the very least doing no harm.

There following are current examples of the Precautionary Principal in Federal, Provincial and Municipal policy:

- **Canada:** "The House of Commons Standing Committee on Environment and Sustainable Development has pressed for strong emphasis on the precautionary principle in at least two reports, and the Precautionary Principle has been incorporated into the CEPA, 1999 and the Oceans Act."<sup>35</sup>
- **Canada:** "Canadian Environmental Law Association (CELA) says future application of the precautionary principle in Canada should include recognition and treatment of uncertainty, presumption in favour of health and environmental values, assessment of alternatives, a shift in the burden of proof, and adjusted standards of proof, greater openness, transparency and external review, and approaches to "acceptability" of hazards that are based on distributional issues, potential loss of social and ecological capital and other non-monetary values."<sup>36</sup>

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<sup>34</sup> (Hippocrates, *Epidemics Bk. I, Sect. XI*, 400 BCE)

<sup>35</sup> <http://www.cela.ca/article/precautionary-principle/implementing-precaution-ngo-response-government-canadas-discussion-d>

<sup>36</sup> <http://www.cela.ca/article/precautionary-principle/implementing-precaution-ngo-response-government-canadas-discussion-d>

- **Ontario** “On February 25, 2013, Ontario’s Minister of the Environment, Jim Bradley, re-introduced the Great Lakes Protection Act ... which includes “guiding principles”: the Precautionary Approach (caution will be exercised even in the face of scientific uncertainty).”<sup>37</sup>
- **Toronto**: In September 2011, Toronto Public Health published a “Guide to Applying Precaution in Local Public Health Settings.” The guide was developed “to explore a coherent, explicit and transparent way for local public health agencies to operationalize application of the precautionary principle (PP) to ensure comprehensiveness, consistency and accountability [and] ... to applying precaution to environmental health issues for use by local public health teams responsible for environmental health promotion and protection”.<sup>38</sup>

## City’s Commitment to a Green Waterfront

The 2003 Toronto Waterfront Scan and Environmental Improvement Strategy Study says, “**The City of Toronto after Waterfront Revitalization is complete should produce less emissions into the environment than the existing developed area of the City....**

Environmental opportunities in the water and natural heritage, soil and groundwater, and waste sectors are focused on incremental improvements over time”.<sup>39</sup> These approaches to cultivating a green Toronto waterfront will not happen with an airport expansion and jets.

This City’s waterfront vision is also reflected in Toronto’s 2010 Official Plan. The plan states that “**Major facilities such as airports ... and sensitive land uses such as residencies and educational and health facilities will be appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety.**” The plan also requires that the proponent prepare studies and “be responsible for implementing any required mitigative measures.”

However, the Toronto Port Authority is not in sync with the City’s healthy vision for the waterfront. Hippocrates’ quote of “do no harm” is in stark irony to Toronto Port Authority’s speech by Mark McQueen to the Toronto Region Board of Trade on October 21.<sup>40</sup> Despite McQueen

<sup>37</sup> <http://www.osler.com/NewsResources/Ontario-Resurrects-Proposed-Great-Lakes-Protection-Act-as-Part-of-Larger-Great-Lakes-Strategy/>

<sup>38</sup> [http://www.toronto.ca/health/hphe/pdf/applying\\_precaution\\_sep2011.pdf](http://www.toronto.ca/health/hphe/pdf/applying_precaution_sep2011.pdf)

<sup>39</sup> [http://www1.toronto.ca/staticfiles/city\\_of\\_toronto/waterfront\\_secretariat/files/pdf/executive\\_summary\\_env\\_scan.pdf](http://www1.toronto.ca/staticfiles/city_of_toronto/waterfront_secretariat/files/pdf/executive_summary_env_scan.pdf)

<sup>40</sup> [http://www.torontoport.com/TorontoPortAuthority/media/TPASiteAssets/PDFs/Executive%20Correspondence/Mark-McQueen-speech-to-TRBOT-\(October-21,-2013\).pdf](http://www.torontoport.com/TorontoPortAuthority/media/TPASiteAssets/PDFs/Executive%20Correspondence/Mark-McQueen-speech-to-TRBOT-(October-21,-2013).pdf)

entitling his speech “Do No Harm,” he neglects to name the origin of the phrase, merely referring to it as created by an “ancient writer.” He also fails to demonstrate its general meaning, and especially its meaning in context of potential harm from airport expansion and jets. Instead, the bulk of McQueen’s speech is about financial growth, customer demand, passenger loads, Porter’s thriving business, new aircraft technology, attractive airport operations, and safety – but only in context of inevitable runway end safety area regulations.

In his speech, McQueen defends against accusations that the TPA wants to “ruin Lake Ontario” and “ruin the way of life of the people,” but his topic “Do No Harm” never comes to fruition. Fuel farm and fuel transportation hazards are not addressed; The proximity of fuel hazards to neighbourhood schools and daycares is ignored; The potential for de-icing fluids and runoff from runways harming our blue flag beaches and drinking water are dismissed; Airport operation impacts on the nearby bird sanctuary are avoided; And that jets are more susceptible to bird strikes over the current turboprops is also avoided.<sup>41</sup>

It is logical that expanding the island airport and flying jets over our waterfront will increase air, water, noise pollution and potential safety hazards our Toronto’s waterfront. McQueen’s speech, and a letter response from the TPA to the City on November 7,<sup>42</sup> demonstrate the TPA is trumping business over the health and safety of citizens and environment. Citizens for a Healthy Toronto Waterfront asks that the City ensure the health of citizens, our environment and wildlife be taken care of as a priority over corporate agendas. It asks that the City keep with its vision for a green waterfront and apply the Precautionary Principal to Porter’s jets and airport expansion proposal. The onus is on those who want expansion to scientifically prove otherwise.

Citizens for a Healthy Toronto Waterfront consider health a priority issue in relation to the proposed airport expansion and jets. Our elected representatives, our Councillors, have a duty to consider their constituents’ public health concerns. **To ensure the City does not commit to irreversible harm, proof of no harm must be demonstrated. If there is any doubt with respect to harm, Citizens for a Healthy Toronto Waterfront calls on the conscience of Councillors to vote NO to Porter’s proposal that would introduce jets and expand Billy Bishop Toronto City Airport.**

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<sup>41</sup> (*Globe and Mail Jan. 17 2009*)

<sup>42</sup> [https://www.torontoport.com/getattachment/57341cc0-bd81-4323-a0a8-7f73d5c3a1f3/Letter-to-Deputy-City-Manager-John-Livey-\(1\).aspx](https://www.torontoport.com/getattachment/57341cc0-bd81-4323-a0a8-7f73d5c3a1f3/Letter-to-Deputy-City-Manager-John-Livey-(1).aspx)

# Executive Summary

## Toronto's Vulnerable Waterfront

Toronto's waterfront is a living, breathing gem. It hosts up to 17 million visitors per year, drawing constituents from all over Toronto and tourists, for relaxation and recreation. It is cottage country for many who do not have the means to go north for vacation. The waterfront is also home to thousands of residents.

Billy Bishop Toronto City Airport is a small airport located in the heart of Toronto. Its operations are on the Toronto Islands and its land entry point is within Bathurst Quay neighbourhood. Toronto Island hosts 300 homes, 2 daycares, a school, and an artists residency. The closest community to the airport, Bathurst Quay neighbourhood, consists of 2 schools, several daycares, 8 Condominiums, 4 Co-op residential buildings, 2 Toronto Community Housing apartment buildings, and marina residents who live on their boats. The schools and a daycare are just metres from the airport. Hanlan's Point Beach is located on Toronto Island, directly adjacent to the airport's eastern edge. The waters are filled with boats, kayaks, canoes, kite boarders and swimmers.

Only a hundred metres from the main airport runway is the home of a bird sanctuary. Another much larger sanctuary exists at the neighbouring Tommy Thompson Park, declared a Globally Significant Important Bird Area.<sup>1</sup> Several waterfowl species make their home along the shores and a variety of fish dwell in the lake waters. Other wildlife includes frogs, turtles, fox, beaver, muskrat and raccoons. These creatures are in addition to family pets who also enjoy this precious waterfront.

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<sup>1</sup> <http://tommythompsonpark.ca/natural-heritage/birds.dot>

## Citizens for a Healthy Toronto Waterfront

Citizens for a Healthy Toronto Waterfront are citizens concerned about human, environmental and wildlife health in context of the proposed jets and expansion of the Toronto island airport. Expanding the airport and introducing jets will increase air, water and noise pollution and introduce safety hazards. Expansion and jets are therefore unhealthy and will do harm to our waterfront.

## Vote Against Jets to Avoid Harm

In April 2013, Porter Airlines announced it wants to start flying jets out of Billy Bishop Toronto City Airport and lengthen the airport runways. This will yield an increase of flights, road traffic and fuel transportation and storage. Jets and airport expansion will significantly increase air, water and noise pollution and introduce safety hazards, posing serious health and safety risks to people, animals and natural habitat.

City Councillors' vote on December 16 will impact the health and safety of Toronto's waterfront for generations to come. Citizens for a Healthy Toronto Waterfront asks that Councillors acknowledge the health and safety risks. In addition, we draw Councillors attention to a serious lack of due processes, rushed assessments, and especially the lack of scientific information required to prove no harm will be done to Toronto's waterfront. All points of concern are listed here, and their supporting details are in the sections that follow the Executive Summary.

- evidence indicates that airport noise, water and air pollution and safety issues harm the health of people, natural habitat and wildlife
- proponents have yet to prove that expanding the airport and introducing jets will not harm Toronto's waterfront
- the health impact assessment has been rushed and there isn't enough time for citizens to review it properly before voting
- citizens were excluded from the health impact assessment
- never before has such a massive infrastructure been forced for voting at City Hall in such a short time frame
- corporate agendas are being pushed over the health of citizens and the environment

**With this knowledge in mind, especially if there is *any* doubt with respect to harm, Citizens for a Healthy Toronto Waterfront calls on the conscience of Councillors to vote NO to Porter's proposal that introduces jets and expands the island airport.**

## Expansion and Jets Will Do Harm!

Nov 15 *“The island airport is in two migratory bird flyways. I feel really sorry for the wildlife and birds ... constant low horrible engine sound, which I can hear clearly in my apt and find it hard to concentrate and read!”*

Nov 17 *“It's 9:40 pm and I find the engine sounds unbearable! I find it hard to read or concentrate in any way! It's getting worse and worse ... I don't find I can live here anymore! I feel sorry for the squirrels, the birds, the other wildlife.”*

Nov 18 *“The noise is giving me heart pains and also the pollution is burning my nostrils ... the engine sounds were so loud today, it was unbelievable!” Windward Coop is just 520 meters from the most southern runway at Billy Bishop airport. I want to move again!”*<sup>2</sup>

The messages above were posted by Anita Krajnc on Facebook during the month of November, 2013. She has since been applying to apartment buildings in new communities.

Expanding the island airport and introducing jets will do harm to our waterfront due to an increase in air, noise and water pollution and safety hazards that will impact citizens, the environment, pets and wildlife. This section lists a variety of studies and information demonstrating how airports, including Billy Bishop City Centre Airport, impact on the health and well being of communities.

### Air Pollution

- **Jet fuel exhaust** contains black carbon, ultra-fine particulate matter (UPM) and poly-aromatic hydrocarbons (PAHs). Black carbon has been associated with increased rates of lung diseases such as asthma and bronchitis, heart disease, sudden death and cancer. PAHs have been associated with increased cancer risk, disruptions in blood hormone levels, reproductive abnormalities in pregnant women and lower IQ scores in children.<sup>3</sup>
- **Jet fuel exhaust** can cause heart, lung and cancer risks, clots and inflammation, genetic disruption, hormonal imbalance, reproductive abnormalities, and lower IQ in children.<sup>4</sup>

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<sup>2</sup> Anita Krajnc gave permission to publish her name and quotes.

<sup>3</sup> <http://www.nowtoronto.com/news/story.cfm?content=195446> (Miriam Garfinkle and Susan Woolhouse, 2013)

<sup>4</sup> <http://www.healthimpactproject.org/resources/document/Santa-Monica-Airport.pdf> (Santa Monica Airport HIA, 2010)

- **Airport air pollution and general operations** close to surrounding neighbourhoods increases lifetime cancer risks in nearby residents by 22 times over the Environmental Protection Agency standard.<sup>5</sup>
- **Fuel combustion** particulate matter, including road and air traffic, is associated with lung cancer, cardiopulmonary disease, respiratory infections and death.<sup>6</sup>
- **Air pollution** may cause cardio vascular inflammation, exacerbate asthma, vascular and heart disease, lung cancer and it may lower lung capacity.<sup>7</sup>
- **Air pollution**, each year, as a result of ozone is killing 470,000 people, and causing 2.1 million deaths in relation to fine particulate matter. Air pollution increases respiratory and heart disease risks in young, elderly and vulnerable populations.<sup>8</sup>

## Water Pollution

- **Lakefill** over 100m<sup>3</sup> will result in a Harmful Alteration or Destruction (HAAD) of fish habitat and this loss will require compensation.<sup>9</sup>
- **Runoff from de-icing chemicals** poison and kill fish and wildlife.<sup>10</sup>
- **Runway chemical runoff** into the lake.<sup>11</sup>
- **Fuel leakage and spillage from refueling and storage** contaminates ground water and storm water that runs off into the lake.<sup>12</sup>
- **Runoff from parking lots, building roofs, aprons and taxiways, and other areas with hard surfaces** also run directly into the lake.<sup>13</sup>
- **Fuel dumping from flying aircraft** pollutes the lake with kerosene.<sup>14</sup>

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5 <http://www.healthimpactproject.org/resources/document/Santa-Monica-Airport.pdf> (Santa Monica Airport HIA, 2010)

6 [http://www.who.int/gho/phe/outdoor\\_air\\_pollution/en/index.html](http://www.who.int/gho/phe/outdoor_air_pollution/en/index.html) (World Health Organization, 2013)

7 <http://healthytorontowaterfront.org/wp-content/uploads/2013/11/Pieter-Jugovic.pdf> (Dr. Pieter Jogovic, 2013)

8 <http://iopscience.iop.org/1748-9326/8/3/034005/article> (Raquel A Silva, J Jason West, Yuqiang Zhang, Susan C. Anenberg, Jean-François Lamarque, Drew T. Shindell, William J Collins, Stig Dalsoren, Greg Faluvegi, Gerd Folberth, 2013)

9 <http://www.toronto.ca/legdocs/mmis/2013/cc/bgrd/backgroundfile-58197.pdf> (City of Toronto Staff Report, 2013)

10 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

11 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

12 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

13 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

14 <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> (UK Aviation Environment Federation, 2011)

## Noise Pollution

- **Aircraft noise** can cause sleep disturbance, reduced quality of life, and it may also increase morbidity and mortality from cardiovascular disease.<sup>15</sup>
- **Aircraft noise** can interfere with children's reading, motivation, language and speech acquisition, and memory.<sup>16</sup>
- **Jet aircraft noise** can impair children's longterm and short term memory, reading and speech perception.<sup>17</sup>
- **Chronic aircraft noise** correlates with children's impairment of reading comprehension and recognition memory. Annoyance from noise also implies impaired quality of life for children.<sup>18</sup>

## Endangerment to Wildlife and Natural Habitat

- **Airport expansion** on prime natural bird habitat and key migratory routes poses a long-term threat to migratory birds, including birds at risk of disappearing in Canada.<sup>19</sup>
- "If the island **airport expansion** is allowed to continue, the airport will play a major role in the destruction of a major natural habitat for wildlife in the city. A bird sanctuary exists less than one hundred metres from the longest airport runway. Several species of waterfowl make their homes along the shores. Fish abound in the waters. Turtles and frogs live in the island lagoons. Foxes, beavers, muskrats and raccoons are in abundance".<sup>20</sup>

## Safety Hazards

- **RESA** at the end of the runway will provide an area with an opportunity for birds to loaf in proximity to deep water areas. This may be a safety concern for the operation of the [Toronto island] airport.<sup>21</sup>

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15 <http://www.medscape.com/viewarticle/812312> (Anna L Hansell, Marta Blangiardo, Lea Fortunato, Sarah Floud, Kees de Hoogh, Daniela Fecht, Rebecca E Ghosh, Helga E Laszlo, Clare Pearson, Linda Beale, Sean Beevers, John Gulliver, Nicky Best, Sylvia Richardson, Paul Elliott, 2013)

16 [http://www.fican.org/pdf/FICAN\\_Findings\\_on\\_school\\_study.pdf](http://www.fican.org/pdf/FICAN_Findings_on_school_study.pdf) (Federal Interagency Commission on Aviation Noise, 2007)

17 [http://www.me.unlv.edu/Undergraduate/coursenotes/egg102/Aircraft noise.pdf](http://www.me.unlv.edu/Undergraduate/coursenotes/egg102/Aircraft%20noise.pdf) (Staffan Hygge, Gary W. Evans, Monika Bullinger, 2002)

18 [http://www.wolfson.qmul.ac.uk/RANCH\\_Project/Ranch\\_Project/Conclusions.htm](http://www.wolfson.qmul.ac.uk/RANCH_Project/Ranch_Project/Conclusions.htm) (RANCH Project, 2005)

19 <http://torontowaterfrontbirds.wordpress.com/toronto's-birds-at-risk/> (Friends of Toronto Waterfront Birds, 2010)

20 <http://communityair.org/Issues/Issues.html> (CommunityAIR, 2013)

21 <http://www.toronto.ca/legdocs/mmis/2013/cc/bgrd/backgroundfile-58197.pdf> (City of Toronto Staff Report, 2013)

- **Two-engine jets** are more susceptible to bird strikes than three and four engine aircraft. In addition, an eight-fold increase to the Canada Geese population further increases the threat of bird strikes.<sup>22</sup>
- **Jet blast** areas are in themselves a risk to boaters.<sup>23</sup>
- **Jet blast** can up-root vehicles, trees, heavy objects and people, therefore it can also endanger boaters in the adjacent channels.<sup>24</sup>
- **Shorebirds at a waterfront airport** represent a significant and serious danger to jet aircraft operation.<sup>25</sup>
- **Fish habitat improvements near the airport** may result in increased bird activity, requiring a wildlife management strategy. A wildlife management plan needs to be developed that includes strategies to address impacts to resident birds, specifically, the cormorant colony at Tommy Thompson Park.<sup>26</sup>
- **Information and facts** are offered as a guide to understanding why a Toronto island airport expansion is a bad idea.<sup>27</sup>
- **Island airport expansion and introduction of jets** is unhealthy and will do harm to our waterfront.<sup>28</sup>

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22 <http://wildlife.faa.gov/downloads/StrikeReport1990-2012.pdf> (Federal Aviation Administration, 2013)

23 <https://docs.google.com/file/d/0B86xyGd4xMWbkR1TFdmS2JyV28/edit?usp=sharing> (BBTCA Facts, 2013)

24 [http://asrs.arc.nasa.gov/publications/directline/dl6\\_blast.htm](http://asrs.arc.nasa.gov/publications/directline/dl6_blast.htm) (Nasa, 1993)

25 <https://docs.google.com/file/d/0B86xyGd4xMWbkR1TFdmS2JyV28/edit?usp=sharing> (BBTCA Facts, 2013)

26 [http://www1.toronto.ca/CityOfToronto/WaterfrontSecretariat/SharedContent/Files/BBTCA/public\\_consultation\\_booklet.pdf](http://www1.toronto.ca/CityOfToronto/WaterfrontSecretariat/SharedContent/Files/BBTCA/public_consultation_booklet.pdf) (City of Toronto, 2013)

27 <http://bbtcafacts.weebly.com/> (BBTCA Facts, 2013)

28 <https://www.youtube.com/watch?v=-aObU5tLmDg> (Dr. Pieter Jogovic, 2009)

# Corporate Agendas and Rushed Processes

## Rob Ford and Norm Kelly meetings with Robert Deluce

On April 10 Robert Deluce, CEO and President of Porter Airlines, pre-ordered Bombardier jets and asked the City's Executive Council to approve his order within three months! Never before has a massive infrastructure been forced for approval at City Hall in such a short time frame. The process was subsequently delayed, but voting is scheduled for December – within an unprecedented six months.

Mayor Rob Ford received a high-level private briefing on Mr. Deluce's jet agenda on February 12, but the meeting was not included in the city's lobbyist registry.<sup>29</sup> On April 22, Rob Ford pushed Deluce's corporate agenda last minute onto the April 23 Executive Committee meeting.<sup>30</sup>

The lobby registrar also shows nine meetings and contacts between Deputy Mayor Norm Kelly and Mr. Deluce of Porter Airlines, since the spring. In November, right after being transferred many of the Mayoral duties from Rob Ford, Deputy Mayor Norm Kelly said he's "always been a strong supporter of the City Centre Airport. So, if that comes on the agenda I will do my best to garner support [for Porter's proposal to lengthen the runway]."<sup>31</sup> It is relevant to note here, that the Deputy Mayor Norm Kelly served on the Toronto Harbour Commission (now Toronto Port Authority). It is concerning that the Interim Mayor, and Chair of the powerful Executive Committee, has already made such a decision without having reviewed the outstanding Health Impact Assessment report, lack of a public health consultation and other outstanding information.

**Expansion of the island airport as a business opportunity should not trump the health of our citizens, and the little we have left of natural habitat in the city!**

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<sup>29</sup> <http://www.theglobeandmail.com/news/toronto/ford-had-advance-briefing-on-airport-expansion-plans/article11117837/>.

<sup>30</sup> <http://www.toronto.ca/legdocs/mmis/2013/ex/bgrd/backgroundfile-57703.pdf>.

<sup>31</sup> <http://news.nationalpost.com/2013/11/19/qa-deputy-toronto-mayor-norm-kelly-a-day-after-council-gave-him-many-of-rob-fords-powers/>

## Citizens Excluded from Health Impact Assessment

As a result of this corporate push by Mr. Deluce, Mayor Rob Ford and Deputy Mayor Norm Kelly, there has been time pressure placed on all parties involved in various assessment processes. A Health Impact Assessment workshop was conducted on October 9 - only two months from the mid-December vote. Despite citizens crying out at all public consultations that health is a priority, citizens were not allowed to participate in the October 9th HIA workshop, nor was a public health consultation ever conducted. A select list of key stakeholder organizations were invited to participate in the workshop, but their names have not been made public. The workshop was not video or audio recorded, nor was the Media allowed to attend. To make matters worse, the final HIA report is only available days before the final Executive Committee meeting on December 5. This lacks sufficient time for the public to review it before the mid-December vote.

**Considering the public was not involved in the health impact assessment process, it would be highly undemocratic for Councillors to vote on public health without having consulted their constituents.**

# Citizens for a Healthy Toronto Waterfront

## Citizens Plan their Own Health Meeting



Due to the exclusion of citizen participation in the October 9 Health Impact Assessment, and that there was no planned public health consultation, Citizens for a Healthy Toronto Waterfront formed to organize a Citizens' Health Meeting on October 30 at Metro Hall. The goal of the meeting was to collaboratively define a citizen's vision for a healthy Toronto waterfront that will prevent harm and preserve a green waterfront for generations to come. **The product of this meeting is this co-created document, the "Citizens' Vision Statement for a Healthy Toronto Waterfront."**<sup>32</sup>

The meeting launched with presentations by key health and design professionals who spoke to health and safety concerns. The following were the key speakers:

**Sarah Miller** worked for 35 years with the office of Canadian Environmental Law Association. Her projects ranged from Great Lakes protection, to cancer prevention and various public health protection issues.

**Elizabeth Littlejohn**, Professor of Communications, Culture and Information Technology, Sheridan ITAL. Elizabeth teaches Social Innovation and Sustainable Design. She is also a member of Citizens' Climate Lobby.

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<sup>32</sup> <http://healthytorontowaterfront.org/video-oct-30-meeting-to-co-create-citizens-manifesto-for-a-healthy-toronto-waterfront/>

**Hal Beck**, P. Eng., Citizen Member of Community Liaison Committee, Toronto Port Authority and City of Toronto Traffic Study, YQNA rep to Toronto Port Authority's Community Liaison Committee, BQNA rep to Toronto Port Authority Tunnel Construction Committee, waterfront stakeholder rep on Steering Committee of Eireann Quay Transportation Study.

**Pieter Josef Jugovic**, CCFP and MD at Toronto East General Hospital (Toronto) / William Osler Health Centre-Brampton Civic Hospital (Brampton).

The Citizens' Health Meeting on October 30 was organized by, Teresa Ascencao, Wendy Fisher, Heather Flannery, Ron Jenkins, Henry Piersig, Vicki Piersig, Vladimir Hiritsch, Rick Persich, Toby Lake, Braz Menezes, Elizabeth Littlejohn, Jaime Lucio and Roy Mitchell.

In addition to the Citizens' Healthy Meeting and co-creating vision statements for a healthy waterfront, other endeavours of Citizens for a Healthy Toronto Waterfront include, publishing health and safety information via its website **HealthTorontoWaterfront.org**, Facebook page **facebook.com/healthytorontowaterfront** and Twitter account **@HTOWaterfront**; engaging citizens to take an active role in preserving Toronto's waterfront for generations to come; researching health and safety issues as they pertain to the waterfront; and liaising with City of Toronto and other organizations on the health of Toronto's waterfront.

## The Citizens

Citizens for a Healthy Toronto Waterfront are people who attended the October 30 Citizens' Health Meeting, and a growing list others who are following our website, Facebook and Twitter pages, and who are on our e-mailing list. Citizens for a Healthy Toronto Waterfront is in the process of formalizing its operations by establishing a Board of Directors. It will remain a politically independent organization.

The October 30 Citizens' Health Meeting was attended by over eighty citizens from all over Toronto. The following are citizens who attended and are the co-creators of the "Citizens' Vision Statement for a Healthy Toronto Waterfront".

Vladimir Hiritsch	Elsie Peter	
Teresa Ascencao	Werner Powtsh (Level 5 Performance)	Gene Desfor (NoJetsTO)
Roy Mitchell	Elaine Stewart	Dorothy Gold Roseby
Braz Menezes (YQNA)	Elizabeth Block	Harold Swartz
Pam Mazza (YRNA)	Elizabeth Littlejohn	Mary Anderson
Klaus Hatje	Peter Holt	George Prodanou
Friedel Hatje	Timuir Khaliullin	Lynda Eunson
Bill Freeman (CAIR)	Geoff Kettel	M.M. Giroux
Pat Jeffries	Anshul Kapoor (NoJetsTO)	Kiki Olafsr
Frank Glosnek	Tim Ehlich (NoJetsTO)	Bruce Dickson
Jaime Monteiro (Occupy Toronto)	Roland Jonker	Lisa Binnie (Portlands Sensory Walk)
Barry Lipton (CAIR & NoJetsTO)	Jocabo Jonker	AK Wieler
Diana Green (NoJetsTO)	Louis Kestler	Shirley Bush
Jack Evas Parsons	Ted Whittaker	Sarah Miller (CELA)
Agni Avas Parsons	Karen Brown	Hal Beck (BQNA)
Michael White (Bring Back the Don)	Jerry Englar	Dr. Pieter Josef Jugovic (Toronto East General Hospital)
Sylvia Pellman (St. Lawrence Neighbourhood Association)	Geri Doherty	Teresinha Ascensao
Leida Englar (CAIR)	Norma Starkie	Rick Persich
Meghan Early (Humber College)	Heather Johnson	Vicki Piersig
Jim Panou (BQNA)	Anne Barber	Henry Piersig
Miriam Garfinkle	Jess Dawe (NoJetsTO)	Wendy Fisher
Jacob Stoller	Ulla Colgrass (YQNA)	Heather Flannery
Tamar Trusler	Brenda Roman	Ron Jenkins
	Eugene Poon	Cathy Barr (NoJetsTO)
	Mike Comrie (South Beach Townhomes)	

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*33 The persons listed above are participants who, at the Oct. 30 Citizens' Health Meeting, gave permission to publish their names in association with co-creating the vision statements for a healthy Toronto waterfront*

# Citizens' Vision Statements for a Healthy Toronto Waterfront

At the October 30 Citizens' Health Meeting, the “**Citizens' Vision Statement for a Healthy Toronto Waterfront**” was co-created in a group workshop format. In the workshop, issues surrounding air, noise and water were solicited from attendees, with respect to human, environmental and wildlife health. Participants sat at round tables to brainstorm health solutions. Each table brainstormed and noted their ideas onto sticky notes. Based on consensus, each table attached their best ideas onto paper templates with category headings such as “Clean Water”, “Clean Air”, “Serene Sounds”, etc. By the end of the workshop, new categories emerged. The top 170 sticky note submissions are listed in this section by category. A scan of the original hand-written sticky notes, a visual record imbued with citizens' healthy convictions for Toronto's waterfront, make up the last section of this document.

This collaborative document, “Citizens' Vision Statement for a Healthy Toronto Waterfront,” outlines health solutions for Toronto's waterfront. It is for submission to the Executive Committee and Toronto City Council to provide guidance from stakeholder involvement as they head towards the December vote. The document is publicized on Citizens for a Healthy Toronto Waterfront website: [HealthTorontoWaterfront.org](http://HealthTorontoWaterfront.org).

## Clean Water Vision Statements

- we are made of 98% water
- water must be studied as part of the Health Impact Assessment
- maintain blue flag beaches, healthy aquatic life, clean drinking water
- abide by the Great Lakes Water Quality Agreement
- clean up current airport pollution runoff before considering expansion (de-icing chemicals, runway chemicals, fuel leakage and spillage from refueling and storage, and run off from airport pavements and rooftops)
- stop fuel dumping from flying aircraft
- monitor airport water pollution
- add to and enhance water cleaning programs

## Clean Air Vision Statements

- conduct air quality tests and depend less on modeling
- know that air pollution contains carcinogens and is the cause of lung diseases, cancer, heart disease and death (WHO)
- acknowledge that airport expansion will increase air pollution via increased road and air traffic, especially during idling and run-ups
- stop the accumulation of black residue inside people's homes
- rectify current problem of fuel fumes from airport as they are causing nausea and headaches in residents
- conduct a proper environmental assessment
- study current cancer clusters along the waterfront and Toronto Island neighbourhoods
- study negative economic impacts from health deterioration

## Serene Sounds Vision Statements

- protect the waterfront as a place of escape from city noise
- protect the waterfront as a sanctuary for wildlife and musical sounds
- abide by City's noise bylaws
- end engine run-ups
- conduct NEF contour over water (sounds carries further on water than land)
- conduct full MOE assessment on noise
- assess and assign costs for window soundproofing in currently affected neighbourhoods
- know that noise pollution can interfere with children's learning
- know that airport noise can cause heart disease, morbidity and even mortality
- put up more sound barriers before considering expansion

## Green Spaces Vision Statements

- enhance and protect green waterfront and Toronto Island
- maintain and enhance wildlife habitats
- ensure accessibility to the waterfront (not just in a physical sense)
- do not tip the scale towards waterfront industrialization

## Safety Vision Statements

- prohibit fuel farms within the heart of the city, waterfront and Toronto Island
- prohibit transportation of fuel through city streets, past Bathurst Quay schools and daycare, and onto airport passenger ferry
- learn from Lac-Mégantic accident
- devise safety, emergency and evacuation plans
- know bird strikes on jet engines are a risk, especially considering the enormous quantities of birds in the airport vicinity
- correct current dangerous road traffic conditions around airport before considering expansion
- consider legal responsibilities with respect to potential future airport accidents
- assess structural building tolerances around low flight paths

## Fair Processes Vision Statements

- the onus is on those who want airport expansion to scientifically prove no harm
- conduct a full Health Impact Assessment with enough time to consult citizens prior to Council vote
- conduct historical epidemiological studies
- consultant reports must require disclaimers on quality and criteria of reports
- disallow external deadlines to impose on City's democratic processes
- ensure corporate motivations do not trump citizen's needs and health
- consider legal ramifications of harm to various aspects of health

## Future Vision Statements

- ensure corporate agendas do not trump the preservation of a green waterfront
- ensure taxpayers' dollars towards revitalizing the waterfront are not wasted in a harmful airport expansion
- maintain Toronto's position as top ten livable cities
- develop a seven generation plan for a green waterfront

# Do No Harm to Toronto's Waterfront

## Precautionary Principal

*"As to diseases, make a habit of two things — to help, or at least to do no harm."*<sup>34</sup>

Hippocrates was an ancient Greek physician, often referred to as the "father of medicine". His words, "do no harm," are the fundamental inspiration behind the contemporary practice of "Precautionary Principal," an approach in policy, whereby lack of scientific proof of no harm places the burden of proof onto those who want to take action. They exemplify the fundamental importance of improving health, and at the very least doing no harm.

There following are current examples of the Precautionary Principal in Federal, Provincial and Municipal policy:

- **Canada:** "The House of Commons Standing Committee on Environment and Sustainable Development has pressed for strong emphasis on the precautionary principle in at least two reports, and the Precautionary Principle has been incorporated into the CEPA, 1999 and the Oceans Act."<sup>35</sup>
- **Canada:** "Canadian Environmental Law Association (CELA) says future application of the precautionary principle in Canada should include recognition and treatment of uncertainty, presumption in favour of health and environmental values, assessment of alternatives, a shift in the burden of proof, and adjusted standards of proof, greater openness, transparency and external review, and approaches to "acceptability" of hazards that are based on distributional issues, potential loss of social and ecological capital and other non-monetary values."<sup>36</sup>

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<sup>34</sup> (Hippocrates, *Epidemics Bk. I, Sect. XI*, 400 BCE)

<sup>35</sup> <http://www.cela.ca/article/precautionary-principle/implementing-precaution-ngo-response-government-canadas-discussion-d>

<sup>36</sup> <http://www.cela.ca/article/precautionary-principle/implementing-precaution-ngo-response-government-canadas-discussion-d>

- **Ontario** “On February 25, 2013, Ontario’s Minister of the Environment, Jim Bradley, re-introduced the Great Lakes Protection Act ... which includes “guiding principles”: the Precautionary Approach (caution will be exercised even in the face of scientific uncertainty).”<sup>37</sup>
- **Toronto**: In September 2011, Toronto Public Health published a “Guide to Applying Precaution in Local Public Health Settings.” The guide was developed “to explore a coherent, explicit and transparent way for local public health agencies to operationalize application of the precautionary principle (PP) to ensure comprehensiveness, consistency and accountability [and] ... to applying precaution to environmental health issues for use by local public health teams responsible for environmental health promotion and protection”.<sup>38</sup>

## City’s Commitment to a Green Waterfront

The 2003 Toronto Waterfront Scan and Environmental Improvement Strategy Study says, “**The City of Toronto after Waterfront Revitalization is complete should produce less emissions into the environment than the existing developed area of the City....**

Environmental opportunities in the water and natural heritage, soil and groundwater, and waste sectors are focused on incremental improvements over time”.<sup>39</sup> These approaches to cultivating a green Toronto waterfront will not happen with an airport expansion and jets.

This City’s waterfront vision is also reflected in Toronto’s 2010 Official Plan. The plan states that “**Major facilities such as airports ... and sensitive land uses such as residencies and educational and health facilities will be appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety.**” The plan also requires that the proponent prepare studies and “be responsible for implementing any required mitigative measures.”

However, the Toronto Port Authority is not in sync with the City’s healthy vision for the waterfront. Hippocrates’ quote of “do no harm” is in stark irony to Toronto Port Authority’s speech by Mark McQueen to the Toronto Region Board of Trade on October 21.<sup>40</sup> Despite McQueen

<sup>37</sup> <http://www.osler.com/NewsResources/Ontario-Resurrects-Proposed-Great-Lakes-Protection-Act-as-Part-of-Larger-Great-Lakes-Strategy/>

<sup>38</sup> [http://www.toronto.ca/health/hphe/pdf/applying\\_precaution\\_sep2011.pdf](http://www.toronto.ca/health/hphe/pdf/applying_precaution_sep2011.pdf)

<sup>39</sup> [http://www1.toronto.ca/staticfiles/city\\_of\\_toronto/waterfront\\_secretariat/files/pdf/executive\\_summary\\_env\\_scan.pdf](http://www1.toronto.ca/staticfiles/city_of_toronto/waterfront_secretariat/files/pdf/executive_summary_env_scan.pdf)

<sup>40</sup> [http://www.torontoport.com/TorontoPortAuthority/media/TPASiteAssets/PDFs/Executive%20Correspondence/Mark-McQueen-speech-to-TRBOT-\(October-21,-2013\).pdf](http://www.torontoport.com/TorontoPortAuthority/media/TPASiteAssets/PDFs/Executive%20Correspondence/Mark-McQueen-speech-to-TRBOT-(October-21,-2013).pdf)

entitling his speech “Do No Harm,” he neglects to name the origin of the phrase, merely referring to it as created by an “ancient writer.” He also fails to demonstrate its general meaning, and especially its meaning in context of potential harm from airport expansion and jets. Instead, the bulk of McQueen’s speech is about financial growth, customer demand, passenger loads, Porter’s thriving business, new aircraft technology, attractive airport operations, and safety – but only in context of inevitable runway end safety area regulations.

In his speech, McQueen defends against accusations that the TPA wants to “ruin Lake Ontario” and “ruin the way of life of the people,” but his topic “Do No Harm” never comes to fruition. Fuel farm and fuel transportation hazards are not addressed; The proximity of fuel hazards to neighbourhood schools and daycares is ignored; The potential for de-icing fluids and runoff from runways harming our blue flag beaches and drinking water are dismissed; Airport operation impacts on the nearby bird sanctuary are avoided; And that jets are more susceptible to bird strikes over the current turboprops is also avoided.<sup>41</sup>

It is logical that expanding the island airport and flying jets over our waterfront will increase air, water, noise pollution and potential safety hazards our Toronto’s waterfront. McQueen’s speech, and a letter response from the TPA to the City on November 7,<sup>42</sup> demonstrate the TPA is trumping business over the health and safety of citizens and environment. Citizens for a Healthy Toronto Waterfront asks that the City ensure the health of citizens, our environment and wildlife be taken care of as a priority over corporate agendas. It asks that the City keep with its vision for a green waterfront and apply the Precautionary Principal to Porter’s jets and airport expansion proposal. The onus is on those who want expansion to scientifically prove otherwise.

Citizens for a Healthy Toronto Waterfront consider health a priority issue in relation to the proposed airport expansion and jets. Our elected representatives, our Councillors, have a duty to consider their constituents’ public health concerns. **To ensure the City does not commit to irreversible harm, proof of no harm must be demonstrated. If there is any doubt with respect to harm, Citizens for a Healthy Toronto Waterfront calls on the conscience of Councillors to vote NO to Porter’s proposal that would introduce jets and expand Billy Bishop Toronto City Airport.**

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<sup>41</sup> (Globe and Mail Jan. 17 2009)

<sup>42</sup> [https://www.torontoport.com/getattachment/57341cc0-bd81-4323-a0a8-7f73d5c3a1f3/Letter-to-Deputy-City-Manager-John-Livey-\(1\).aspx](https://www.torontoport.com/getattachment/57341cc0-bd81-4323-a0a8-7f73d5c3a1f3/Letter-to-Deputy-City-Manager-John-Livey-(1).aspx)



Citizens for a Healthy Toronto Waterfront  
**Clean Water** Vision Statements



## Citizens for a Healthy Toronto Waterfront Clean Water Vision Statements

study effects of extra jet +  
car pollution on WATER quality  
(related to ~~the~~ ambient air  
quality)

• the Great Lakes Water Quality  
Agreement.

Airport runway expansion and extension  
will affect water quality but in  
what way? - not even being looked  
at. This is water Toronto drinks.

Fuel dumping over Lake Ontario  
is a serious concern for  
water quality.



Citizens for a Healthy Toronto Waterfront  
**Clean Water** Vision Statements

Water protected from  
de-icing run-off  
and fuel dumping

do a study about de-icing  
fluids (very toxic) leading  
into water and airports  
policies on toxic dumping  
(including fuel) IN WRITING  
FROM AIRPORT.

I WANT WATER TO SMELL  
HEALTHY ALONG THE  
NEW BLUE EDGE.

Keep lakes cleaner by ~~not~~ outlawing  
airplane fuel dumping over water.



Citizens for a Healthy Toronto Waterfront  
**Clean Water Vision Statements**

Monitoring of water quality  
+ components to ensure  
its suitability for drinking,  
swimming and wildlife.

add and enhance  
programs targeted  
at cleaning our  
beaches

Clean water free from toxic pollutants  
associated with airline industry

Proke Dataris is an example of stewardship  
acknowledging its precious + <sup>unique</sup> source of  
freshwater on the planet

Permanent water quality assessments

TO ENSURE THAT THE WATER  
QUALITY + SAFETY FOR THE  
13 MILLION PEOPLE WHO DEPEND  
ON THE LAKE FOR DRINKING  
WATER NOT BE DOWNGRADED  
ONE iota ~~AND THAT~~ BY JET  
ACTIVITY AND THAT THIS SAFETY  
BE SUBSTANTIATED BY SUFFICIENT  
SCIENCE AND GUIDED BY THE →



## Citizens for a Healthy Toronto Waterfront Clean Water Vision Statements

TORONTO SHOULD MAKE LAKE ONTARIO AN  
EXAMPLE OF ~~THE~~ ~~TO~~ EXCELLENT  
STEWARDSHIP OF ~~THE~~ SUCH A PRECIOUS  
& UNIQUE SOURCE OF FRESHWATER

By:

THAT WE PROTECT ~~OUR~~ + IMPROVE  
CONDITIONS OF  
A AQUATIC HABITAT BY UNDER-  
STANDING + MONITORING WATER  
CURRENTS + FLOWS

Water must be part  
of The Health Assessment.

THAT WATER RUNOFF CONDITIONS  
ARE IMPROVED & MITIGATED AT THE  
ISLAND AIRPORT & ALONG THE WATER-  
FRONT TO WARD OFF CONTAMINATION  
BY DEICING FLUIDS, FUEL DUMPING,  
~~WASTE~~ & OTHER TYPES OF RUNOFF  
NO MATTER WHAT THE WEATHER CONDITIONS



Citizens for a Healthy Toronto Waterfront  
**Clean Water** Vision Statements

- Permanent  
Water monitoring  
OF POLLUTANTS, TEMPERATURES

My councillor should  
protect our blue-flag  
beaches from water  
pollution, especially  
from an island airport  
expansion & introduction of jets!

To express a desire to  
stop the jets as step  
one in closing the Island  
Airport and returning the land  
to the creation of a signature  
urban park. ~~We~~

The manifesto should  
express the desire to close  
the Island airport by  
phasing the current  
operations to close and  
move to Pearson in line  
with Train Connections to Pearson



Citizens for a Healthy Toronto Waterfront  
**Clean Water** Vision Statements

Studies must be done  
in the surrounding  
communities - i.e. like South  
Riverdale Air Impact Study.  
Study involve Air & Water  
Impacts On.

improve the current  
water pollution emissions  
from the island airport  
before considering  
any expansion.

I want fish to be  
healthy and thrive  
in lake ontario

We shouldn't have to  
waste money monitoring  
airport that is in the  
wrong place and should  
not exist.



## Citizens for a Healthy Toronto Waterfront Clean Water Vision Statements

We want our young people  
and future generations to <sup>be able to</sup> have  
a waterfront clean enough to swim in  
everywhere. And City Council should  
make all decisions with this in mind.

Impact of runway extension on  
marine biology + blue flag beaches  
and drinking water - current  
and projected

We have a right to demand  
that our drinking water is  
protected from pollution  
by transportation vehicles,

TORONTO'S GROUNDWATER <sup>AND LAKEWATER</sup> NEEDS  
TO BE PROTECTED FROM ANY POLLUTION  
RESULTING FROM AIRPORT/AIR TRAFFIC  
ACTIVITIES.



Citizens for a Healthy Toronto Waterfront  
**Clean Water** Vision Statements

Water

I like to swim in clean  
water, not jet fuel &  
deicing fluid.

Need ground water study of  
Airport - never been done as far  
as I know

Legal Responsibility:  
GREAT LAKES WATER  
QUALITY AGREEMENT

CONSIDER THE LAW

DRINKING WATER

to slow down the current  
through the western gap  
causing ice buildup in the  
winter. (3)  
• This could also interfere with  
the flushing & dilution of  
pollution in the inner  
harbour. This will lead to more  
contaminated sediments.



Citizens for a Healthy Toronto Waterfront  
**Clean Water** Vision Statements

water quality / safety  
testing done consistently  
and publically.

Water

Water to drink

Water for recreation

Water for fish, animals  
and plants

Clean Water

Measure, and limit, the frequency  
and amount re: spilling of  
jet fuel in the harbour and  
in Lake Ontario.

I think I'm 98% water. Increasing  
levels of environmental pollution flow  
through me more each year



Citizens for a Healthy Toronto Waterfront  
**Clean Water** Vision Statements

If there is a major incident how could the water be cleaned?

Where does the exhaust go? It must drop into the lake - for us to drink

DEMAND DATA ON DEVICES  
FUEL USAGE + RECOVERY

Where does ~~the~~ the car go?  
Are there fuel spills?  
How are they cleaned up.



Citizens for a Healthy Toronto Waterfront  
**Clean Water Vision Statements**

WATER.

the effects of fuel spillage and deicing fluids from the airport NOW must be understood before ~~any~~ expansion & diverted

Need to protect the quality of Lake Ontario water + habitat from jet emissions, auto/truck emissions and chemical runoff into the harbour. We drink this water + fish + waterfowl live in it.

Water.

I want the drinking water in Lake Ontario protected from deicing fluid, fuel dumps and extension of a runway into harbour area, etc. 13,000 people drink this water.

AIRPORT TOXINS:

JET FUEL - DUMPING  
DE-ICING FLUIDS  
DEISEL  
TRAFFIC EMISSIONS  
RUN-OFFS



Citizens for a Healthy Toronto Waterfront

## **Clean Air** Vision Statements



## Citizens for a Healthy Toronto Waterfront

### Clean Air Vision Statements

~~each remain~~ Flight levels  
to remain the same as  
maintain flight levels  
as per tripartite agreement

air quality tests done are  
at least 2 per year and based  
on modelling.

perpetual funding for air  
quality monitoring.

prevent exposures to  
carcinogens.

air pollution levels are directly  
related to death rates, lung  
disease rates, cancer and  
heart disease rates.



## Citizens for a Healthy Toronto Waterfront

### Clean Air Vision Statements

#### Clean Air

1. I want the current airport operations to be properly and scientifically studied to know what the impact to our air is before contemplating any jet decision
2. Measure current impact of auto pollution from cars and taxis going to and from airport and how this impacts residents, especially waterfront students.

traffic in the core  
is already gridlock,  
impossible. It CAN NOT  
be allowed to increase.  
It should decrease.

City Council  
must have  
information  
gathering  
experts starting  
NOW: AIR  
WATER

I Do Not Want to CLEAN  
BLACK FILM OFF my  
BEDROOM WINDOWS.



Citizens for a Healthy Toronto Waterfront  
**Clean Air Vision Statements**

Jets increase air-pollution  
No jets on the Waterfront.

---

~~Water~~  
Clean Air Monitoring  
- Full time  
Provincial  
MOE

What are we breathing  
When we smell fumes  
(kerosene smell) what  
does it do to us long term  
Short term is nausea +  
headache - Can smell it  
in Music Garden, Little Norway,  
Cowan Park

That a special <sup>Air and Water</sup>  
Environmental Assess  
ment be passed  
either federally or  
provincially - as  
demanded by People of Toronto



Citizens for a Healthy Toronto Waterfront  
**Clean Air Vision Statements**

People need oxygen. Jet fuel creates air pollution with fumes and particulate.  
There should be no expansion and absolutely no jets at BBCT airport.

Clean up the air at the Waterfront & pre-school park & community park.

We citizens demand clean air free of additional pollutants created by the introduction of jets and its toxic emissions

permanent  
funding for airport  
air quality  
monitoring



Citizens for a Healthy Toronto Waterfront  
**Clean Air Vision Statements**

the traffic that moves through an already densely populated urban area, because of the expansion of the airport, will exceed current levels (which are not clearly documented) of vehicle waste air

Clean - Air

A Waterfront where people can walk, cycle and run without harming their lungs

my daughter's boyfriend grew up with pretty severe asthma in India. I don't want it to be an even more severe problem for their children.

AIR

□ We need to recognize the true health costs of poor air quality to the public (OHIP), personal (medication, job impact, life quality), industry (sick leave) and future generations (genetic regulator changes)



Citizens for a Healthy Toronto Waterfront  
**Clean Air** Vision Statements

Impact on the  
local school children  
needs to be properly  
studied, in situ

The city of Toronto must  
protect the most vulnerable  
amongst us; children the  
elderly + the disabled  
before protecting private  
interests.

Air

I want no jets due to  
current high pollution from  
traffic, rail link and  
current planes.

Air

I want to breathe  
cleaner air to ↓ asthma  
& cancer of lung.



## Citizens for a Healthy Toronto Waterfront Clean Air Vision Statements

AIR

- a system of perpetual air monitoring in place

Study - cancer clusters on the waterfront

We should reduce the air pollution we have before allowing ~~more~~ planes ~~that pollute~~ and traffic that increase ~~the~~ pollution.

Traffic in the city is a given; having a train ~~link~~ link to Pearson from Union Station is less polluting and reduces congestion & idling caused by car traffic and bus traffic. Trying to get access to an airport that has no appropriate access measures that should be in place.



Citizens for a Healthy Toronto Waterfront  
**Serene Sounds** Vision Statements



## Citizens for a Healthy Toronto Waterfront Serene Sounds Vision Statements

Study on sound effects  
on water and buildings  
(simplification) needs to be  
done.

UNIQUENESS OF SITE  
LEARNING MODEL OF AIRPORT AUTHORITY  
NEF CONTOUR ON WATER HERE NOT LAND  
WATER DOES NOT BUFFER AS LAND DOES.  
RUN UPS NOT INCL. - IN OTHER AIRPORT  
SITES  
LINE OF SIGHT = LINE OF NOISE

Government assistance to ~~the~~  
air condition in Bathurst Quay  
buildings so we don't have to open  
our windows onto the noise of  
the airport

Government assistance to help install  
triple glazed windows, so Bathurst  
Quay residents don't have to hear the  
roar of airplanes from inside their  
apartments.

As a walker, I need cleaner  
air; I need less noise  
along the lake; I need  
anything that contributes my  
being calm. There are a lot  
others like me.



## Citizens for a Healthy Toronto Waterfront Serene Sounds Vision Statements

### SOUND

only long-term monitoring of cumulative sound levels at the island airport's unique and varied conditions AND legitimate noise reports on the new jets will ~~be~~ be useful data for making ~~an~~ the environmental reports needed to make recommendations. This process is FAR too RUSHED.

Waterfront protected from extreme noise variations, from high-pitched peaks

I live in a city - I expect noise.  
I reel in it sometimes - the island protects the silent world for me as a city resident

### Serene Sounds

I want live measurements of the noise contours - taken from our waterfront and not from computer or other simulations. Live measurements taken from a variety of conditions (hot day, cold day, rainy day, windy day, etc.).



Citizens for a Healthy Toronto Waterfront  
**Serene Sounds** Vision Statements

Better understanding of sound  
over water (NEF)  
Run ups - direct line of sight is  
a line of sound.

DEVELOP A NEW, EFFECTIVE  
NEF CONTOUR APPROPRIATE  
TO THE ISLAND AIRPORT.

- ENGINE RUNUPS IN APPROPRIATE  
-

End engine run-ups.

We need to HEAR nature =  
wind, water, birds, people  
enjoying nature, music in  
Music Garden



Citizens for a Healthy Toronto Waterfront  
**Serene Sounds** Vision Statements

Permanent fulltime  
Sound monitoring

Noise

Unreasonable noise  
map which does not  
give accurate forecast  
NEF.

Sound travels better (or, in this  
case, worse) over water. That's why  
Jesus preached from a boat.

Board or standard of  
discipline / <sup>heavy fines</sup> ~~fine~~ if  
landed outside specific  
hours of land at  
night.

— runs done during normal  
operational hours.



Citizens for a Healthy Toronto Waterfront  
**Serene Sounds** Vision Statements

Reduce number of flights into existing airport to reduce need for early morning and late night arrivals.

✓

Sounds

A waterfront where children can hear the sounds of nature - birds movement of water wind in trees

Sounds stresses animals and birds

research studies confirming that <sup>sudden</sup> noise pollution is related to cardiovascular health.



## Citizens for a Healthy Toronto Waterfront **Serene Sounds** Vision Statements

I WANT ALL NOISE TO MEET  
MOE CRITERIA SO I CAN  
ENJOY MY LIVING ROOM  
WITH AN OPEN WINDOW

children -

learning disrupted.  
entitled to be in  
quiet working environment

NOISE

— definitely noise should  
include engine runups

Standard should  
that you would expect  
from any neighbour  
is "quiet enjoyment  
compliant with the city's  
noise bylaws."



## Citizens for a Healthy Toronto Waterfront Serene Sounds Vision Statements

Use the proper  
NEF Contour

~~#####~~  
~~#####~~  
Toronto has a rare treasure of ~~hanging~~ nature  
@ the heart of its city. The envy of the world.  
The sounds of nature are incompatible with  
the sounds of aircraft and airports.

Noise from airports has been shown  
in a well done study in the UK to be  
related to cardiovascular disease-  
morbidity, perhaps mortality.

We believe we should reduce  
noise pollution and make sure  
noise is actually measured,  
including @ noise during run-ups,  
& noise projections based on reflections  
on water, and  
where our neighbours live.



Citizens for a Healthy Toronto Waterfront  
**Serene Sounds** Vision Statements

The ~~van~~ run ups are  
really loud & smelly

INSTEAD OF SERENE sounds we have  
'bird bombs' & 'screech bombs' to chase the  
water birds and other birds away.  
To ensure the safety of air traffic, birds are  
being chased away. They are incompatible.  
This can only be rectified by decreasing or  
eliminating the air traffic ~~and~~ or accepting  
that there is no room for nature.

Noise is not being  
considered

- a) for run ups
- b) based on noise reflection  
on water, rather than on  
land forecasting
- c) in terms of proximity to residences

Waterfront has no facility for  
buffering sound so airport  
should not expand.



Citizens for a Healthy Toronto Waterfront  
**Green Spaces** Vision Statements



## Citizens for a Healthy Toronto Waterfront Green Spaces Vision Statements

Full accessibility to the  
water's edge by all citizens  
and visitors to Toronto

Enhance and protect residential  
and natural or recreational  
areas from increased noise, air  
water pollution

Wildlife and biodiversity on  
Toronto Islands has grown  
as habitat disappears in  
the GTA arrivals in the last  
decades include coyotes,  
beavers, mink, deer -  
and a huge increase in  
aquatic health &  
fisheries - no degradation.

Common observation  
points to closing  
The Airport  
and building a  
signature urban Park.



## Citizens for a Healthy Toronto Waterfront Green Spaces Vision Statements

### WATER

Toronto Islands have long been the escape ~~Toronto's~~ city life. Most citizens cannot afford to own ~~or~~ a cottage (nevermind a private plane to get to one). The <sup>water</sup> beaches of our islands permit citizens of all income levels to escape the heat of the city and enjoy the waterfront.

• accessibility connectedness  
in waterfront park near  
to with island traffic challenges. ⑥

Phase out Island Airport  
and move operations to  
Pearson.

Develop signature Park  
Plan that contains Allée's  
of flowering trees open meadows  
sports field Native Centre  
and arts Centre

There are reasonable balances required in the  
question of people's health & economics.  
With the growth of aircraft & aircraft movements  
this balance has been skewed in favour of  
the aircraft & the aircraft industry more than  
a reasonable balance. Enough is enough!



## Citizens for a Healthy Toronto Waterfront Green Spaces Vision Statements

The waterfront of Toronto is a "gift" that makes Toronto the treasure that it is today for its citizens & for tourists that want to experience the beautiful city that it is. The waterfront is continually being enhanced for the benefit of tourists & its residents. The expansion of the airport runs totally contrary to this enhancement for no ~~it~~ justifiable reason. How many cities can boast such an amazing balance of nature in the heart of the city.  
DO NOT DESTROY THIS TREASURE.

CONSTANT CONFLICT BETWEEN NATURE & AIRPORT IS EXAMPLIFIED BY THE DAILY & CONSTANT NEED FOR "BIRD CONTROL STAFF" @ THE AIRPORT THAT SPEED UP & DOWN THE LENGTH OF THE AIRPORT SHOOTING ANTI-BIRD BOMBS, IN THE DIRECTION OF BIRDS AT ALL HOURS. (and 'SCREECH BOMBS') IT SOMETIMES SOUNDS MORE LIKE A WAR ZONE THAN A WATERFRONT, A WAR ON BIRDS!  
THIS IS A CONFLICT OF LOCATION. CITY MUST DECIDE IF THE AIR TRAFFIC SHOULD BE @ PEARSON OR IF THE BIRDS ARE MOVED TO PEARSON. THEY SHOULD NOT EXIST IN THE SAME LOCATION.

NO NEGATIVE IMPACTS  
ON MIGRATORY OR LOCAL  
BIRDS, BUTTERFLIES, FISH  
AND WILDLIFE.

• the official plan of the city that mandates that the Toronto Island Park remain open year round. Runways extension has potential



## Citizens for a Healthy Toronto Waterfront Green Spaces Vision Statements

Arctic waterfowl  
that winter here:

Longtails ("oldsquaws")

Buffle heads

Goldeneyes

Summer residents,

or all-year: Grebes

Ring-billed gulls, mallards,

gadwall, mute + Trumpeter swans

seen here in migration:

Grebes, loons, teal,

Scamp, scoters,

mergansers (3 species)

Sometimes harlequin  
ducks

Shorebirds: plover,

sand piper, whimbrels

Others that I haven't

thought of - and lots

of land birds

Why double the industrial  
use of this Toronto waterfront  
land and facilities?

place stickie here

place stickie here



Citizens for a Healthy Toronto Waterfront  
**Safety** Vision Statements



## Citizens for a Healthy Toronto Waterfront Safety Vision Statements

Emergency ~~and~~ preparedness and response.

Improving public security.

Find alternative way to supply fuel to existing airport - barge & fuel tankers ~~at not~~ peak hours.

~~Do not~~ ~~Do not take passengers~~  
~~to introduce~~ Introduce stringent security  
checkups of passengers and private vehicle  
entering ferry.

WE NEED A COMPREHENSIVE  
EMERGENCY & SAFETY PLANNING,  
WHICH NEEDS TO BE GIVEN TO  
ALL PERSONS USING THE AIRPORT  
AND ALL RESIDENTS WITHIN 3-5 KM  
OF THE AIRPORT,

Remember Lac Megantic?

How do we prevent a Lac  
Ontario?

WHAT is required to deal with  
accidents (ie. on landing or take off)  
on island?



Citizens for a Healthy Toronto Waterfront  
**Safety** Vision Statements

emergency response  
to oil fuel farms  
and expansion

TRAFFIC at  
Lakeshore +  
Bathurst is  
Chaotic +  
dangerous. / FIX  
IT

- No Security on Ferry
- Fuel trucks go by the School & Daycares
- We have no idea if there is a safety plan

- potential crash assessment study done, or fuel explosion.
- Fuel truck to have its own separate boat not with pedestrians and cars



## Citizens for a Healthy Toronto Waterfront

### Safety Vision Statements

Fix the intersections of Fleet-Lakeshore  
Bathurst - Queens Quay.  
(Crossing Lakeshore as a pedestrian  
is very hazardous. Light  
that intersection all the way  
across.

I want to know how the  
20,000+ residents of the  
immediate airport area  
will be able to evacuate  
in a timely, safe manner  
in the event of a crash,  
explosion, toxic leak  
or other emergency.

I am concerned by the increased  
diameter of jet engine intakes  
and the resulting increase in  
risk of birds getting caught.  
How will pilots manage to  
manoeuvre planes that are twice  
the weight, height & carrying so  
much more fuel - to avoid  
injury to passengers, crew &  
the buildings in the downtown  
flight paths.

CONCERNED  
ABOUT ACCIDENTS  
RESULTING FROM FUEL  
TRANSPORTATION



## Citizens for a Healthy Toronto Waterfront Safety Vision Statements

Who will be legally responsible for accidents, fuel spills, bird strikes and their results, class action suits from loss of business and real estate values, etc.

Limited transportation along waterfront that create pollution, gridlock, accidents - preserve area for recreation

emergency response - impossible to evacuate downtown in case of explosion or crash due to bird strike

- consider an increase in (4) car traffic to airport
- truck transport of increased fuel to airport and other chemicals (ethylene glycol de-icing fluids)
- storage of fuel & de-icing fluids
- spill " " " " "
- accidents involving fires and explosions at the airport
- increased need for emergency response services & plans capacity



## Citizens for a Healthy Toronto Waterfront

### Safety Vision Statements

What if there was  
an accident - crash?  
fuel truck explosion,  
terrorist attack - What  
would happen to OS.

C Terrorism/accident  
potential ~~impact~~ needs to be  
studied

No proper study done on effect  
of jet aircraft on surrounding  
condos - needs to be done!

Structural tolerances

\*most\*  
COMPLEX INTERSECTION \*  
PLUS SCALE OF ATTRACTIONS.



Citizens for a Healthy Toronto Waterfront  
**Fair Processes** Vision Statements



Citizens for a Healthy Toronto Waterfront  
**Fair Processes** Vision Statements

WE NEED A SERIOUS AND DETAILED  
HEALTH IMPACT STUDY BY AN INDE-  
PENDENT AUTHORITY IN REGARDS  
OF SOUND AND AIR POLLUTANTS  
FROM AIRPORT ~~OPS~~ OPERATIONS.

\* We need a full  
Health Study even if  
the expansion ~~does~~  
does not happen!

FUNDING NEEDED FOR SCIENTIFIC  
MONITORING OF ALL FACTORS.

DISCLAIMERS RE NON-PROFESSIONAL  
QUALITY + CRITERIA OF REPORTS.

Do the real science  
of this healthier waterfront  
air, water, human health  
the machinery -



## Citizens for a Healthy Toronto Waterfront Fair Processes Vision Statements

Public Health needs to say there is not enough time to do a proper study.

We, must take seriously the historical evidence provided + serious ~~studies~~ epidemiological studies must be done in communities surrounding the waterfront of Toronto

I am extremely offended by the process: First, they order the jets. Then they ask permission to fly them out of the airport.

What's gonna happen the next time someone wants to do something that he thinks will be profitable to him, but that will be costly to the public - and controversial. We'll be, like Robert DeLuce, feel entitled to ram it through?

We have a right to have an independent environment and health assessment to protect and enhance our life



## Citizens for a Healthy Toronto Waterfront **Fair Processes** Vision Statements

institute the  
precautionary  
principle in all  
areas

The onus is on The  
City to prove the integrity  
of its study + review processes,  
not on the citizens

The Tripartite Agreement  
can only be changed if "there  
is no negative impact on the  
<sup>residential + recreational environment</sup>  
Waterfront". Needs to be  
proven - it ~~is~~ already has a  
negative impact.

There is insufficient time  
to proceed with due  
diligence



## Citizens for a Healthy Toronto Waterfront Fair Processes Vision Statements

Corporate interests of  
Porter Airlines  
can harm  
health of people  
living in Waterfront

Corporate Bullying should  
not trump concerns from  
those of lesser economic  
status.

Why should the economic  
interests of 1 person  
trump the interests  
of All the citizens  
in Toronto?

Not just for US (2013) but for  
the future - the long future ©

Haste in pushing approvals  
through ignores concerns  
about many health-related  
issues: noise, safety,  
chemical pollution, physical  
well-being. This is a catastrophe,  
a flat-out scandal. \*



## Citizens for a Healthy Toronto Waterfront Fair Processes Vision Statements

THAT ALL SYNEGYSTIC  
IMPACTS OF INCREASED  
TRAFFIC BE DELINEATED  
INCLUDING • AIR POLLUTION  
• WATER POLLUTION  
• NOISE POLLUTION  
• AND DEGRADATION OF THE  
RESIDENTIAL CULTURE BEFORE  
ANY APPROVALS ARE CONSIDERED

• consider social determinants of health.

All measures of sound, safety,  
air quality, traffic, water and  
air pollution are so far insufficient.  
All TPA studies have been drafts  
to prevent legal issues. We need  
Thorough and final reports,  
with legal ramifications!

- PUBLIC CONSULTATION MUST BE  
HELD, ALONG WITH PROPER HEALTH  
IMPACT STUDIES DONE BEFORE PROCEEDING.



## Citizens for a Healthy Toronto Waterfront **Fair Processes** Vision Statements

Since Port Authority has been in existence, we have been subject to the fog of deception put out by the TPA. They have said over and over since the beginning that the pollution that the airport produces is intransigent compared to the Gardiner/Lakeshore railway pollution. The residents objected from the beginning that the added pollution along the waterfront beside the airport that effected the schools + park + residential community in the area.

Uniqueness of Island site needs to be studied and addressed in research.  
- water / wind / sound / barometric pressure.

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Citizens for a Healthy Toronto Waterfront  
**Future** Vision Statements



## Citizens for a Healthy Toronto Waterfront

### Future Vision Statements

Develop a sustainable seven generation plan that incorporates the waterfront into a leading environmentally sustainable city

Quality of life of waterfront has higher priority than private business interests

Protect the existing investments in providing access, employment and health along the waterfront

Constant Traffic is ex hausting!



## Citizens for a Healthy Toronto Waterfront Future Vision Statements

Toronto taxpayers  
have highly invested  
in the waterfront  
this is collective space  
to protect for everyone

insure that the decision  
does not set back all  
other federal investment  
in waterfront health

- consider how airport could set  
back gains in waterfront  
beneficial uses highlighted in  
the Toronto Remedial Action Plan

- the huge local growth in  
waterfront residents who  
are very vulnerable to airport  
impacts

as citizens of one of the top  
ten livable cities in the world  
airport intensification and its  
related noise, water, health  
pollution goes against this  
very livable city.



## Citizens for a Healthy Toronto Waterfront

### **Future** Vision Statements

we demand that the residents, visitors and students of the waterfront be allowed to remain free of additional congestion, noise, contamination & disruption arising from use of jets at island airport.

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