



WINDWARD CO-OPERATIVE HOMES INCORPORATED

34 Little Norway Crescent, Toronto, ON M5V 3A3 Tel: (416)260-8791 Fax: (416) 260-2648
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City Clerk's Office
City of Toronto, Toronto City Hall
100 Queen Street West
Toronto, Ontario, M5H 2H2

November 28, 2013

Dear City Clerk's Office and Toronto City Councillors,

Windward Co-op is only 200 meters from Toronto City Centre airport, 525 meters from the closest runway and 75m from the Bathurst ferry slip. We are the closest residential building to the airport and its operations.



Windward Co-op has been in the Bathurst Quay neighbourhood, at 34 Little Norway Crescent, for 27 years. Following the airport's founding during World War II in support of the Norwegian military, the Island Airport was originally envisioned to be an 'air-port' to support the existing 'water-port' and the noisy industrial rail yard activities that were then still active in Toronto harbour. Our Co-op building and surrounding waterfront community is the product of a major harbourfront 'clean-up' initiative that was completed in the 1970s for purposes of non-industrial redevelopment. The redevelopment plans ultimately envisioned a small airport operation sized to include limited activities that would support the well planned mixed residential/ institutional community that we have today. Given that the planning of proposed residential properties on the reclaimed lands crossed jurisdictional boundaries, a Tripartite Agreement was negotiated in 1983 between the federal Minister of Transportation, the Toronto Port Authority predecessor, and the City of Toronto for the purposes of ensuring the success of our pre-planned waterfront community.

Though there is support within our community for the airport to exist in some capacity, a majority of Windward Co-op's members are concerned about an expansion to the island airport, including extended runways, an increase in flights and road traffic, and an introduction of jets. These would increase health and safety risks to the detriment of our members, especially to those who are more vulnerable to health and safety risks.

Unlike other Co-ops in the city, Windward Co-op was specifically designed to meet the needs of persons with disabilities, including people who use wheelchairs. The Co-op has maintained a low turn over rate, with approximately 2 units per year in the last few years. However, this year, a number of our members have expressed



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they are now considering moving out, or have already engaged in looking for new housing. The recent and future expansions of the airport's footprint and operations, including increase in airport noise and air pollution, have been cited as key reasons for this change in attitude.

Some members are already suffering anxiety, sleep disorders and inability to concentrate on tasks and won't be able to handle further deregulation. Others are concerned about the health and safety of themselves, their children, newborns and pets. Further to this, we hear from even more members that they and their pets no longer enjoy going out on their balconies since the increases in flight traffic over the last few years. On occasion, members are not able to hold conversations in their homes when the windows are open. They cannot concentrate on tasks and cerebral work due to the constant roar from the airport. Members are experiencing sleepless nights due to construction and noise coming from the ferry. As a Board, we are disquieted and saddened that these issues of our residents are dismissed or not fully investigated; yet the expansion continues in increments without the support of the community on its doorstep.

In addition to health and safety concerns, Windward Co-op's building and ground operations are already negatively impacted by the current airport operations. An expansion and introduction of jets will form even more black sticky residue onto the building. Expansion will further increase the frequency of filter changes to our cooling and heating system. Our units do not have a forced air system capable of being converted to central air conditioning, so that windows can remain closed due to airport noise and fumes. Our building will also require window glazing and wall soundproofing. In general, airport expansion and jets will further jeopardize the maintenance of Windward Co-op's property and expose our members to even higher health risks.

As custodians of our building, the Board has an obligation to consider the following:

- the health and safety of all our members, with special focus on our vulnerable populations
- factors which have potential to increase the cost of maintaining our building envelope, including the grounds of the Co-op
- factors that can negatively impact the 'quiet enjoyment' of residential units and the indoor and outdoor common areas by our members

Windward Co-op cannot deal with these issues alone. Due to the proximity of the airport, it is the responsibility of the City and our elected representatives to ensure the health and well being of its citizens, minimize the impact on buildings and grounds, and maintain a healthy environment. Windward Co-op asks that Councillors protect Windward's residents and its property from the threat of airport expansion and jets. On the following pages, we provide some key concerns of Windward Co-op as we face the prospect of more airport expansion. We request your support to take action, which nurtures our waterfront community.

Sincerely,

Johann Louw

Johann Louw, President
for the Board of Directors, Windward Co-op



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WINDWARD CO-OP DEMOGRAPHICS

Windward Co-op is a community of 250 residents of mixed income, multi-ethnicity, various ages and abilities. Many members have children. Family pets are common, and some members live with guide dogs. **Windward Co-op has a higher than average population that is vulnerable to health risks.** 30% of our members are challenged with seeing and hearing impairments, and mobility and mental disabilities. 31% are elderly, 25% are subsidized due to low income, and 16% are single parents. There are 28 children who reside in the building, of which 4% are newborns. 7% of our members currently suffer from non-birth related health conditions, including cancer, asthma, cardio-vascular disease, lung disease, immunodeficiency disorders, and sleep disorders.

HEALTH AND SAFETY CONCERNS

ROADS

School Crossing Safety

- Bathurst Quay is home to a growing number of families, as was envisioned when the community was being planned. Our school-bound children crossing Éireann Quay en route to the Waterfront School are exposed to airport cross-traffic on a daily basis. The height of some of the children and wheelchair residents is approximately that of a car hood. They may not be seen by rushed airport motorists, who often engage in hasty and illegal driving maneuvers at the Éireann Quay/ Queens Quay intersection in response to traffic congestion. Many of our disabled members are concerned, as they may not be physically able to dodge out of the way in time from an oncoming harried driver.

Transportation of Airport Fuel

- There are three local schools near the airport, and neighbourhood children who enjoy the children's playground in Little Norway Park only metres from the airport. Parents are concerned for the safety of their children because fuel is being transported on large trucks past the school grounds. With the introduction of jets and an increase in air traffic, there will be much greater concern for our children in this respect.

Driver Confusion at Local Intersections

- The Bathurst/ Lake Shore/ Queens Quay intersection complex has been a safety concern for all residents for a number of years. Driver confusion with respect to the Bathurst Street dedicated transit way has resulted in cars backing up into oncoming cross traffic and into the paths of cyclists and rollerbladers along Lakeshore and Queens Quay. A reversing, panicked driver may not see these non-vehicular users, let alone our children and members using wheelchairs who are at a lower height. Currently, there are no proposals to improve driver confusion and it is anticipated that jets will not improve the road conditions.

Waterfront Trail User Safety

- Our members are frequent and active users of the waterfront, including the New Blue Edge waterfront trail constructed by Waterfront Toronto. The safety of the waterfront trail at Éireann Quay is of concern and the clash of bikes, pedestrians and cars will increase dramatically when the work on Queen's Quay is completed.
- We are aware that in May 2012, at least two trail users (walking and cycling) were removed by ambulance on separate occasions from accidents at the Éireann Quay crossing. We have also heard residents give accounts of



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many near misses between vehicles and pedestrians. While we are not privy to the details, the volume of airport vehicular traffic has been identified as a contributing factor in these incidents.

- In addition to the intersection congestion at the intersection, temporary blindness by the setting sun on westbound motorists is of concern with respect to pedestrian safety at the Éireann Quay/ Queens Quay intersection. The blinding conditions, in conjunction to adjacent building shadows, can occur during busy summer months when the waterfront trail is used the most.

Speeding Traffic on Local Roads

- Currently there are no solutions put forth to deal with speeding airport users on our local roads. The concerns are anticipated to worsen during peak periods with implementation of larger capacity jets.
- Airport users have been observed circling local community roads looking for cheaper parking opportunities - regardless of whether local paid parking lots are full or not. The rushed airport motorists turn the corner on Little Norway Crescent at high speeds, which makes it dangerous for pedestrians on and off the road.
- Several parking spots for people with disabilities are provided on Little Norway Crescent, so that they are directly in front of our main building entrance. Safe access, to these parking spots, needs to be maintained. Also, the safety of our members who are crossing Little Norway Crescent from our main entrance to get to the park trails, located directly opposite, represent a safety concern for their children and pets.
- Motorists attempting to avoid congestion on Queen's Quay have been seen speeding around the corner of Little Bishop Tutu, often narrowly missing pedestrians crossing with the right of way. Speed bumps were added to Little Norway to curb this same issue and should be considered on Bishop Tutu, as well to keep traffic streamlined to Queen's Quay or Bathurst.

MEDICAL

Ambulance Accessibility

- Of concern to us is timely access by ambulance to our building in the event of a medical emergency. Our local road network sometimes experiences 'grid lock' traffic events, which are most evident during special events impacting Lake Shore Boulevard.
- Stadium Road, north of Queens Quay, is often fully backed up with idling traffic in either direction, as is Queens Quay from Bathurst to Stadium Road. Occasionally, Stadium Road south of Queens Quay and Little Norway Crescent both see extreme episodes of illegal parking on both sides of the road, which narrows traffic to one lane. Furthermore, with increased LRT usage in both directions during special events, the ability of an ambulance to access the dedicated transit way to bypass some of the grid locked traffic while en route to Windward Co-op, is hindered.
- Road accessibility is not expected to improve with the introduction of jets during peak periods as they reputedly have 60% more seats than the current Q400 planes.

Summer Heat Medical Emergencies

- Many of the events causing road traffic gridlock occur during the summer months and during periods of extreme heat affecting our members. Some of our vulnerable members, especially those with particular disabilities may not be able to feel temperature, placing these individuals at risk of heat-related medical emergencies.



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- The residential units of our building were not designed to include central air conditioning, which requires that windows must remain open. Our building was designed to be environmentally sustainable, such that large windows face south in order to capture winter sun and remain open 24/7 during the summer months to cool lake breezes. (Windward Co-op also has an award winning solar panel project on its roof, demonstrating our commitment to environmental sustainability).
- Some residents have had to close windows as a result of strong gasoline odours coming from the airport and speech interference due to airport noise pollution. Closing windows increases the overall summer temperature in their living quarters, bedrooms and the building in general; decreases the natural efficiencies built into the structure; and increases the overall summer temperature in both their unit and in units at higher elevation.
- Though quieter than standard jets, the new jets are still anticipated to be above the sound level of the existing Q400s. This further strain is expected to lead to increased risk of neural disturbances, illnesses, and possible medical emergencies within the community.

AIRPORT PARKING CONCERNS

Airport Parking

- There appears to be a lack of available parking for airport employees and users. In February 2011, agents of the Toronto Port Authority (TPA) appeared to have trespassed on Windward Co-op's underground parking ramp in an attempt to increase available supply of public and employee parking. An electronic pay booth and electrical sign were erected on the ramp. Parking signage was posted specifically for Public Parking for the airport (not employee parking). Windward Co-op was not requested by any party to provide public access to our underground garage ramp (names of many of our Co-op members using the ramp were collected by Unit Park representatives on a hand written list). Windward was the only building in Bathurst Quay that was subjected to this. Subsequent inquiries by the Windward Co-op Board led to the removal of these facilities.
- In subsequent months, Porter employees were seen walking to and from the underground garage facilities. Given that there is limited underground parking space available via our shared ramp, we are concerned that any future growth in airport employee parking or in airport user parking will be at the loss of temporary local on-street parking. Our concern is primarily regarding the on-street spots that are immediately adjacent to our building and are in close proximity for the use of visitors and residents with disabilities. Currently, there are no solutions put forth to deal with airport parking and to alleviate matters for the better, following introduction of jets.

Community Parking

- The demand for visitor and resident parking in the local area has not disappeared with the increase in airport-related parking. The problems worsened with airport expansion in 2006 and are expected to worsen with approval of larger capacity jets. Parking solutions have not emerged to date.

Idling Airport Users

There is persistent use of Little Norway Crescent as a temporary parking or standing area by vehicles waiting to pick up airport passengers. These vehicles have included private cars and limousines. The concerns of our Co-op members include the following:

- Typically the vehicles waiting are idling. Episodes of poor air quality have occurred in some of our adjacent units as a result of this airport impact.



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- The standing vehicles represent a visual distraction at the bend on Little Norway Crescent, as well as a road safety concern for pedestrians as they emerge from in between the standing vehicles.
- The standing vehicles represent a source of personal safety concern at night for some of our female co-op members.
- There are currently no solutions put forth to deal with standing airport vehicles on local roads, and matters are anticipated to deteriorate with the introduction of larger capacity jets.

BUILDING OPERATION CONCERNS

Increased Building Maintenance Requirements

- Recently, a sticky black residue has been observed by our members on their balconies along the south face of our building, and occasionally within the building. Apparently, a similar residue has been experienced at nearby marinas. We are not aware of the cause or the safety concerns of this residue, nor the extent that this residue exists on other parts of our building. We request that city staff investigate and provide advice with respect to the health and cleaning implications thereof.

Ventilation System

- Historically, Windward Co-op only had to change the air ventilation filters once every two months. Since the increase of airport flights and road traffic over the last several years, we have had to increase the filter change to once per month. This is an increase to our building maintenance costs. This is a strong indication that air pollution is on the increase in our neighbourhood.

Building Retrofits

- Windward Co-op consists of an 8-storey tower with bedrooms overlooking the airport grounds immediately to the south, and 3 storey townhouses with bedrooms facing directly onto both the airport site and the Stadium Road parking lot. Like other buildings on the waterfront, our building was not designed with noise proofing provisions typically found in structures in close proximity to airports, as these noise concerns were not anticipated at the time of construction. These provisions generally include noise proofing in walls and roofs, window glazing, etc. Other typical features of an airport-proofed building include central air conditioning (so that our windows can remain closed), and layouts so bedrooms are further from the airport site. Some of these conditions can be retrofitted, potentially adding some relief from current airport pressures. But additional strain from jets and increased air traffic may prove completely incompatible with the building design.

ENVIRONMENTAL CONCERNS

Windward Co-op is situated directly opposite and 200m from the airport perimeter. The south face of our building is approximately 525m from the runway and 75m from the Bathurst ferry slip.

Noise

- Since Windward Co-op opened 27 years ago, we have seen an increase in airport related noise concerns from some of our residential units starting in 2006.



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- The complaints received to date regarding typical airport operations include: sleep interruption and deprivation, varying noise levels inside living rooms disrupting family time and media use, window rattling events, inability to use balconies, pets refusing to use balconies or southern areas, and noise reverberation due to neighboring reflective surfaces. These concerns are not expected to improve with the introduction of jets.

Vibration

- Some of our members have experienced rattling windows due to airborne vibrations from runups, takeoffs, and landing noise. We are also aware of bedroom floor vibrations due to the waterborne vibrations emitted by the larger ferryboats purchased since 2006 to operate out of the Bathurst ferry slip. These concerns are not expected to improve with the introduction of jets.

Air Quality

- In recent years, our members have noticed fuel and burnt kerosene odours. We request the City review the possible sources and potential growth in health concerns with respect to air quality and the proposed jets.
- Potential sources of air pollution immediately adjacent our building might include: ground movements of planes on the airport apron and taxiways, runway flight movements, Stadium Road parking lot turnover rates, and idling cars and taxis. These immediate concerns will likely be further increased with the introduction of larger capacity jet aircraft.

Construction

- Airport maintenance, repair, and construction activities over the past 7 years have been scheduled overnight so as to 'ensure the safe and efficient operation of the airport' according to TPA construction information. Overnight construction effects experienced by some of our members include: backup beeping noises, heavy equipment and engine roar from the airport site, night light glare into bedrooms, tandem truck noise along the Western Gap, truck braking and clanging noises at the ferry ramp, and disturbances caused by operation of the ferry engine during quiet sleeping hours. The effects appear to be anticipatable or known prior to the commencement of prolonged overnight construction-related activities involving heavy equipment within 75m of our building. This has resulted in consecutive nights of sleep loss for some of our Co-op member's families.
- The noise impacts are worse at nighttime when the background noise surrounding our building, which is right on the shoreline, drops considerably. Many units in our building are less exposed to the urban hum of constant road traffic, which might otherwise help mask some of the construction noise impacts. All of these overnight construction impacts will likely occur for a prolonged period of time if the proposed runway extensions are approved, as it is unknown if the airport will be shut down during the daytime hours to facilitate construction of the ramp extensions under the flight paths.
- Our Co-op representatives on Bathurst Quay Neighbourhood Association (BQNA) have advised that effective communication protocols for construction emergencies have not yet been established by the TPA for the community over the past year of on-going adjacent tunnel construction. A member of our Co-op has written letters to the TPA regarding construction communication protocols used by the industry across the GTA. To our knowledge, there have been no meetings to date between the TPA and directly affected stakeholders like ourselves to discuss any airport impacts. It is felt by some that the TPA does not appear interested in advising the community in a way that would result in a paper trail that they are in fact causing significant impacts on the community by their "routine maintenance" activities.



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- We understand that to date, no designated 'allowance for emergency community hotel use' has been included in construction budgets to address known airport sleep deprivation impacts. This might help some of our members immediately adjacent the construction to avoid loss of pay due to sleep exhaustion.

STABILITY OF WATERFRONT COMMUNITY

- Windward Co-op is situated amongst other non-profit Co-ops and for-profit condominiums in the Bathurst Quay community. As such, we are aware that other neighbouring buildings are equally concerned regarding the potential for increased resident turnover due to increased airport impacts. Should there be an increase in resident turnover rate due to airport impacts, this will not have a positive effect on the budget of our non-profit Co-op. Over the long term, we are concerned this may impact our own internal subsidy pool that is designed to help some of our Co-op members.
- Low resident turnover rates in all surrounding area buildings are critical with respect to nurturing and maintaining a strong sense of community, which is outside the walls of our Co-op building but includes all our Co-op members and their families. The increased opportunity and number of social connections within our local community is strongly valued by our long term Windward Co-op members.