

May 27, 2020

Shelley Kline, Community Lead for Riverside/Leslieville

Lakeshore East Community Advisory Committee (LSE CAC)

Brief:

Why it is necessary that Bill 171 include protections for our communities? I am here to share with the Committee what it has been like for our CAC to work with Metrolinx for the past two years, requesting specific noise and vibrations mitigations and other impacts for our communities within the rail electrification project (RER) and what a difficult and futile process this has been. Summing up the past two years of meetings with Metrolinx, they have not said 'yes' to one neighbourhood request, nor have they altered their project planning in any way because of our communities concerns; simply not one thing we have asked for has been included in nor changed their project planning. Our CAC has had no impact at all on the RER project to date because Metrolinx will not engage with us as an equal planning partner so that we could have an impact on the project.

The proposed regulatory changes to the Environmental Assessment Act will risk the health and safety of our families and take away our voice and accountabilities when building transit in our neighbourhoods. We cannot, and do not, trust Metrolinx to listen to or work to with our communities.

We are asking the Committee today to give us back our voice and seat at the transit planning table by amending Bill 171 to ensure our communities work together with Metrolinx to build transit projects in a safe and inclusive way that works for all of us.

Sunday, June 7, 2020

Dear Committee Members:

My name is Shelley Kline, and I am a home owner, a small business owner and a life-long transit rider, living in Leslieville, Toronto.

I am representing Riverside/Leslieville area for the **Lakeshore East Community Advisory Committee** (LSE CAC).

Our committee was founded in 2018, and granted a “Terms of Reference” agreement to work cooperatively with Metrolinx, our purpose being, “To minimize the impact of the Regional Express Rail Project (RER) and other projects, for the quality of life for our surrounding Lakeshore East communities.”¹ (See Attachment 1) Our membership includes approximately five hundred plus families living in proximity to the LSE GO Rail corridor.

I am here today to ask the Committee to protect our communities from Bill 171 which allows for reckless transit building without a full and completed Environmental Assessment (EA) process.

We are asking the Committee today to include the proposed community amendments that are being put forward by the NDP, which would ensure our communities will have an impact on transit building. Specifically, that the Minister/Metrolinx must work with the community to set construction standards, and lay out consequences for failure to do so; and to establish a construction working group with key community stakeholders to exchange advice and information during construction.

¹ *LSE CAC Terms of Reference*, Attachment 1.

Why it is necessary that Bill 171 include protections for, and accountabilities to our communities? I am here to share with the Committee what it has been like for our CAC to have met with Metrolinx for the past two years, and share with you what a frustrating and ineffective process this has been for us.

In the past two years of meetings with Metrolinx, they have not altered their project planning in any way because of our community's concerns or requests; the result is that our community has had no impact at all on the projects to date. This is because Metrolinx will not engage with us in a way that we could have an impact. This is despite their Roles and Responsibilities laid out in our 'Terms of Reference' as, "To give careful consideration to all advice received from the CAC; and to incorporate wherever possible the advice received from the CAC." Note that this relationship with Metrolinx is not unique to our CAC and we have heard similar frustrations from others.

There are many examples of our 'asks' that I could share with you given time, but here is a brief summary of three of our main items:

1. **Seamless Noise Mitigation**, along the LSE Go Corridor: The Regional Express Rail project planning indicated that only some areas of the corridor would be getting 5 metre high sound barrier walls but not others, and there were gaps in areas where only one side of the track had a sound barrier and not the other at the same location. Metrolinx stated it was their goal to provide "seamless" noise barriers in areas that were not selected to have them, however, this has never happened and the discussion has now shifted to "noise reduction at source," which we believe means applying padding directly to train wheels to dampen sound and not seamless sound walls. Additionally, Metrolinx told us they were going request extra funding from the Province in 2018 to make seamless noise walls happen, but we don't think this ever happened and our questions about this have gone unanswered. Currently we have

been told to wait for the new noise and vibration study timed to come out shortly this summer.

2. **Temporary noise barriers**, or moving planned noise barriers up from the end of the project into the beginning of the project in order to shield neighbourhoods along the tracks from construction noise occurring in the middle of the night. After chasing Metrolinx for six months on this request and having sent them several companies that manufacture temporary noise barriers; the answer became a hard ‘no’ from them; the reason being that it would add a million or more to the project plan. We don’t believe they have ever seriously considered our request.
3. Lastly, and most importantly, there couldn’t be a more perfect example of how Metrolinx has treated our community’s concerns in their rejection of our community ‘Asks’ list titled, **“CAC’s List for Inclusion in the Lakeshore East Corridor Expansion Project,”**² which was submitted to Metrolinx on Sept. 15, 2018.

At Metrolinx’s request, we were invited to participate in the RER RFP process which was to be, “an inclusive and collaborative process involving our CAC.” Our LSE communities prepared a list of items for them that would have given us a seat at the transit planning table. Our list was comprised of two sections: Section 1: Guidelines for contractors to be included in the Service Level Agreements for the successful proponents; and Section 2: dealt with specific areas along the rail corridor that residents had identified as areas of high concern such as Fontbonne Ministries at risk women’s shelter, located beside the tracks at Queen/Degrassi, and our beloved Jimmie Simpson Community Centre and park, which would require special mitigation strategies and care during planning, design and construction.

² (See Attachment 2.)

I have attached our list for the Committee to review in Attachment 2. A brief sample from it includes items such as:

1. During construction schedule significantly noisy and disruptive maintenance and construction work during the day and avoid night work wherever possible;
- 1.2 Ensure that the Superintendent on site is available for calls from Metrolinx at all times;
- 1.3 Limit noise of vehicles beeping/backing up during night work.

- 3.1 c Timing of tree and vegetation removal must be greenlighted by the appropriate wildlife agencies as indicated in the Environmental Project Report. Monitors should be present on site during this sensitive removal work.

We submitted our list to Metrolinx and met with them to review it in November, 2018; and they agreed that that our list was very 'doable' and they would reword it into contractual language to include it in the RFP Schedule A.

Fast forward a year later to October of 2019, when Metrolinx tells us they are finally ready to release the RER RFP. We now ask to have a meeting with them so we can review how our list has been integrated into their "Schedule 'A' Agreement?" There was no response from them about what happened to our list and when pressed to discuss, meet or provide any further details about it, they would not even officially comment back to us about it, so we could tell our neighbourhoods what happened to it. Clearly our list never went anywhere, was rejected higher up, and no one from Metrolinx ever bothered to tell us that.

It doesn't appear to be any different with the Ontario Line planning process. In January of this year our community widely attended the Ontario Line Open Houses. The feedback we gave was clear, "Put the Ontario Line underground through Leslieville." In our meeting with them on May 13th we were told they have no plans to investigate or consider alternative alignments or routes and are moving ahead with the above-ground section. I would like to note that the Premier has approved a subway in his own riding of Eglinton West, but he won't allow for even an investigation of a subway for our 2km section of track. There is no good explanation why our section of track cannot be put underground. Why the line cannot remain underground through our residential neighbourhood and emerge above-ground in the industrial area south of Eastern Avenue. No reason at all.



In conclusion, in the more than two years we have been asking Metrolinx for mitigation and accountabilities, they have not let the community have any impact on their project planning. We are asking the Committee today to ensure our communities will have a seat at the transit planning table by amending Bill 171 with the proposed NDP community accountabilities; ensuring we can work together to build transit projects in a safe and inclusive way that works for all of us.

Thank you.

Shelley Kline

Community Lead for Riverside/Leslieville, LSE CAC

Attachment 1: **LSE CAC Terms of Reference**

Attachment 2: **LSE CAC's List for Inclusion in the Lakeshore East Corridor Expansion Project**

Terms of Reference:

Lakeshore East Corridor Community Advisory Committee (The “CAC”)

1. Objective of the CAC

- (1) To work cooperatively with Metrolinx to minimize the impact of the Regional Express Rail (RER) project and other Metrolinx projects on the quality of life for the communities participating in the CAC, within the constraints of provincial and municipal laws and Metrolinx mandate.
- (2) To work with residents of the areas represented by the members of the CAC in order to (i) communicate plans, dates, recommendations and other information provided by Metrolinx concerning the RER to those residents; and (ii) understand and represent the views and recommendations of the CAC and of other residents of the areas represented by the CAC to Metrolinx.

Scope

The CAC will meet at least quarterly at an agreed upon location throughout the duration of the expansion program. Ad hoc meetings can be called with shorter notice (but at least 2-3 weeks notice, where possible) if needed, to deal with issues arising.

The CAC will be empowered to:

- ❖ Make recommendations in relation to sound and vibration mitigation and other issues related to the health and quality of life of the communities represented by the CAC.
- ❖ Make recommendations in relation to local design and landscaping where possible in an attempt to restore any tree canopy that may be lost.
- ❖ Present the views and recommendations of the CAC to Metrolinx's Project Team. Given reasonable scheduling allowances, the broader public will be able to comment back to the CAC so that the CAC can reframe affected recommendations back to Metrolinx in the form of a revised recommendation. The CAC will present these recommendations to Metrolinx, and CAC will make efforts to ensure that all communication with the Metrolinx Project Team for the areas represented by CAC will be done through the CAC as a result of this process and not directly from the impacted property owner.
- ❖ Develop a sustainable stewardship model to support existing and potential new public spaces in the sections of the Lakeshore East Corridor that are represented by members of the CAC, created as a result of the railway expansion program.

- ❖ Advise on rail safety outreach and educational initiatives for community events and partnerships.

The CAC will operate as an arm's length advisory group that will serve as a liaison between Metrolinx, the City of Toronto, and the communities represented by the CAC members, providing strategic advice to the Lakeshore East Rail Expansion Corridor Director through the Office of the Chief Communications & Public Affairs Officer, and is answerable only to the represented communities.

The CAC will report back on their recommendations to the broader public in conjunction with Metrolinx community relations staff through a dedicated section of the email newsletter sent out to the distribution list as well as presenting their recommendations at subsequent public meetings. An archive of their recommendations will be posted online on the Metrolinx website. Any recommendations are expected to be broadly consistent with Metrolinx, Province of Ontario and City of Toronto policies, regulations and principles, although well considered changes to policies, regulations and principles may be requested. Metrolinx and City of Toronto staff knowledgeable about these policies, regulations, and principles may be present as non-voting members of the CAC to advise the voting members of the CAC.

Metrolinx will review advice from the CAC and report back to the CAC on how recommendations have been addressed or provide an explanation of specific project constraints through the website and in person at CAC meetings.

Metrolinx acknowledges that the CAC does not have the right to bind the neighbourhoods, communities and areas that its members represent, nor individuals or businesses within those communities. No aspect of these terms of reference shall remove the right of any property owner, resident or citizen, individually or as a group, to make their views or requests known to Metrolinx directly, to the public, the media or any other party.

Composition of the CAC (*To be Updated for 2020)

The CAC will initially consist of voting members made up of the following:

- Old Riverdale Neighbourhood Group - 3 members
- 3 members each from other appropriate community groups, including:
 - Lakeshore East Rail Coalition
 - Degrassi/Wardell/Cummings community group
 - Other Community Groups representing residents in the East End of Toronto
- Chair - Yanina Expinoza, Vice-Chair - Lynne Patterson, Secretary - Dave Barr
- 3 members from each community will have voting rights

The CAC has the right to reasonably modify its membership, composition and numbers in order to reflect the participation of other communities and areas not initially reflected in these Terms of Reference. This may involve, for example, the addition of additional members to reflect such

communities, and the adjustment of the number of representatives from each community to ensure that those communities are fairly represented.

Elected Officials or their representatives:

- MPP Peter Tabuns
 - MPP Arthur Potts
 - Councilor Paula Fletcher
 - Councilor Mary McMahon
 - MP Julie Dabrusin
 - MP Nathaniel Erskine-Smith
- Roles and Responsibilities of CAC Members

Members of the CAC are expected to fulfill their duties and agree to:

- Attend CAC meetings and participate in constructive and positive discussion to deliver a project that reflects the local community
- Work to understand and represent the varied perspectives of all residents in areas represented by the CAC
- Treat each other with respect and take an active role in the work of the CAC
- Work collaboratively to achieve a strong consensus towards an implementation and stewardship plan

Elected officials will be ex- officio members with no voting privileges

If a member of the CAC must withdraw due to illness or unexpected events, their position may be filled at the discretion of CAC. The working language of the CAC is English. Regrettably translation services are not available. The CAC will elect a Chair, Vice Chair and a Secretary to set meeting agendas and document meeting minutes. (Note: This may be amended if a third party facilitator is available/necessary.)

Roles and Responsibilities of Metrolinx

Metrolinx is a partner with the CAC and will endeavour to maximize the community building opportunities that are available as part of the project. Metrolinx will to the best of its ability:

- Support the CAC with the expertise it needs to provide strong advice to Metrolinx
- Ensure that CAC is kept up to date on design and planning work to ensure the work of the CAC is integrated with the Metrolinx project team. Among other things, Metrolinx will ensure that members of the Metrolinx Design Team are available to provide information to, and receive information from, the CAC, to assist the CAC and Metrolinx in fulfilling their roles and responsibilities under these Terms of Reference
- Give careful consideration to all advice provided by the CAC in a timely fashion

- Incorporate wherever possible the advice received from the CAC
- Communicate with the CAC with clarity, timeliness and transparency Metrolinx will respect and support the independence and integrity of the CAC at all times.

The facilitators (Metrolinx staff and/or independent facilitator retained by Metrolinx) will:

- Coordinate and facilitate consultation meetings;
- Develop meeting agendas in consultation with the CAC;
- Produce a summary report for each meeting;
- Post meeting summary reports on the Metrolinx website for public viewing; and
- Assist in the resolution of issues, as required.

Concluding the CAC

Consultation with the CAC will conclude when the CAC members and/or Metrolinx jointly determine that there is no further value in continuing their work together. A notice of completion of the CAC, along with outcomes achieved, will be sent by Metrolinx to all participants.

Attachment 2:

LSE CAC's List for Inclusion in the Lakeshore East Corridor Expansion Project

Comments and Recommendations from CAC to be included in the RFP(s) for the Metrolinx Lakeshore East Corridor Expansion Project Submitted by the CAC September 15, 2018

Executive Summary

We, the Community Advisory Committee ("CAC"), have prepared the following document with input from residents adjacent to the Lakeshore East Rail Corridor who will be impacted by both the planning, design, and construction of the Regional Express Rail program ("the project") from now until 2025, and the years that follow once the project is complete.

This document provides a list of items we request Metrolinx consider for inclusion in the RFPs Metrolinx will use to procure service providers for the project (Package 1, 2 and 3), specifically along the Lakeshore East Rail Corridor. The document is comprised of two sections:

- **Section 1:** Guidelines for contractor(s) to be included in the RFP or the Service Level Agreement(s) for the successful proponent (listed in no particular order); and
- **Section 2:** Specific areas (e.g. residential dwellings and parks) along the rail corridor that residents have identified as areas of high concern, which will require special due diligence, mitigation strategies and care during planning, design and construction of the project.

We understand Metrolinx's need to minimize impact to service levels and ridership, and that as a result, some of these requests may not be feasible. However, we ask Metrolinx to review each item with an open mind, taking into consideration the impact multiple years of construction noise, vibration and dust caused by the enabling works, off-corridor works, and on-corridor works, and the long-term impact of significantly increased service levels will have on:

- Thousands of residents, including seniors and young families, living along the rail line;
- Structures (private dwellings, rec centres and independent commercial properties) that are culturally and historically unique to this part of the city; and
- The trees, wildlife habitats and wetlands throughout our parks and green spaces, which are integral to maintaining the vibrant communities we have today.

We ask that contractual language related to each of the items listed herein be included in the RFP or the Service Level Agreement(s) to hold the successful proponent(s) to account during project execution, whereby minimizing the impact of the RER program to surrounding residents, structures and parks as much as possible, and to follow the recommendation mitigation strategies as outlined in the EPR.

Please note, we recognize that some of these items may apply to some but not all packages of work. We look to Metrolinx to determine which RFP each item needs to be included in.

As Metrolinx has advised us that the development of the RFP(s) will be an inclusive and collaborative process involving the CAC, we plan to schedule a follow-up meeting with Metrolinx to review this list in person to clarify any areas of concern or provide rationale for our requests.

Thank you.

Section 1: List of Guidelines for Contractor(s) to be included in the RFP or Service Level Agreement:

1. During construction, Contractor(s) will: 1.1 Work with Metrolinx to schedule significantly noisy and disruptive maintenance and construction work during the day (700h to 2300h) and avoid night work (2300h to 700h wherever possible. This may require some minor service disruption during off-peak times (e.g. Sunday afternoons or non-rush-hour times during the week).

1.2 Install temporary noise walls to reduce impact on neighbourhoods. Please refer to EPR Section 5.4 on Noise and Vibration recommendations, specifically in Table 8-1 (p. 142), extracted below:

Noise and Vibration	<u>Detailed Design</u> • Develop a Construction Noise Management Plan prior to construction. The plan will include a complaint response protocol. See Section 5.4.3.1 for examples of what the plan may include. • Develop a Construction Vibration Mitigation and Monitoring Plan prior to construction. The plan will include a complaint response protocol. See Section 5.4.3.2 for examples of what the plan may include. • Complete a more detailed review of the individual effect of noise barriers during Detailed Design. • Barrier height and effectiveness will be reviewed during the Detailed Design, as the detailed grading information is required to accurately calculate the final effectiveness of the barrier. • Follow next steps in identifying what type of noise mitigation will be implemented and where, including: ▪ Further analysis of the noise mitigation options will be undertaken to establish what types of mitigation will be implemented and where. This will include further consideration of the administrative, operational, economic and technical feasibility as per the Protocol. ▪ Metrolinx will carry out additional public engagement once Detailed Design has progressed and updated analysis results are available. • At this time, the recommended vibration mitigation is identified as the use of ballast mats, however further analysis of vibration mitigation options will be undertaken during Detailed Design to establish what types of mitigation will be implemented. • A review of the vibration assessment will be undertaken during Detailed Design and vibration	• N/A
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1.3 Shield lights used on site during night work from nearby residences. Direct lights away from residents prior to turning them on and always use barn doors.

1.4 Ensure that the Superintendent on site is available for calls from Metrolinx at all times

1.5 Ensure that Metrolinx has the power to call a halt to all work due to complaints from the 24-hour complaint line.

1.6 Wherever possible, all movement of personnel, materials and equipment to the site is by rail or via the Metrolinx right-of-way; no residential streets are to be used if can be avoided.

1.7 Communicate by walkie-talkie (no loudspeakers in residential neighbourhoods).

1.8 Limit noise of vehicles backing up during night work.

1.9 Not allow large equipment or trucks to idle on residential streets.

1.10 Minimize clearing of vegetation during after-hours, due to noise caused by backhoes, diggers, and chopping of trees, etc.

1.11 Use general noise control measures during construction. All construction equipment to comply with MOECC NPC-115 guidelines. (The Contract documents should contain a provision that any initial noise complaint will trigger verification that the general noise control measures agreed to be in effect.

(extracted from Appendix G – Noise and Vibration Modelling Report (LSW), RWDI AIR Inc., Rev. 5, page xi, (9/20/17))). In the presence of persistent complaints, and subject to the results of a field investigation, the contractor shall explore alternative noise control measures with Metrolinx.

1.12 As part of the site orientation program for all trades, ensure trades know how residents can submit a noise complaint.

1.13 Ensure that the site orientation program for all trades includes guidance on being respectful of adjacent residential properties.

1.14 Ensure that crews can only work where the work has been scheduled. If crews show up somewhere to work where it is not scheduled and the neighbours don't have proper notice, the crews are to be shut down, triggered by neighbourhood complaints to 24/7 hotline.

1.15 Avoid construction adjacent to city parks between May and September, where feasible, to minimize construction-related disturbance (as per the EPR, 4.1.5).

1.16 Create and implement mitigation strategies for graffiti deterrents on any constructed sound barriers in conjunction with the City and neighbourhoods throughout the rail corridor.

1.17 Develop and implement an air quality plan, as per recommendation in ERP in Table 8-1 recommended Air Quality as outlined in Table 8.1 Summary (p. 142) extracted below:

2. With respect to notification of construction activities, Metrolinx will:

2.1 Include the 24/7 complaint line in all communications, websites and public notices.

2.2 Inform residents at all addresses within 500m of the planned construction two (2) weeks prior to construction starting. Notices to be distributed in writing via Canada Post mailers, and to include:

- a. when work will begin within 200 metres of homes
- b. what type of work is to be done
- c. scheduled duration and hours of work, highlighting any work to be done at night
- d. any planned noise, vibration, use of lights

2.3 When construction occurs with no advance notification, Metrolinx will provide CAC committee, within 48 hours of occurrence, a detailed description of:

- a. type of work completed
 - b. copy of city permit
 - c. explanation on why community was not given (2) weeks' notice
- 2.4 Posted large (2m x 3m), highly-visible notices of construction, which includes the 24/7 complaint line to Metrolinx, in public areas (e.g. along streets, in parks) every 100m. Headings of the announcement need to be legible from at least 5m away and the details need to be clear from 2m away.

2.5 Distribute a quarterly calendar (similar to the Toronto Garbage Collection Calendar) to each address within a 200m radius that identifies, at a high level, when and what type of construction activity is planned for the next three months. The calendar is to be made available online as well.

2.6 Provide quarterly written updates (distributed via Canada Post) to all addresses within a 200m radius on project progress (e.g. is it on schedule or delayed, how noise complaints have been handled)

2.7 Institute a process for penalizing contractors who do not follow mitigation protocols after specific amount of complaints.

To this end, the contractor(s) will need to provide Metrolinx with updates on the project schedule, as requested.

3. With respect to clearing of vegetation and trees along the LSE rail corridor, Metrolinx will:

3.1 Ensure decisions regarding clearing of trees and vegetation along the rail corridor are made BEFORE any construction begins, and NOT BEFORE the type of train (hydrogen vs. electric) is selected by Metrolinx. This decision will impact the area of vegetation cleared. Any decision to remove trees must be made in agreement with the City, specifically the City Arborist and the City Department of Urban Forestry and in consultation with the appropriate chapter of the CAC and neighbourhood groups.

a. Trees chosen to remain will be marked, protected and monitored by these departments and Metrolinx during the construction.

b. Any change to the status of trees must be communicated to these City departments and appropriate CACs.

c. Timing of tree and vegetation removal must also be greenlighted by the appropriate Wildlife, Bird, Fish agencies as indicated in the EPR. Identified Species at Risk (SAR) mitigation plans must be implemented and monitored closely during & after construction.

4. With respect to monitoring during construction (as per EPR, 4.2 Recommended Monitoring): 4.1 Environmental Monitors will be on-site during key construction activities (e.g., vegetation removal), as required, to ensure compliance with environmental requirements.

4.2 On-site inspection and maintenance by an Environmental Monitor will be undertaken on a regular basis (e.g., monthly) or as required (e.g., following storm events) over the course of construction to ensure effectiveness of erosion and sediment control measures and protective fencing. On-site inspection will be undertaken as required during construction by a qualified Arborist to ensure that only specified trees are removed, fencing is intact and there is no damage caused to the remaining trees and adjacent vegetation communities. Construction and/or silt fencing, will be repaired if it is damaged. Any damaged trees will be pruned through the implementation of proper arboricultural techniques, under supervision of an Arborist or Forester.

4.3 Nest searches by a qualified Biologist will be required immediately prior to vegetation removal, if construction activities are scheduled between May 1st and August 15th.

4.4 If construction activities related to the proposed culvert extensions or bridge widenings take place between May 1st and August 15th, nest surveys will be conducted by a qualified Biologist to confirm absence of nests (of Barn Swallow or other birds protected under the MBCA) on, under or in any of these structures.

4.5 Restoration/compensation and/or post-construction monitoring may be required to ensure continued ecological function of natural features within or in the immediate vicinity of the rail ROW.

4.6 Post-planting monitoring of restoration areas will be completed after construction. Should the plantings and/or seed mix not survive, additional seeding and/or plantings will be undertaken with additional monitoring during the growing season, as per the landscaping warranty.

4.7 Additional restoration/compensation measures and/or monitoring may be required based on the results of additional surveys and consultations with the appropriate regulatory agency.

Section 2: List of Specific Areas of Concern to be Addressed through the RFP

1. Riverside (west of the tracks - Eastern Avenue to south of Dundas Street East)

1.1 The tracks are elevated several meters above ground level throughout this area. Due to the track elevation, the maximum height of 5 meters identified by Metrolinx for all new barriers will not sufficiently mitigate noise. Noise wall design, height and positioning must be considered with neighbourhood consultation.

1.2 The overpass on Queen Street at De Grassi Street requires noise and vibration mitigation to reduce impact to surrounding residents, businesses, pedestrians and park goers.

1.3 It is essential that Strange Street and the south end of Saulter Street have noise walls or other effective noise mitigation due to the number of residents and small commercial units which are very close to the tracks.

1.4 Fontbonne Place at the corner of Strange Street and Queen Street is run by Sisters of St. Joseph, and is home to 18 single older women with rent geared to income. Bedrooms face the tracks (30m). The windows will need triple glazing or other methods of soundproofing.

1.5 Because of the historically significant structures adjacent to the tracks, the impact of vibration is a concern. ○ Wardell Street and DeGrassi Street were some of the earliest developed on the east side of the Don River and reflect the period of development which stretched from the mid-1880s to World War

1 (e.g. 20, 22, 24, 26, 28 Wardell St. houses built approximately 1888.) These structures were not built to withstand the additional vibration that will be caused by the proposed rail service increases.

- As per the AECOM Lakeshore East Rail Corridor Expansion Project – Environmental Project Report, Heritage Impact Assessments must be completed during detailed design for the proposed Queen Street East HCD (section 5.7.1).

2. Riverdale South (west side of tracks – Tiverton Ave, First Ave, West Ave; east side of tracks – Paisley Ave, McGee Street; portions of Dundas) 2.1 Proximity of houses along Tiverton Ave are at significant risk of noise and vibration impact, specifically 15 Tiverton Ave and 17 Tiverton Ave.

- The distance from the rear exterior wall of the home at 15 Tiverton Ave to the ROW is 16 feet. 17 Tiverton Ave is 23 feet from the rear exterior wall to the ROW. Both homes have the kitchen to the rear of main level with bedrooms to the rear on second level. Triple pane windows or other suitable noise mitigation will be required.
- Vibration mitigation (ballast mat) is proposed on the east side of the ROW due to the proximity of the house at the corner of Paisley Ave. 15 Tiverton Ave is just as close to the ROW on the west side and therefore is equally at-risk due to vibration resulting from increased rail service along the existing west-most track. Vibration mitigation is required. 2.2 The tracks are elevated several meters above ground level behind Tiverton Ave (Logan on the east side), Paisley Ave and McGee Street.
- The wheels of the trains can be seen from the ground-floor window at 17 Tiverton Ave, which means a 5-meter noise barrier wall will do little to mitigate noise on the main level, and nothing to help with mitigation on the second level of homes all along Tiverton Ave. Noise wall design, height and positioning must be considered with neighbourhood consultation. 2.3 Because of the historically significant structures adjacent to the tracks, impact of vibration is a concern.
- The train line runs adjacent to the Riverdale Heritage Conservation District - Phase 1, which includes properties on First Ave East of Degrassi, West Ave and Tiverton Ave; some of the earliest developed on the east side of the Don River (source: Riverdale HCD Plan Phase 1, Catherine Nasmith Architect, 2008). As per the AECOM Lakeshore East Rail Corridor Expansion Project – Environmental Project Report, Heritage Impact Assessments must be completed for the Riverdale HCD (section 5.7.1).
- Cultural Heritage Evaluation Reports to be completed for 15 and 17 Tiverton Ave
- Cultural Heritage Evaluation Reports (CHER) to be completed for 6, 8 and 10 Paisley Ave and 60 and 62 McGee Street. 2.4 Lack of noise barrier on bridge over Dundas Street
- 2 Tiverton Ave (first house on North side of Dundas, east of the bridge) is 50 feet from the point where the bridge ROW begins. Lack of noise barriers on the bridge will have a significant impact on the houses along Dundas (12 homes) as well as the houses at the foot of Tiverton Ave (east and west sides). Noise mitigation along the tracks is required on the bridge.

3. Jimmie Simpson Park REDESIGN for noise mitigation on Booth Avenue.

3.1 Metrolinx consults with City Arborist, Dept. of Urban Forestry, and Parks, Forestry and Recreation, on the re-design & re-purposing of Jimmie Simpson park, to give preference to natural solutions to noise mitigation. Stage 1 (as part of the RFP) the City to assemble a team of arborists and landscape architects to work with Metrolinx and with PF&R to assess the vegetation as part of assessing the whole layout and programming of the park, and with noise mitigation in mind. Ideally an environmental assessment of

how noise travels along the tracks and through the park should help determine what type of re-landscaping & new planting & types of new planting is warranted.

3.2 Once that analysis is completed, and well ahead of any vegetation removal, alternative proposals for a revitalized JS Park should be developed, which might include berms of the various types used at Corktown Common and in the housing complex on Logan, just north of the underpass (images included* on pages 10 to 12). These proposals would be in the form of plans, sections and perspectives to help in visualizing 'before and after'. They should be presented to the public at large, specifically the surrounding neighbourhood and community for review and approval. After this process, a new design will be chosen and re-development of the park can begin.

3.3 The existing park is safeguarded and kept viable throughout all stages of track construction.

3.4 'Construction fencing and/or silt fencing' mentioned in 'EPR Section 3.1.1.3 Mitigation' needs to be re-defined, then, along the lines of the above collaboration and, just as importantly, in terms of temporary sound mitigation during re-development.

3.5 Metrolinx to follow all recommendations outlined in EPR Summary Table 8-1 for Recreational Use, Parks and Open Space.

4. East of Greenwood to Main Street

4.1 Noise wall design, height and positioning must be considered with neighbourhood consultation.

4.2 Bridges (noise walls and ballast mats required): Greenwood, Coxwell, Woodbine Ave and Main Street.

4.3 Apartment building on Coatsworth Cres (north-west side of Coxwell): ballast mats should extend between Coxwell Ave and east of Merrill Bridge Road Park

4.4 Merrill Bridge Road Park require noise walls

4.5 Merrill Dog Park (Aldergrove Ave) requires noise walls and ballast mats (along full length of park through Woodbine Ave)

4.6 Wildwood Crescent Playground requires noise walls and ballast mats (along full length of park through Woodbine Ave)

4.7 Stephenson Park and subdivision east of park require noise walls and ballast mats (along Oakcrest Ave, east of Westlake Ave, through Woodbine Ave)

5. Old Riverdale Neighbourhood

5.1 A large number of houses within 30 m of the tracks are three storeys high. To provide adequate sound mitigation for the master bedrooms located on the third floor, a sound wall 7 metres in height is required.

5.2 To protect the rear side of houses along the west side of Unity Rd., including decks and back yards, a 2 metre noise wall is required across the Greenwood Avenue bridge.

5.3 Eleven tall Spruce trees, planted at the foot of Lount Street to obscure the view of the Metrolinx signal bridge installed at that location, must be saved to preserve their original purpose.

5.4 Smaller trees on the Metrolinx right-of-way immediately south of Monarch Park must be saved to preserve the size and viability of the wooded habitat at the south end of the park.

5.5 Vibration mitigation is required over the foot tunnel located at the south-west corner of Monarch Park (noise wall already provided for).

Please see image below for precise locations.

6. Gainsborough Road

6.1 École élémentaire catholique George-Étienne-Cartier: Tracks are elevated directly over the playground. Mitigation needed as sound already fills the playground. This is an excellent opportunity for

a mural or other public art. It's an especially sensitive spot to make graffiti-proof. Additional foliage is needed to hide and soften what will be a large, concrete wall.

6.2 Homes from George-Étienne-Cartier to the dead end of the street have track elevation of approximately two metres and are two stories tall. Please ensure proper placement of noise wall to provide adequate mitigation.

6.3 Please confirm that the large stand of mature oaks on Smalls Creek south of the tracks will not be disturbed.

6.4 Please confirm that there will be noise mitigation on both the north and south sides of the tracks where they pass over Smalls creek. This mitigation is essential as the sound travels down the ravine and homes next to the rail are angled so that sound will "trumpet" toward them if there was a break in mitigation.

6.5 There is a break in the track at roughly 322 Gainsborough. This is very, very loud already and should be fixed as soon as possible (ideally with materials particularly designed to absorb noise and vibration). Currently every single wheel crashes into it and it is incredibly disruptive.

6.6 Please work with the neighbourhood in the replacement of approximately 30 mature trees on the edge of the right of way. These trees supply shade to the neighbourhood and supply habitat for flora and fauna.

6.7 Please confirm that no foliage on Smalls Creek will be disturbed.

7. Williamson Park Ravine

7.1 Please take all measures to minimize the impact of construction on the Williamson ravine.

7.2 Neighbourhood consultation required to provide input on what kind of retaining walls will be installed.

7.3 Construction access to Williamson Ravine needs to be determined with neighbourhood consultation to ensure the protection of the sensitive ravine area and plant life.