

The Honorable Caroline Mulroney, Minister of Transportation
5th floor, 777 Bay Street
Toronto, Ontario
M7A 1Z8

June 8, 2020

RE: Bill 171 Building Transit Faster Act, 2020

Dear Hon. Caroline Mulroney,

We the residents of 893, 895, 897 and 899 Gerrard Street East reside adjacent to the proposed Ontario Line transit corridor. We support transit and actively use transit to go to work, run errands and get around the city. We are not NIMBYs, but residents who have concerns about permanent impacts to the environment, communities, homes, our health and our children.

We do not support the decision to put the Ontario Line above grade south of Pape. The Ontario Line should continue to be underground from south of Pape to north of Eastern as the proposed Ontario Line above grade does not meet the Federal FMC-RAC Guidelines, which regulate a 2.5m berm plus 30 metre setbacks for any new development from the rail corridor. Instead, the proposed Ontario Line proposes to widen the existing corridor, increase rail traffic and via Bill 171 impose a new 30m setback (including other impacts) upon existing residents and communities. The above grade segment south of Pape has been rejected by the Lakeshore East Community Advisory Committee, the East End Transit Alliance, local business and other residents, including ourselves who support the continuous below grade subway as per the former Relief Line. The plan to run the line above grade is wrong and bad for Ontarians who reside or have businesses adjacent to the proposed transit corridor. In addition, building the line above grade, exposed to heat, cold, snow, rain and radiation, is also not a prudent decision as conditions are getting more extreme with climate change and will inevitably create issues for the infrastructure and service.

We recognize that the Government of Ontario is committed to improving the transportation network across the province. Transit is important, but so is the health of residents. The vitality of communities and healthy neighborhoods contribute to economies of scale. It is possible to balance transit and the health of communities by planning transit below grade, as land is precious. The proposed Ontario Line south of Pape would add two additional rails on either side of an existing 3 track railway (soon to be 4-track), creating a massive transit corridor and sound wall, cutting apart the neighborhood and removing precious park land, residents, small business and institutions, who have resided here for years and years.

For our family in particular, it would be unimaginable especially that during this unique time of Covid-19 confinement, that there would be less park land and open space for our family to use with our 4-year-old son. Daily, we use the parkette in front of our house. We play soccer, tennis and frisbee in the small green space next to the existing rail bridge at Gerrard and Carlaw. Other residents use this parkette as well, to play with their children or meet up with friends while practicing social distancing. The proposed Ontario Line would remove the parkette, remove the trees and remove the neighborhood's buffer against the existing rail line/proposed Ontario Line.

Note that the rail bridges meet the criteria of Ontario Regulation 9/06 and are Provincial Heritage Property and that residential houses along this rail segment predate the rail bridges. Building two new rail

extensions on either side of these heritage properties poses significant impacts to protect properties of provincial interest.

We do not support Bill 171, in particular the following proposed regulations:

Part II. Corridor Control. Corridor development permit.

3. A person needs a permit from the Minister to carry out the following work on or near transit corridor land:

- 1. Build, alter or place a building, other structure or road, or conduct excavation or dewatering, on or under,*
 - i. transit corridor land, or*
 - ii. land within 30 metres of transit corridor land.*

- Our perspective: It is not reasonable for the Province/Metrolinx to add two new elevated tracks to an existing 3-4 track rail corridor and propose a total of 6-tracks adjacent to existing residential properties and parks where many children play. The existing rail corridor does not meet the Federal FMC/RAC Guidelines, which regulate a 2.5m berm plus 30 metre setbacks for any development from the rail corridor. Proximity issues already exist here and thus no above grade subway should be planned. The Province/Metrolinx by way of Bill 171 is retroactively taking control of lands that should instead be protected by this 30m buffer as per these Federal Guidelines.
- Our concern: inclusion of land within 30m of transit corridor is too large as would impact many existing residential homes and small businesses that do not pose threat to transit. If Bill 171 is considered by Legislature, then it is reasonable to include land that is 15m away, a reasonable distance to warrant permit from the Minister.

Part II. Corridor Control. Need for obstruction removal

12. The Minister may determine that the construction of a priority transit project requires the alteration or removal of any of the following things, whether or not they are there in violation of section 3: structure

- 1. A structure on or under,*
 - i. transit corridor land, or*
 - ii. land within 30 metres of transit corridor land.*

This does not include the removal of a building, road or utility infrastructure, but does include the removal of part of a building.

- Our perspective: Zero details on the proposed design and its impacts have been provided to Ontarians. How many residents will be kicked out of their homes and forced out? Will we be forced out? We saved up for years and years to buy a home for our family, to be close to friends, the community, schools and our jobs.
- Our concern: If Bill 171 is considered by Legislature, then lower the impact on residents by lowering the proposed distance from 30m to 15m. In addition, the transit project cost should include enhancing and growing open space around the transit corridor and providing a robust tree buffer in addition to any sound walls. Impacts to parks and parkettes should be reviewed with the public and should address public concerns with acoustic, vibration, construction and visual impacts. Many parks are right beside the transit corridor and have utility to residents, children, and dogs, especially in this period of confinement. In addition, the transit project cost

should include providing rebates to residents along the corridor to install triple glazed windows to mitigate train noise which will substantially increase with increased rail traffic from 3 to 6 tracks.

Part III

No hearings of necessity

- Our perspective: Hearing of Necessity are held to determine if the expropriation is 'fair, sound and reasonably necessary' to achieve the objectives of the Expropriation Authority. Hearings should be allowed for residents impacted by the transit line. Removing hearings for residents is irresponsible and unlawful as Hearings of Necessity is enforced under the *Expropriations Act*.
- Our concern: remove "No hearings of necessity" and "Alternative Process" completely from Bill 171

Bill 171 is being considered in the Legislature prior to public knowledge of these transit projects impacts. In addition, the Environmental Impact Assessment Report is not complete, and details on the impacts have not been shared. The Government of Ontario should be transparent and accountable to these proposed projects by sharing more information with the public and media whether it be: environmental impacts, expropriations of residents, business and institutions or removal of public parks. Our preference, remove these impacts by creating a continuous subway for the Ontario Line south of Pape, and create transit that will be used by all Ontarians, as well improve the health and vitality of Ontario residents and communities adjacent to the transit corridor.

Sincerely,

Wai Tong Lee Wai Tong Lee June 9 2020
Resident of 893 Gerrard Street East Name (print) Signature Date

EVELYN CASQUENETTE Evelyn Casquette JUNE 9, 2020
Resident of 895 Gerrard Street East Name (print) Signature Date

JOHN A. MACDONALD John A. MacDonald 9 JUN 2020
Resident of 897 Gerrard Street East Name (print) Signature Date

MANUEL ALVES Manuel Alves 2020-06-09
Resident of 899 Gerrard Street East Name (print) Signature Date

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