

**Lakeshore East Corridor CAC Action Items Following Metrolinx Meeting (CAC#5)
on October 29, 2018 at 20 Bay Street
Topic: Review of CAC's RFP Inputs**

CAC will:

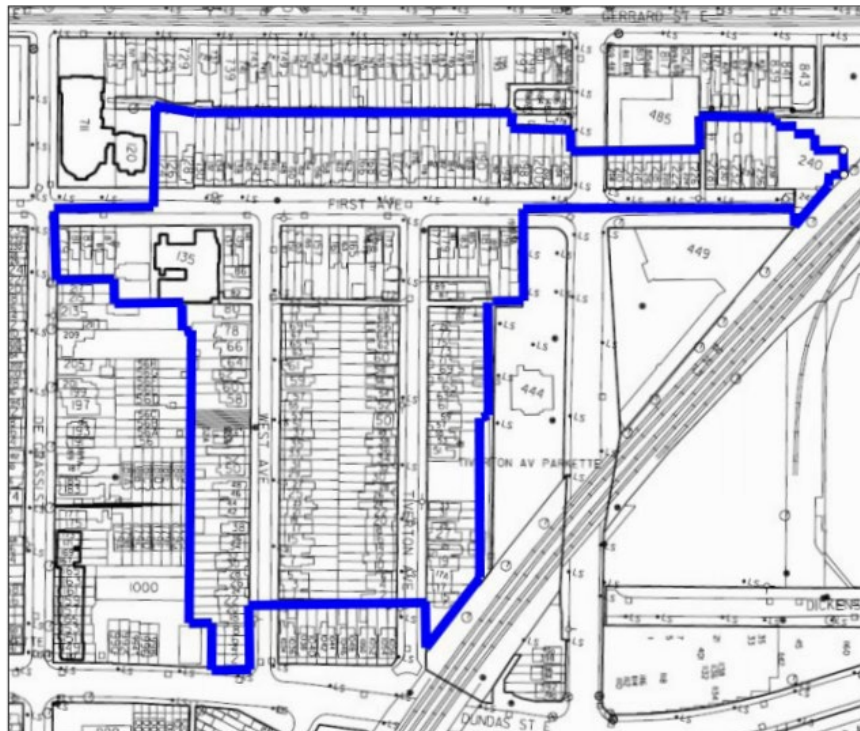
- a) Send Metrolinx a list of all Significant and Protected Heritage Properties identified in the Riverdale Heritage Conservation District Plan
- b) Confirm that all additional areas requiring additional funding for noise mitigation are properly in front of Metrolinx (e.g. Saulter and Strange street)

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- a) Send Metrolinx a list of all Significant and Protected Heritage Properties identified in the Riverdale Heritage Conservation District Plan

224 properties are protected under the “Riverdale Heritage Conservation District” (RHCD) under Part V of the Ontario Heritage Act, as designated by the Ontario Ministry of Tourism, Culture and Sport (bylaw #951-2008.) (Reference: http://www.mtc.gov.on.ca/en/heritage/heritage_conserving_list.shtml)

The RHCD boundaries capture all properties east of De Grassi Street on First Avenue (except St. Ann’s Roman Catholic Church and rectory), and all properties fronting on Tiverton and West Avenues, which are part of two adjacent plans of subdivision, some of the first to occur after annexation of this area in 1884.

RIVERDALE HERITAGE CONSERVATION DISTRICT PHASE I



As per SECTION 2.6 of the Ontario Ministry of Municipal Affairs and Housing – Provincial Policy Statement (PPS):

- 2.6.1: Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- **2.6.3: Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.**

Definitions:

Significant: in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

Criteria for determining significance for the resources identified in sections (c)-(g) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.

Protected heritage property: real property designated under Parts IV, V or VI of the Ontario Heritage Act; heritage conservation easement property under Parts II or IV of the Ontario Heritage Act; and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss.

(Reference: <http://www.mah.gov.on.ca/Page215.aspx>)

A further note: all of the properties in the RHCD have been assessed as either “contributing” or “non-contributing”... by the heritage architect and photographic analysis.

(Reference: <https://www.toronto.ca/legdocs/mmis/2008/te/bgrd/backgroundfile-14121.pdf>)

Definitions:

8.2.1 Contributing Properties: Properties with features that define the heritage character and which retain sufficient original heritage fabric to allow for preservation or restoration.

8.2.2 Non-Contributing Properties: Properties which do not have heritage character defining features or heritage fabric.

Contributing Properties within the RHCD are as follows:

- Contributing Properties along First Ave:
 - o North side: Nos. 124-238
 - o South side: Nos. 79-165, 173-193

- Contributing Properties along Tiverton Ave:
 - o West side: Nos. 2-70,
 - o East side: Nos. 15-89
- Contributing Properties along West Ave
 - o East side: Nos. 1-73
 - o West side: Nos. 18-36, 42-52, 54, 58, 62, 64, 66, 78-86

(Reference: <http://app.toronto.ca/HeritagePreservation/search.do>)

CAC's Request of Metrolinx:

The CAC's concern is that, as per Metrolinx' Lakeshore East Rail Corridor Expansion Environmental Project Report (EPR) Volume 1 (dated September 2017) Table 5-7, **only two** of the properties listed above (15 and 17 Tiverton Ave) are identified as requiring Cultural Heritage Evaluation Reports (CHER). Our understanding is that these two properties require CHERs since they have been identified as "indirectly" impacted by the project because a "narrow portion of the property acquired does not contain any heritage attributes." However, this outcome of the CHER does not address the CAC's real concern, which is the impact additional vibration caused by future service level increases will have on the two homes built in ~1906 as well as all the Contributing Properties identified above – all of which are protected under the RHCD.

Further, while the EPR identifies both "potentially **indirectly** impacted properties" and "potentially **directly** impacted properties" no where in the document does it define what "indirectly" or "directly" means. It is curious that of all the properties assessed, the only two properties that were identified as potentially **directly** impacted as subway stations (Metrolinx heritage properties), not private residence protected under the RHCD.

For this reason, our first request is that Metrolinx provide a definition of what is meant by "potentially directly impacted" and "potentially indirectly impacted" so we can understand the criteria used to identify these two categories.

Our second request is that Metrolinx explain what is involved in the Heritage Impact Assessment process for the properties within the RHCD. Our concern is that the Heritage Impact Assessments (HIAs) recommended for the RHCD at large will not adequately measure the potential impact that service level increases and the resulting vibration will have on all 224 properties and structures protected under the RHCD. Will preconstruction building condition reports for each property be complete as part of the process? If not, how will the potential impact of service level increases be assessed? Because of the historically significant structures situated adjacent to and in close proximity to the tracks, the impact of vibration is a real concern.

Our third request is that Metrolinx provide **evidence** that the impact to all homes within the RHCD has been evaluated – not simply those identified as requiring a CHER. Because the RHCD is designated under Part V of the Ontario Heritage Act, in accordance with Section 2.6.3 of the Provincial Policy Statement, **Metrolinx must confirm that the proposed alterations to the portion of the RER corridor that runs**

adjacent to the RHCD has been evaluated and Metrolinx has demonstrated that the heritage attributes of the protected heritage property will be conserved.

The forth issue we would like to point out, is that there are many homes nominated or listed for heritage status, both within and outside of the RHCD, that are in close proximity to the rail line, which were not identified as requiring HIAs in the EPR, including those listed below.

- 2, 4 and 6 De Grassi Street (nominated for heritage status)
- 167 De Grassi Street (Listed)
- 169 De Grassi Street (Listed)
- 171 De Grassi Street (Listed)
- 173 De Grassi Street (Listed)
- 120 First Ave (Listed)

Definitions:

Listed: A property owner may choose to voluntarily list their property on the Inventory, which would only allow the Heritage Preservation Services body to review any future development and building applications affecting those properties... The aim of being listed is to ensure that buildings that do not yet fit the criteria for protection under any of the city's heritage by-laws would still be considered as "**protectable**", **if the city believed there were reasonable grounds to prevent any amendments to the property's appearance or structure.** (Reference: https://en.wikipedia.org/wiki/City_of_Toronto_Heritage_Property_Inventory#Listed_properties)

We ask Metrolinx to explore the potential impact the RER project may have on these properties.

Finally, we ask Metrolinx to further explore the potential impact of vibration caused by proposed rail service increases to the following properties/areas:

- 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, specifically 20, 22, 24, 26, 28 Wardell St., all homes built in approximately 1888.

b) Confirm that all additional areas requiring additional funding for noise mitigation are properly in front of Metrolinx (e.g. Saulter and Strange street)

For ease of reference, the following has been extracted from CAC's RFP Input Document. A few additions have been added to Section 6: Gainsborough Area:

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

- 1.1 Due to the track elevation in this area, the maximum height of 5 meters identified by Metrolinx for all new barriers will not sufficiently mitigate noise
- 1.2 The overpass on Queen Street at De Grassi Street requires noise and vibration mitigation
- 1.3 Strange Street and the south end of Saulter Street require noise walls or other effective noise mitigation
- 1.4 Fontbonne Place at the corner of Strange Street and Queen Street has bedrooms facing the tracks (30m). The windows will need triple glazing or other methods of soundproofing

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 15 Tiverton Ave and 17 Tiverton Ave
 - 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
- 2.2 Tracks are elevated several meters above ground level behind Tiverton Ave (Logan on the east side), Paisley Ave and McGee Street. A 5-meter noise barrier wall will do little to mitigate noise
- 2.3 Noise barrier is required on bridge over Dundas Street
 - 2 Tiverton Ave is 50 feet from the point where the bridge ROW begins

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

- 3.1 Preference to be given to natural solutions to noise mitigation
- 3.2 Ahead of any vegetation removal, alternative proposals for a revitalized Jimmy Simpson Park should be developed, which might include berms of the various types used at the housing complex on Logan, just north of the underpass

4. East of Greenwood to Main Street

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

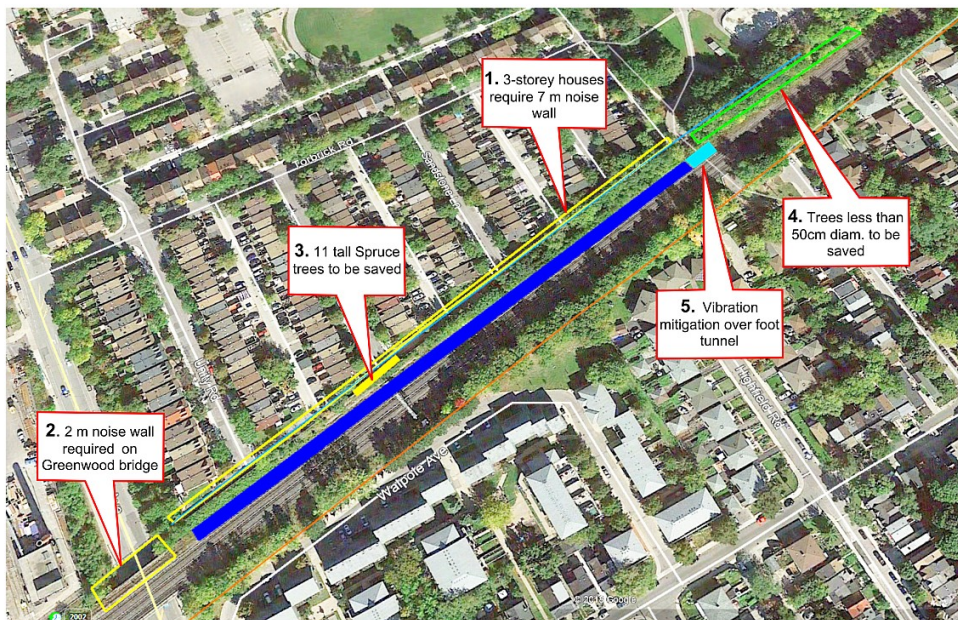
- 4.2 Apartment building on Coatsworth Cres (north-west side of Coxwell): ballast mats should extend between Coxwell Ave and east of Merrill Bridge Road Park
- 4.3 Merrill Bridge Road Park require noise walls
- 4.4 Merrill Dog Park (Aldergrove Ave) requires noise walls and ballast mats (along full length of park through Woodbine Ave)
- 4.5 Wildwood Cresnet Playground requires noise walls and ballast mats (along full length of park through Woodbine Ave)
- 4.6 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. 7 metres in height is required.
- 5.2 Rear side of houses along the west side of Unity Rd. require a 2-metre noise wall across the Greenwood Avenue bridge
- 5.3 Vibration mitigation is required over the foot tunnel located at the south-west corner of Monarch Park.

Please see image below for precise locations.

Old Riverdale Neighbourhood: Special Situations



6. Gainsborough Road

- 6.1 École élémentaire catholique George-Étienne-Cartier: Tracks are elevated directly over the playground. Mitigation is needed as sound already fills the playground.
- 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, therefore a 5-metre high sound wall will not mitigate noise.
- 6.3 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.
- 6.4 The southern section of track between Greenwood Ave and Woodbine Avenue is not currently funded for noise mitigation. Given the number of homes in close proximity to the tracks (as close or closer than other areas that have been earmarked for funding), priority needs to be given to funding mitigation initiatives here. This area includes not only residential homes, but important environmental areas (such as Small's Creek) and playgrounds used frequently by children (including at the École élémentaire catholique George-Étienne-Cartier, Merrill Bridge Road Park and Wildwood Crescent Playground). As Metrolinx has previously indicated, seamless noise mitigation between Woodbine and Coxwell needs to be factored into any ongoing plans – especially given that planned and existing noise walls on the northern tracks will bounce increased noise back into the southern homes and parks.