

**From:** [T.R](#)  
**To:** [Executive Committee](#)  
**Subject:** Re: Executive Committee consideration on October 23, 2019 : Toronto-Ontario Transit Update  
**Date:** October 23, 2019 9:35:54 PM

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Dear Council Members,

The Leslieville Historical Society recognizes the pressing need to invest in higher order transit infrastructure in the City of Toronto and the Greater Toronto Region and to balance that need with those of the historic community of Leslieville.

The Leslieville Historical Society was founded with the objective to preserve the integrity of Leslieville heritage which reinforces sense of place, community all of which contribute to livability.

We appreciate that the construction of the Ontario Line is a key component of the transit masterplan and will not only ensure that the whole system works more efficiently but will also contribute to the continued dynamism of Leslieville, a community that comprises predominantly stable established Neighbourhoods as well as an Avenue corridor along Queen Street East. With respect to the latter, we ask that Council also be mindful of the City Council initiated 2013 study of Queen Street East and the resulting [Leslieville Urban Design Guidelines](#).

The Ontario Line tracks and portals will extend through sensitive historic neighbourhoods within Leslieville. It is anticipated and welcome that higher order transit will improve communications and add to the community's vitality; however, the anticipated widening of the right of way and increased traffic will also have a deleterious effect on the actual fabric of the community and its historic substance. Widening of the right of way may necessitate expropriation of properties along the edges of established communities, the removal of mature urban forest and also add noise, vibration and pollution to the area further destabilizing an established community.

In view of these potential effects, we question whether surface expansion of an already busy high order transit right of way through a mature city neighbourhood is a sound strategy. Tunnel boring technology (TBM) beneath an existing right of way may be the least invasive method of construction and possibly the most cost effective, bearing in mind all costs. The increased development density that higher order transit generates would help defray the possibly higher costs of construction. However, widening of surface tracks and concomitant setbacks needed for buffering will take away much developable land in the middle of the city whereas tunnelling avoids this problem.

We also ask that the Transit Expansion Office include the Leslieville Historical Society throughout the design process as a valued and cooperative stakeholder to ensure that the project is appropriately integrated into the existing community.

Sincerely,

Ted Radlak

Vice President

Leslieville Historical Society

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