

Metrolinx Lakeshore East Corridor
Community Advisory Committee Meeting #3
Thursday, June 28, 2018
Ralph Thornton Community Center
765 Queen Street East, Toronto, ON
6:00p.m. – 8:30 p.m.

The CAC members coordinated a walking tour with Metrolinx and elected officials - the tour covered part of the Riverdale South and Riverside areas to identify noise and vibration issues. Everyone met at Bruce Mackey Park and moved in a clockwise direction around the park. Concerns raised on various streets included lack of noise and vibration mitigation, impact of vibration on houses over 100 years old, impacts on mature trees and vegetation, a few homes that are abutting the rail corridor and the height of some homes that would be higher than the standard 5 metre noise wall.

After the tour, the meeting convened at the Ralph Thornton Community Centre with approximately 25 people in attendance. Participants included CAC members, MPP Tabuns, Rob Kaufmann (MPP Tabuns office), MPP Rima Berns-McGown, residents, Metrolinx staff including Chief Capital Officer Peter Zuk, and noise/vibration expert Alain Carriere from RWDI.

Attachments to support this meeting summary include: Meeting Agenda (Attachment A); Participant List (Attachment B); Background Items from the CAC (Attachment C); Leave Behind “Lakeshore East Rail Corridor CAC #3_LeaveBehind_June28-2018_V6” (Attachment D); Walking Tour Map (Attachment E); Questions for Peter Zuk (Attachment F).

Rawle (Metrolinx) welcomed everyone and a round table of introductions were completed. The meeting continued with a question and answer format captured below:

Q&A/Discussion (Includes Questions for Peter Zuk):

1. Community (C): Where vibration mitigation is identified, why will it not be installed on all four tracks?

Metrolinx (Mx): We look for opportunities to integrate vibration mitigation on new track infrastructure. For existing tracks, there are broader service implications across the network. It

Attachments include:

- *Attachment A: Meeting Agenda*
- *Attachment B: Participant List*
- *Attachment C: Background Items from the CAC*
- *Attachment D: Lakeshore East Rail Corridor CAC #3_LeaveBehind_June28-2018_V6*
- *Attachment E: Walking Tour Map*
- *Attachment F: Questions for Peter Zuk*

would require shutting down service completely, which means a large scale disruption in service for everyone.

Action: (Mx) Metrolinx can explore if there is any vibration mitigation that could be added during service and provide an update asap.

2. (C): Seamless Noise Mitigation - Many sections of track with homes abutting the track were deemed ineligible for noise mitigation. This includes McGee and Strange Streets (included in the walk about) and a section longer than a kilometre from east of Greenwood to just east of Woodbine. We have been told that Metrolinx intends to go above and beyond the EA (and current noise standards) and that there will be a request for a "seamless barrier" from roughly the Don River to Main-Danforth Station. Metrolinx intends to fill these "gaps". Since this work is not part of the EA, a request will be made to add these additional barriers to the RFP.

(M): To recap, Seamless Mitigation is looking at the mitigation the Environmental Assessment did not cover and Metrolinx will advocate for filling in mitigation for the gaps.

3. (C): We assume that Metrolinx will fill gaps in the plan for noise barriers elsewhere along the tracks. Is this the case? How can the CACs help support such a request?

(Mx): Our job is to work with the Government to get additional funding to meet the cost of this Seamless Mitigation.

4. (C): When will you go to the Government?

(Mx): In the fall - request for additional mitigation.

5. (C): What is the process involved in making this request and in the addition of work that exceeds "standards"? Who will make this request? Who will decide if the request is to be approved?

(Mx): Senior management team will approve the RFP before it goes out. Once the contractor is on board, Metrolinx can see how to best meet the community needs - typically noise walls are installed after construction because of limited space and workability. However, Metrolinx will be asking the qualified constructor what can be done prior to and during construction.

6. (C): How will location-specific issues, such as we have seen today and which are repeated throughout the Lakeshore East corridor, be addressed in the design and implementation?

(Mx): Metrolinx will take your input and will see if it can or cannot be put into design.

Metrolinx will update you on the decisions and advise if other options become available.

7. (C): How best can the CAC achieve getting the needs of the community into the RFP process? How will new ideas that were not in the Environmental Assessment or TPAPs be included e.g. temporary noise walls during construction?

(Mx): It would be helpful if the CAC can forward a list of specific issues/locations to Metrolinx. The earlier Metrolinx can have the list the better.

Action: CAC to provide Metrolinx a list of specific issues/locations.

8. (C): Will you support further noise and vibration studies for our corridor, Don Valley to Danforth GO, including areas where previous reports, e.g. TPAP, said mitigation is not required? We understand that studies are already underway with the USRC East CAC.

(Mx): USRC East is a unique geography due to the operational practice of idling trains and prolonged instances of overnight maintenance activities.

9. (C): Is there a potential for noise walls higher than 5 metres as some of the houses are multi-level?

(Mx): The height of the noise walls is based on MTO standards. Metrolinx understands there are unique situations in other jurisdictions exceeding 5 metres, however, the standards of 5 metres is based on a variety of factors such as land/property required to build the noise wall and the structural integrity and safety of the noise wall based on topography and soils.

10. (C): Where do noise walls go?

(Mx): Placement of the noise walls are at the right of way on the property line - which would fall on Metrolinx property. Placing a noise wall too close to the track restricts maintenance of the rail corridor and increases safety concerns with respect to train movements.

11. (C): What is the timeline for clearing vegetation and noise mitigation?

(Mx): Metrolinx tries to avoid tree removal as much as possible. Metrolinx is currently in the detail design phase will look at innovative solutions to reduce tree and vegetation removals where it is practical.

Action: Metrolinx will get back to you on timing for vegetation and noise mitigation.

12. (C): There is no mitigation at Gerrard Station - is that true?

(Mx): The proposed Gerrard Station has been assessed and reviewed under a separate environmental assessment for new SmartTrack stations. At Gerrard, all receptors experience insignificant adjusted noise impact ratings and therefore additional noise mitigation and monitoring is not warranted. Vibration mitigation in the form of ballast mats are proposed for the corridor expansion and will confirmed during detailed design.

13. (C): New switches and other mechanical items included in routine maintenance activities can be quieter than old switches - the vibration will be reduced.

Action - (Mx): This is a good point and Metrolinx will consult with our Operations team to explore opportunities for the installation of quieter switches and other mechanical items included in routine maintenance activities during maintenance and repair asap.

14. (C): The KMZ file (Google Earth) only covers noise mitigation, not vibration.

Action (Mx): Vibration is considered; Metrolinx will look at ensuring it is applied in the file and forward a copy.

(C): Also, looks like there is no mitigation on the bridges and some of the houses are so close. Can we include noise walls on a bridge?

(Mx): Generally, a bridge cannot support a typical 5 metre wall.

Action: Metrolinx can look at this more closely and confirm whether shorter noise walls (e.g., 2 metres high) might be installed on bridges as well as look at mitigation alternatives for bridges (not just 5 metre wall).

15. Resident (R): How can community members get involved?

(C): The CAC will get emails from community members and share information that has been received. Also, for those interested in joining the CAC, the next step is to establish a group of 3 more people to represent an area before joining.

16. (R): How can we get all the studies and information to date?

(C): Both the Metrolinx website and the Old Riverdale website have extensive background information on the GO Expansion project.

<https://oldriverdale.wordpress.com/>

<http://metropub/en/greaterregion/projects/lakeshoreeast-go-expansion.aspx>

17. (C): Is design part of construction?

(Mx): There are different packages of work. Early works: includes design and construction of grading works with all associated civil works to prepare the future track bed, construction of retaining walls, utility relocations and bridge expansions to accommodate the future fourth track. On Corridor Works: this package of work includes construction of future fourth track, design and construction of the proposed noise and vibration mitigation as well as electrification including installation of catenary footings. The successful proponent will maintain and operate.

Action: (Mx) - Metrolinx will take a look to see if mitigation proposed during the On Corridor Works can be advanced into the Early Works while keeping practical/feasible criteria in mind.

18. (C): Will Metrolinx present to the public on vegetation, noise and vibration options before signing the contracts? How can we press for funding if we don't see the bids?

(Mx): The Early Works RFP release is targeting early 2019. The On Corridor RFP release will be after this date. The CAC is a forum to work with you and to receive the inputs/issues specific for this area.

19. (C): The meeting with Metrolinx and Infrastructure Ontario was very helpful in explaining the RFQ and RFP processes. We need to have a redacted RFP to understand what we are looking at before the release of the RFP.

Action: (Mx) - We may be able to provide discreet sections of the RFP that would be relevant to your concerns. Metrolinx will provide an update once we have more information.

20. (C): The Toronto Board of Health noise study and the Railway Association of Canada guidelines (2010) show mitigation were not adequate for existing neighborhoods.

Action: CAC will send a copy of the study to Metrolinx.

Action: Metrolinx will review the documents and respond.

21. (C): For the baseline data and modeling - how old is the data?

(Mx): [The "baseline" noise levels are noise modelling results based on 2015 rail traffic levels. Note that these are model results, not measurements \(not monitoring data\). The baseline noise levels were then compared to model results for future traffic levels \(i.e. after RER expansions and electrification\).](#)

22. (C): We would like a way to contact someone immediately anytime there are issues such as overnight work, someone with power to effect immediate change. Consider posting contact information on construction signage.

Action - (Mx): Our intent is to implement a 24-hour hotline for concerns.

23. (C): Does the modeling look at different trains running at the same time (i.e. diesel and electric)?

Action: (Mx) – Yes, it does. Metrolinx will provide the report with noise and vibration assumptions.

Meeting Adjourned.

Next Steps:

Q1. - EA Team Action: (Mx) Metrolinx will explore opportunities to integrate vibration monitoring as existing track is replaced, as well as look into additional vibration mitigation during service.

Q7. - Action: CAC to provide Metrolinx a detailed list of specific issues/locations.

Q11. - EA Team Action: Metrolinx is developing a vegetation compensation protocol. The timing for the implementation of the compensation protocol, as well as implementation of noise mitigation will be shared with the CAC as soon as it becomes available.

Q12. (C): There is no mitigation at Gerrard Station - is that true?

EA Team Action - (M): The proposed Gerrard-Carlaw SmartTrack Station has been assessed as part of a separate Transit Project Assessment Project for new SmartTrack stations. The noise and vibration impact assessment for Gerrard-Carlaw SmartTrack Station predicts that noise levels will decrease at nearby receptors (e.g., residences) during operations and additional noise mitigation and monitoring is not warranted. Construction noise will be managed by implementing a suite of mitigation measures. These measures are detailed in the noise and vibration impact assessment for the Gerrard-Carlaw SmartTrack Station, which is available at: <http://smartrack.to/smartrack/smartrack-project-materials/>.

Vibration mitigation, likely in the form of ballast mats, is proposed near Gerrard-Carlaw SmartTrack Station. Further information is provided in the noise and vibration impact assessment, which is available at: <http://smartrack.to/smartrack/smartrack-project-materials/>.

13. (C): New switches and other mechanical items included in routine maintenance activities can be quieter than old switches - the vibration will be reduced.

Operations Action - (Mx): All switches used on the Metrolinx network make the same amount of noise. Unfortunately, there is no opportunity to add any noise mitigation to existing tracks while doing repairs. This is due to the fact that all noise mitigation measures that have proven to be effective are limited to noise walls. Vibration mitigation is also not possible with repairs as the amount of work required to install ballast mats or mitigation strategies require significantly more time than is available for maintenance work.

Q14. (C): The KMZ file (Google Earth) only covers noise mitigation, not vibration.

EA Team Action (Mx): Please see attached file "KMZ file of Vibration Mitigation".

(C): Also, looks like there is no mitigation on the bridges and some of the houses are so close. Can we include noise walls on a bridge?

(Mx): Generally, a bridge cannot support a typical 5 metre wall.

Project Team Action: [Metrolinx will submit a funding request to the Government in the fall for additional mitigation. An update will be provided at that time.](#)

Project Team Q17. Action: (Mx) – Metrolinx will take a look to see if mitigation proposed during Package 3 can be advanced into Package 1 while keeping practical/feasible criteria in mind. [Metrolinx will submit a funding request to the Government in the fall for additional mitigation. An update will be provided at that time.](#)

Q19. Action: (Mx) - We may be able to provide discreet sections of the RFP that would be relevant to your concerns. Metrolinx will provide an update once we have more information.

Q20. (C): The Toronto Board of Health noise study and the Railway Association of Canada guidelines (2010) show mitigation were not adequate for existing neighborhoods.

Action: CAC will send a copy of the study to Metrolinx.

EA Team Action: [While Toronto Board of Health may have commented, the Railway Association of Canada Guidelines is not applicable to the Metrolinx Environmental Assessment study, only the 1995 MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment applies here.](#)

Q22. Action - (Mx): Our intent is to implement a 24-hour hotline for concerns. [The goal is to have the hotline service ready in time for construction.](#)

Q23. (C): Does the modeling look at different trains running at the same time (i.e. diesel and electric)?

EA Team Action: (Mx) – Yes, it does. Metrolinx will provide the report with noise and vibration assumptions. [This refers to an instantaneous situation while noise is assessed based on \(hourly\) average impacts. Because noise impacts are averaged, in a sense they do take into account all traffic, including when there is more than one train passing by.](#)

Link to the report:

http://www.metrolinx.com/en/regionalplanning/rer/LSE_Segment1_Appendix%20B3-Noise%20Vibration%20Modelling%20Assessment%20RPT.pdf

ATTACHMENT A: MEETING AGENDA

Lakeshore East Corridor Community Advisory Committee **Meeting Agenda**

Date: Thursday, June 28, 2018

Walking Tour with Peter Zuk , Chief Capital Officer

Please note. Walking tour for CAC members, Metrolinx employees and political representatives *only*.

Time: 6:00pm - 7:00pm

Location: Bruce Mackey Park
55 Wardell St, Toronto

Meeting

Time: 7:00pm - 8:30pm
Location: Ralph Thornton Community Centre
765 Queen St. East, Toronto

Agenda Items:

- 1) Introduction of Members: Metrolinx and CAC
- 2) Approval of Agenda
- 3) Approval of corrected meeting summary from CAC/Metrolinx meeting of April 23
- 4) Questions for Peter Zuk - Chief Capital Officer
(to be submitted under separate cover)
- 5) Remaining questions on Noise and Vibration (carried over from April 23)
 - a) Update on "seamless noise mitigation corridor"
 - b) What tools is Metrolinx considering to mitigate:
Tools to mitigate **noise** (walls, track, trains, etc.)
Tools to mitigate **vibration** (trains, track, etc.)
 - c) Walkthrough of affected areas (KMZ) - detailed map
 - d) Noise and Vibration mitigation BEFORE construction
 - e) Documentation required to file a claim for damage due to vibration.
 - f) Can you confirm that Metrolinx does not plan to move forward with mitigation, or damage claims until the work on the RER has been contracted to a third party, roughly a year from now?
- 6) Type of Noise Wall and other noise and vibration mitigation technologies.

ATTACHMENT B: PARTICIPANT LIST

CAC Members

CHAIR - Yanina Espinoza - Old Riverdale Group
VICE CHAIR - Lynne Patterson - Riverside Community Group
SECRETARY - David Barr - Old Riverdale Group
Rick Longford - Old Riverdale Group
Don Booth - Lakeshore East Rail Coalition
David Bosworth - Lakeshore East Rail Coalition
Tim E. Franklin - Riverside
Shelley Kline - Riverdale South Community Group
Darcie Hogan - Riverdale South Community Group

Gail Mason - Riverdale South Community Group

Metrolinx

Peter Zuk - Chief Capital Officer
Rawle Agard - Manager (A), Community Relations, LSE
Jason Ryan - Director, Environmental Assessment Program
Mirjana Osojncki - Manager, Environmental Assessment Program
Alain Carriere - Senior Project Manager, RWDI
Michael Johnston - Senior Manager, RER-AFP Early Works
Houtan Moravej - Project Coordinator, RER-AFP Early Works
Nima Khajavi - Project Manager, RER- AFP Early Works
Teresa Ko - Communications Specialist, LSE/USRCE
Jody Robinson - Community Relations, LSE

Stakeholders

MPP Peter Tabuns - Toronto/Danforth
Rob Kaufmann - MPP Tabuns office
MPP Rima Berns-McGown - East York/Beaches

ATTACHMENT C: BACKGROUND ITEMS FROM THE CAC

Lakeshore East Corridor Community Advisory Committee
Background Items

Date: Thursday, June 28, 2018

Walking Tour with Peter Zuk , Chief Capital Officer

Please note. Walking tour for CAC members, Metrolinx employees and political representatives *only*.

Time: 6:00pm - 7:00pm
Location: Bruce Mackey Park
55 Wardell St, Toronto

Meeting

Time: 7:00pm - 8:30pm
Location: Ralph Thornton Community Centre
765 Queen St. East, Toronto

5) Questions on Noise and Vibration (carried over from April 23)

b) What tools is Metrolinx considering to mitigate:
Tools to mitigate **noise** (walls, track, trains, etc.)
Tools to mitigate **vibration** (trains, track, etc.)

Background: It is our understanding that:
The new, fourth track, may receive mitigation controls that are applied directly to the track and to the track-bed. Can you confirm what mitigation will be

supplied to this new track and what criteria for mitigation will be applied?

The three existing tracks are, of course, an ongoing source of noise and vibration. While we do not expect existing track to be re-laid, there are opportunities to add some types of mitigation to the existing track when it is lifted for repair. Will you be adding mitigation as a matter of course?

Switches and similar mechanisms are of particular concern because they generate a large amount of noise and vibration. It is our understanding that modern switches minimize these effects. Is there a plan to modernize switches?

In our previous meeting it was clear that Metrolinx would like to exceed existing standards. How far beyond the existing standards will your improvements go?

c) Walkthrough of affected areas (KMZ) - detailed map

Background: Carefully going through the entire stretch of track from the Don River to Main Station will take a long time. It would help us to prepare if you could send us a link to review a map with the KMZ layer in advance of the meeting. Or you can forward the KMZ (or KML) to us and we will apply it to a map.

- i. Planned mitigation
 - Noise
 - Vibration

d) Noise and Vibration mitigation BEFORE construction

Background: Noise and vibration have increased and will continue to increase for many years until electrification. There are more trains running and the preliminary work is noisy and some of it creates vibration. Other aspects of track work such as work-lights and loudspeakers should be controlled as well. There is a need for mitigation of this work now. We continue to suffer from the lack of any contact in the middle of the night so that the simplest things (lights shining in bedroom windows, speakers blaring coffee orders, for example).

What about the use of portable noise barriers?

e) Documentation required to file a claim for damage due to vibration.

Background: Residents are noticing damage and the rate of damage has increased. The process of documentation and claims needs to begin as soon as possible since, as you know, it is not possible to claim for damages that occurred before inspection.

f) Can you confirm that Metrolinx does not plan to move forward with mitigation, or damage claims until the work on the RER has been contracted to a third party, roughly a year from now?

Background: There is no difference between noise and vibration from RER projects and noise and vibration from ongoing Metrolinx operations. All are equally disruptive and destructive. Existing levels are already much too high



Lakeshore East Rail Corridor

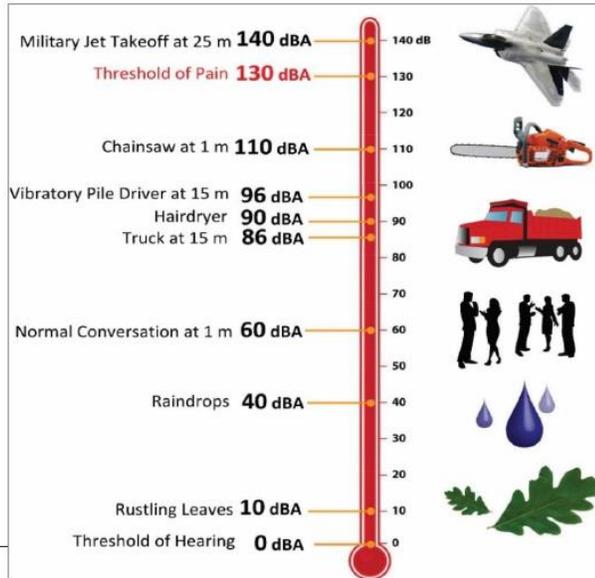
Community Advisory Committee #3

Leave Behind

June 28, 2018

EXAMPLES OF DIFFERENT NOISE LEVELS

Term	Definition
dB	Decibel - unit of noise measurement
dBA	Noise levels adjusted to how humans actually experience different frequencies



SCHEDULE - CURRENT & LOOK AHEAD

Current Activity	Schedule
<i>Overnight Rail Tie Replacement</i> - Don Valley Parkway to Main St. Notices emailed to distribution list as well as elected officials, CAC leadership, and other community leaders.	April - May 2018
<i>Overnight Borehole</i> drilling between Logan Avenue and Kennedy road. Investigative notice emailed to distribution list, elected officials, CAC leadership, etc. Notices distributed to homes adjacent to residential areas.	May - June 2018
Future Activity	Schedule
Rail Surfacing Work - Don Valley Parkway to Main Street - Notices emailed to distribution list as well as elected officials, CAC leadership, and other community leaders. Residences along the corridor provided notices.	July 3 - July 10

CLAIMS PROCESS

- Claims are investigated and addressed on a case by case basis by our Claims Department
- Information from property owners is critical – date, time, location, photos, etc.
- Information from within Metrolinx is also critical – relating to the contracts that exist with companies retained by Metrolinx to do work
- Initial response timelines are 2 days to 4 weeks
- Resolution varies from 4 months to 2 years (average: 1 year)
- Your Community Relations Specialist (Jody Robinson) can provide a claims form
- All claimants who wish to make a claim to Metrolinx need to:
 - Email claim to riskmanagement@metrolinx.com or;
 - Mail it in to either 97 Front Street West or 277 Front Street West

CLAIMS PROCESS

- Key Information:
 - Claimant name and contact information
 - Description of event
 - Date and location
 - Severity
 - Estimate of damage
 - Photos/videos
 - Substantiating documentation

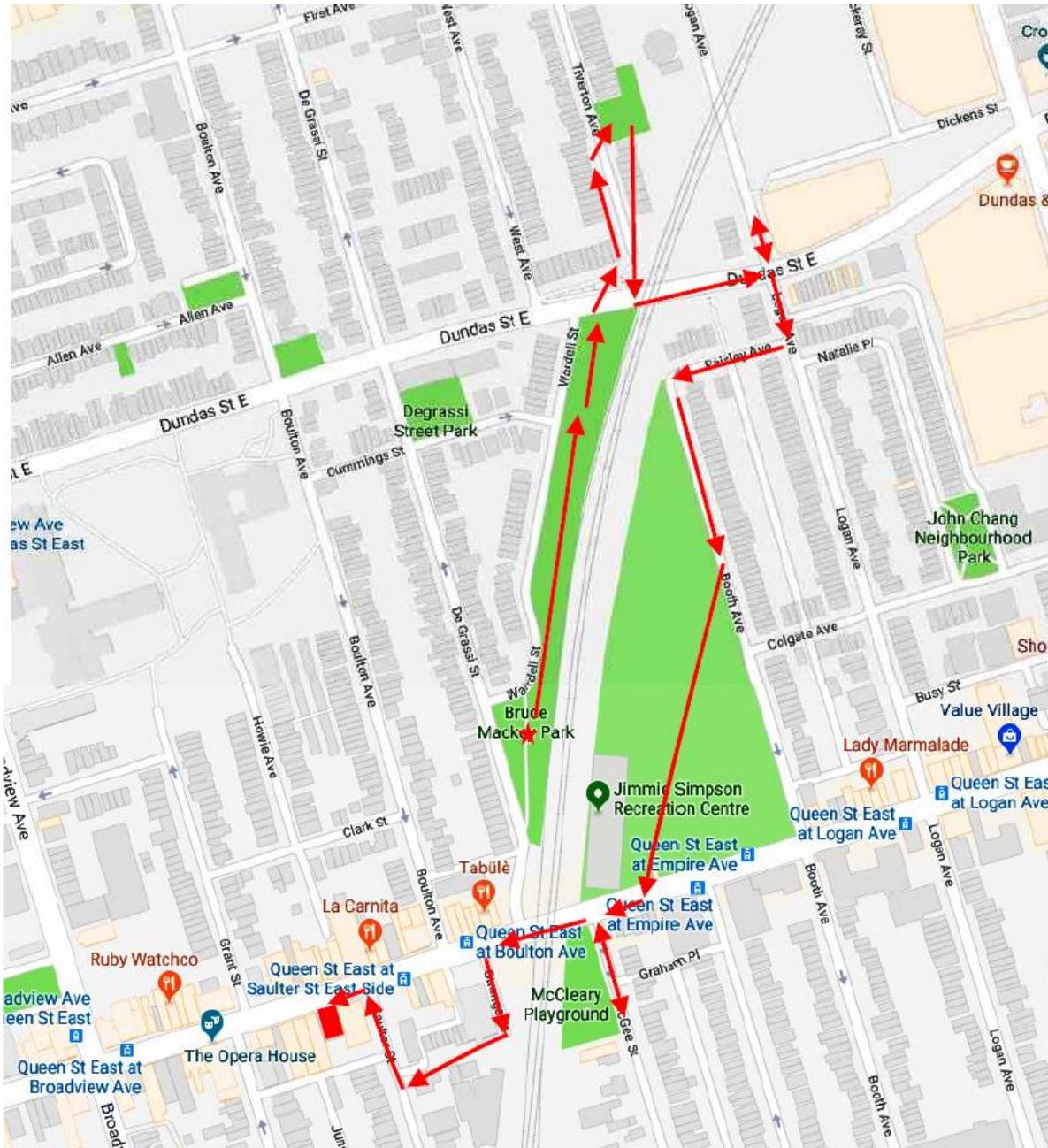
METROLINX CLAIMS CHECKLIST

DRAFT CHECKLIST

PURPOSE: The purpose of this checklist is to assist Metrolinx in gathering the appropriate information for claims management.

Claimant	n/a	Has it	Does not have it	Comments
Claimant's name and contact info				
Description of event:				
o Damage to property				
o Personal injury				
Date(s)				
Location				
Severity of injury				
Estimate of damages				
Photos/videos				
Substantiating documentation:				
o Witness statements				
o Invoices				
Internal				
Incident Report				
Event description				
Project				
Contractor				
Contract number				
Property Records:				
o Pre & post survey				
o Vibration monitoring				
Inspection records				
Photos/videos				
Subcontractor				
Process				
Initial response to claimant:				
Internal investigation				
Follow-up to claimant				
Next steps:				
o request for more information				
o adjuster				
o sent to contractor				
Outcomes:				
o denial				
o settlement				

ATTACHMENT E: WALKING TOUR MAP



ATTACHMENT F: QUESTIONS FOR PETER ZUK

Questions for Peter Zuk after the walkabout - Ralph Thornton Centre 28th June 2018

1. How will location specific issues, such as we have seen today and which are repeated throughout Lakeshore East, be addressed in the design and implementation?
2. How best can the CAC achieve getting the needs of the community into the RFP process? How will new ideas that were not in the EA or TPAPs be included e.g. temporary noise walls during construction?

3. Where vibration mitigation is identified, why will it not be installed on all four tracks?
4. Seamless Noise Mitigation

Many sections of track with homes abutting the track were deemed ineligible for noise mitigation. This includes McGee and Strange Streets (included in the walk about) and a section longer than a kilometre from east of Greenwood to just east of Woodbine.

We have been told that Metrolinx intends to go above and beyond the EA (and current noise standards) and that there will be a request for a "seamless barrier" from roughly the Don River to Main-Danforth Station. Metrolinx intends to fill these "gaps".

Since this work is not part of the EA, a request will be made to add these additional barriers to the RFP.

We assume that Metrolinx will fill gaps in the plan for noise barriers elsewhere along the tracks. Is this the case?

What is the process involved in making this request and in the addition of work that exceeds "standards"? Who will make this request? Who will decide if the request is to be approved?

Are such requests within the existing budget or is it necessary to ask the Ministry for additional funds?

How can the CACs help support such a request?

5. Will you support further noise and vibration studies for our corridor, Don Valley to Danforth GO, including areas where previous reports, e.g. TPAP, said mitigation is not required? We understand that studies are already underway with the USRC East CAC.