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Georgetown South Service Expansion and
Union-Pearson Rail Link Project

By e-mail

September 30, 2009

Memorandum to: Alissa Sugar
Project Evaluator
Environmental Assessment Program
Ministry of the Environment

From: James O'Mara
Executive Lead, Environment Policy and Planning

Re: Erratum for Environmental Project Report

As discussed, please find attached to this memorandum agreed upon wording for changes in the Environmental Project Report, dated July 30, 2009, for the Georgetown South Service Expansion and Union-Pearson Rail Link project. We understand that you will attach this erratum to the Environmental Project Report in the Public Record File. We will attach this memorandum and the attached erratum to the document in our files.

If you have further questions, please do not hesitate to contact me.

James O'Mara

cc. Mike Bricks, Ecoplans

Summary of Changes to Environmental Project Report

Page	Section	Original EPR Text	Revised EPR Text
85	3.3.2.2 Table 3.3.2.2-2	The TRCA will be consulted during detailed design to finalize construction access and mitigation measures at the Humber River. Please refer to Section 6.1.2.1 (Potential Construction Impacts and Proposed Mitigation Measures).	The TRCA will be consulted during detailed design to finalize construction access and mitigation/compensation measures at the Humber River. Please refer to Section 6.1.2.1 (Potential Construction Impacts and Proposed Mitigation Measures).
316	6.1.1.2	Under Proposed Mitigation Measures: …The TRCA will be consulted during detailed design in order to finalize construction access and mitigation measures.	Under Proposed Mitigation Measures: …The TRCA will be consulted during detailed design in order to finalize construction access and mitigation/compensation measures.
355	6.2.2.1	Under Grade Separations (7th bullet under Long-term construction activities): o …Denison Avenue road/rail	Under Grade Separations (7th bullet under Long-term construction activities): o …Denison Road road/rail o Highway 401/409 Tunnel Construction
355-356	6.2.2.1	For the lowered rail corridor through Weston the rock elevation is only from 2 to 5 metres while the lowered rail corridor excavation is up to 10 metres deep. The result is that, while piling will be relatively shallow, there will be considerable rock excavation required. There are various methods for excavating shale including the use of heavy duty bydraulic equipment to rip and excavate the fragmented shale. All methods will result in elevated construction noise at various times during the construction duration. For the lowered rail corridor through the Strachan Avenue area the rock is generally below the final excavation and tbe groundwater table is relatively low. This area will require various length of piling to support the surrounding ground. Construction activities are generally noisy and will include, but are not limited to, pile installation, rock and soil excavation, grading, concrete piers, forming and pouring concrete walls, utility relocations, material haulage and landscaping.	For the lowered rail corridor through Weston the rock elevation is only from 2 to 5 metres below ground level while the lowered rail corridor excavation is up to 10 metres deep. The result is that, while piling will be relatively shallow, there will be considerable rock excavation required. There are various methods for excavating shale including the use of heavy duty hydraulic equipment to rip and excavate the fragmented shale. All methods will result in elevated construction noise at various times during construction. The method of piling, equipment to be used and associated mitigation measures will be determined prior to construction and this information will be shared with the MOE. For the lowered rail corridor through the Strachan Avenue area the rock is generally below the final excavation and the groundwater table is relatively low. The proposed construction of the track and retaining wall at this location is expected to be about 5 m deep and will be made through the fill and into the clayey silt till and/or silty clay till. This area will require various

			length of piling to support the surrounding ground. The method of piling, equipment to be used and associated mitigation measures will be determined prior to construction and this information will be shared with the MOE. The Carlingview Drive and Denison Road grade separations and roadway underpasses will take at least two construction seasons to complete. There will be excavation under the railway and a new railway structure for each 2 lane road. In addition, at Carlingview Drive there will be lowering and regrading of the Woodbine service road parallel to and north of the railway corridor so that it matches the new lowered Carlingview Drive roadway. The proposed excavation at this location is expected to be 7 m deep and will be constructed through the fill and clayey silt till. At Denison Road there will be adjustment to the new east side old Denison Road to provide a service road to the properties south of Denison Road and west of the rail corridor. The proposed excavation is expected to be about 7 m deep and will be about 5 m below the groundwater table. The excavation is expected to be made through the existing fill into sand, which, being below water table, would not be stable unless the water level is temporarily lowered to below excavation level. Retaining walls will be required for to support the excavation for both Carlingview and Denison. If any piling is required the method of piling, equipment to be used and associated mitigation measures will be determined prior to construction and this information will be shared with the MOE. Work in the vicinity of the West Toronto Diamond will be limited to less intrusive construction activities (e.g. laying track) as all the major construction activities for the grade separation are being completed as part of the current construction project. This future work will not overlap with the current work. Construction activities are generally noisy and will include, but are not limited to, pile installation, rock and soil excavation, grading, concrete piers, forming and pouring concrete walls,

			utility relocations, material haulage and landscaping. Construction equipment has safety features such as backup alarms while backing up (beeping sound). This is for the protection and safety of the workers, and is legally required. In addition, night work requires lighting, which can often be a cause of discomfort for neighbourhoods, but is required for safety of the construction workers. All of these issues can be of concern to local residents depending on the timing, frequency and intensity. Blasting is not anticipated to be required during construction.
356	6.2.2.1	Under *Communications of status and activities*: o A website will be developed to provide ongoing updates to facilitate communications during design and construction. o Whenever construction activity impacts a residential or business area, advance notice will be provided to the residents and businesses within the zone of influence. o Neighbourhoods will be kept updated on construction duration and progress. o Community liaison officers will be available for neighbourhoods to contact with specific information requests.	Under *Communications of status and activities*: • As an ongoing part of its community engagement strategy, Metrolinx intends to: o Develop a web site to provide ongoing updates on design and construction activities. This will be 'live' priot to construction. o Will provide advanced notice to the residents and businesses within the zone of influence abont construction activity impacts. The extent of, and approach to, notification will depend on the type of construction being proposed. Examples of notification methods include meetings, delivery of notices in advance of construction and signs near a construction site. o Neighbourhoods will be kept updated on construction duration and ptogress as warranted throughout construction. o Community liaison officers will be available for neighbourhoods to contact with specific information requests. Enquiries received and responses provided will be documented on an ongoing basis. This information will be available to the MOE when requested.
357	6.2.2.1	Under *Enquiries/Complaints Procedures*: o Community liaison officers will be available for	Under *Enquiries/Complaints Procedures*: o Community liaison officers will be available for

		neighbourhood residents and business to hear and assist with issues that may arise during construction.	neighbourhood residents and business to hear and assist with issues that may arise during construction. Comments received and responses provided will be documented on an ongoing basis. This information will be available to the MOE when requested.
357	6.2.2.1	Under Technical (4th bullet): ▪ In rail corridors, night work is often required for activities such as track shifts or bridge span installation. As such, every effort will be made to minimize impacts on the neighbourhood. Night work requires lighting, which can often be a cause of discomfort for neighbourhoods, but is required for safety of the construction workers.	Under Technical (4th bullet): ▪ In rail corridors, night and/or weekend work is often required for activities such as track shifts or bridge span installation. Effort will be made to minimize effects on the neighbourhood during night work. For example, it may be possible to configure equipment movement on-site to avoid backing-up (and the associated back-up warning sound), provide noise tents, shield, acoustical barriers for noisier equipment, etc.
357	6.2.2.1	Under Technical (7th bullet): ▪ If piling is required, the type of pile installation required, will be determined during detailed design. Wherever soil conditions allow, driven piles will uot be used. If driven piles are required various methods will be assessed during detailed design to minimize noise while at the same time considering cost and length of time for construction.	Under Technical (7th bullet): ▪ Wherever soil conditions allow, driven piles will not be used. If driven piles are required various methods (such as shrouding) will be assessed to minimize noise while at the same time considering technical feasibility, cost and length of time for construction. If piling is required, the method of piling, equipment to be used and associated mitigation measures will be determined prior to construction and this information will be shared with the MOE.
358	6.2.2.2	Uuder Proposed Mitigation Measures (at top of page): Given that the noise impact assessment was completed for the 15 year Metrolinx planning horizon and, for some areas (specifically north of the Junction), the increase in sound for that horizon year was slightly above the trigger for mitigation, Metrolinx may consider staging the construction of acoustical barriers or providing alternative measures. This decision would be based on when they are warranted by future service levels and subject to technical and economic feasibility. Worst-case	Under Proposed Mitigation Measures (at top of page): As train traffic is expected to increase gradually over the planning horizon, Metrolinx may consider staging the construction of acoustical barriers so that they are constructed when warranted (i.e. 5 dbA increase) as opposed to at initial construction. This decision would be based on when they are warranted (as per the previously stated criteria). A Noise Mitigation Plan that outlines where and when the barriers will be placed and the details of these barriers (dimensions etc.) will

		maintenance noise levels have the potential to be quite loud during some short periods of time. Since noise impacts associated with maintenance activities are relatively short compared to operational noise they are typically better tolerated by the community at large. During maintenance activities the best management practices identified in **Section 6.2.2.1** will be implemented as appropriate.	be provided to the MOE prior to construction of these structures for review. Worst-case maintenance noise levels have the potential to be quite loud during some short periods of time. Since noise impacts associated with maintenance activities are relatively short compared to operational noise they are typically better tolerated by the community at large. During maintenance activities the best management practices identified in **Section 6.2.2.1** will be implemented as appropriate.
472	Table 6.10-1	Under Aquatic Environment (in 2nd Paragraph): …The TRCA will be consulted during Detail Design in order to finalize construction access and mitigation measures.	Under Aquatic Environment (in 2nd Paragraph): …The TRCA will be consulted during detailed design in order to finalize construction access and mitigation/compensation measures.