

# OUTSTANDING QUESTIONS FROM PREVIOUS CAC MEETINGS

CAC #1

## QUESTION

3. C: Looking for assessments and models based on real world technologies and trains.

## ANSWER

The noise exposure of a resident (receptor) is most directly related to its distance from the rail corridor. In addition to this distance, the noise exposure level of a receptor depends on additional variables such as speed and power setting of locomotive, topography of the site, obstructions on noise travel path, ground cover, and atmospheric conditions.

Assuming typical ground and atmospheric conditions, the noise exposure of an unshielded receptor at a nominal distance of 50 ft from the tracks to a diesel train travelling at 80 - 130 km/h along the corridor is expected to be approximately 65 dBA. In the immediate vicinity of rail stations, the exposure level can rise during acceleration to 77 dBA.

The duration of exposure to a single train travelling at 80 km/h, is approximately 15 seconds.

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## ANSWER

5. C: Will there be expropriations, a couple of schools including Blake Street Junior Public School back onto the tracks.

There are no plans to expropriate Blake Street Junior Public School. Property expropriations along the corridor will follow a process already in place. Impacted properties are identified when the design phase reaches 60%. Owners of these identified properties will be contacted.

8. C: Who can we contact if there is unexpected overnight work or issues?

We are looking to establish a 24-hour hotline with a live respondent to receive calls for concerns. The goal is to have the hotline service ready in time for construction.

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12. C: Will the parking at the No Frills be removed at the Gerrard/East Harbour? If the parking is removed there will be increased congestion.

15. C: MPP Tabuns raised he has not received a response to his 11-page letter. Need to know what's happening kilometer by kilometer for noise and vibration.

## ANSWER

Property requirements for the Gerrard-Carlaw SmartTrack station have not yet been finalized. Access permissions have been sought from property owners near the proposed station site to allow for environmental and utility investigations to be carried out to inform station planning. Metrolinx will continue to work with potentially affected property owners as station design and planning progress.

Metrolinx has looked at retaining walls for part of Package 1, getting options back to the Community Advisory Committee for feedback late summer.

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### QUESTION

24. C: Would like a lookout provided to cover the next several months leading up to the construction date in Package 1 to ensure we are informed well in advance of activities.

26. C: Unclear on what is happening with the other side of Jimmy Simpson Park.

### ANSWER

Metrolinx will provide updates on a look ahead schedule (including design and procurement) one month in advance to the Community Advisory Committee.

Metrolinx will provide an update on the public realm discussion and process to the Community Advisory Committee. Once design of the retaining wall and its limit is complete, we can start the discussions - estimating August 2018.

## CAC #2

22. C: Over the last year, about 45 seconds before the train passes, my picture frames are shaking - it never did that before. These are GO trains, what could be the explanation? Could it be heavier trains?

Metrolinx will provide an update and process on noise/vibration monitoring and opportunities for pre-condition surveys to the Community Advisory Committee.