

# METROLINX REGIONAL OPEN HOUSES



## Meeting Summary Report [10 of 13]

Cardinal Carter Catholic High School, 210 Bloomington Road, Aurora

November 23, 2016

6:30 pm – 9:00 pm

## OVERVIEW

Metrolinx hosted 13 Regional Open Houses between November 7<sup>th</sup> and November 29<sup>th</sup>, 2016 in multiple municipalities across the Greater Toronto and Hamilton Area (GTHA). The purpose of the meetings was to share information, review proposed mitigation strategies, and seek feedback on the following three Transit Project Assessment Process (TPAP\*) projects to build new track and electrification infrastructure on Metrolinx-owned rail corridors:

- GO Rail Network Electrification TPAP (with Hydro One as co-proponents);
- Barrie Rail Corridor Expansion TPAP; and
- Lakeshore East – Don River to Scarborough Expansion TPAP.

The Regional Open House meetings also included review of Metrolinx's Regional Transportation Plan, providing an opportunity to formally incorporate new insights into the plan, while ensuring momentum is maintained on the projects underway.

Approximately 95 people attended the 10<sup>th</sup> of 13 Regional Open Houses at Vellore Village Community Centre in Woodbridge. The meeting began with a 30-minute open house, including a display of information boards for review. Manuel Pedrosa, James Hartley and Carolina Daza Ortiz (Metrolinx) co-delivered a 30-minute overview presentation, and Yulia Pak (Swerhun Facilitation) facilitated about 45 minutes of questions from the audience.

Following questions, participants had the opportunity to attend two workshops designed to present and seek feedback on noise and vibration issues and mitigation strategies, and tree removal processes and compensation strategies. Suzanne Bevan from the Toronto and Region Conservation Authority (TRCA) was available for the workshop on trees, though she spoke with people individually as there was only a handful of interested participants. At the same time as the workshops were being held, Metrolinx staff and technical experts were available to answer questions in a separate area with the information boards and roll plans. Written feedback received from participants at the meeting (using feedback forms) is also integrated into this summary (1 feedback form was received). Please see the *Appendices* for the meeting agenda, the feedback form, and a list of reference materials provided.

Casey Craig and Yulia Pak, third party facilitators with Swerhun Facilitation, wrote this meeting summary. The purpose of this summary is to document detailed feedback from the meeting; it is not intended as a verbatim transcript. This summary will be shared with participants who provided an e-mail address upon sign in and is posted at [gotransit.com/electrification](http://gotransit.com/electrification). If you have any comments or questions about this summary, please contact [electrification@metrolinx.com](mailto:electrification@metrolinx.com) or 1-800-GET-ON-GO or (416) 869-3200.

*\*The Transit Project Assessment Process (TPAP) is the Environmental Assessment (EA) process for transit projects.*

## SUMMARY OF PARTICIPANT FEEDBACK

The following points provide a quick summary of the main feedback shared by participants during the meeting and in written feedback forms. Note that numbering is for ease of reference only and is not intended to reflect priorities.

### 1. PLAN LONG TERM

- Look as far into the future as possible when making infrastructure planning decisions to ensure plans are reflective of increasing population projections.

### 2. SAFETY IS TOP PRIORITY

- Ensure that all aspects of the project from construction, storage of heavy equipment, and limiting access to the rail corridor are prioritized.

### 3. ADDRESS THE CHALLENGE OF THE FIRST AND LAST FEW MILES

- Improve connectivity and consider ways to provide better local transit to and from GO Stations.

### 4. COMMUNICATE OFTEN AND CLEARLY

- Work closely with residents affected by construction and night work, as well as those who have property that Metrolinx will be taking to expand tracks, or using for equipment storage during the project.

### 5. ADDRESS NOISE FROM TRAIN HORNS

- Revisit Transport Canada Train Horn rules. The regulation is outdated and does not consider the current urban environment.

### 6. CONSIDER MULTIPLE MITIGATION MEASURES FOR NOISE

- Use rail dampeners, noise walls where appropriate, wheel modifications, and any other options available to mitigate noise. Choose a combination of approaches where this would be effective.

## DETAILED MEETING SUMMARY

Feedback was provided during the questions of clarification, the noise and vibration workshop, and through written feedback forms (1 feedback form was received). The summary below integrates feedback from each of these sources and is organized into three parts: questions and answers, noise and vibration, and feedback and advice.

Note that the questions and feedback have been organized in general topic areas, so that multiple questions raised (and responses provided) on similar or related points can be read together. As a result, the questions and feedback don't necessarily follow in chronological order.

Metrolinx team members providing responses included: James Hartley, Electrification; Manuel Pedrosa, Community Relations; Nick Spensieri, Director, Barrie Corridor Infrastructure; and Carolina Daza Ortiz, Barrie Rail Corridor Expansion. Responses are noted in *italics*, where provided.

### Questions and Answers

Participants asked the following questions and provided comments as well as advice:

#### *Safety*

1. **There are parks in Aurora that back right into the corridor. Now that you are planning to electrify the corridor and put overhead wires, how are you going to ensure safety for all park users?** *The overhead contact system is 7 meters above the road, so it will not require protection. The rail corridor will be secured with security fencing. Overall, safety is a top priority for Metrolinx therefore a great deal of effort is put towards ensuring safety for passengers and local residents.*
2. **Do you know of any incidents of people getting an electrical shock because of the electrified trains?** *The electricity to power trains is converted and the magnetic field is very small. To compare, the razor you use at home creates more of a magnetic field.*

#### *Long term planning and partnerships*

3. **Why do you use 2025 as the Environmental Assessment's horizon when MTO and the Region are making plans for 2031-2033? There will be more intensification and more people living along the tracks in the 6-8 years that you are not taking into account, which underestimates the noise issue.** *We use the year 2025 because we know we need to be providing a certain level of service by that time. We model everything for 2025 to identify our infrastructure needs to achieve the level of service we are required to provide.*
4. **Are there any plans and/or opportunities for Public Private Partnerships?** *Yes, we are now at the stage where we are looking at different delivery models, some of which include Alternative Financing and Procurement.*
5. **There have been talks about privatizing Hydro One. What is going to happen to the GO network if Hydro One is no longer a public agency?** *We have a long-term agreement with Hydro One to provide power.*

#### *Cost*

6. **How much will the electrification of the system cost? What are the expected operating costs?** *The capital cost is estimated to be in the order of \$2.6 billion. As for the operating costs, our business case study showed that it is cheaper to operate electrified trains than diesel trains. Diesel trains have a lot more movable parts, so they require more maintenance. Overall, the maintenances savings are offset by the Overhead Contact System infrastructure costs.*

7. **What are your cost control measures?** *We are ramping up for a massive infrastructure delivery, so controls for cost overruns are very important for Metrolinx. We are looking at cost control best practices for large-scale infrastructure projects to make sure we start with the right mechanisms in place.*
8. **Will you be using Canadian vendors or are you primarily driven by cost-savings?** *We are working closely with the Province of Ontario to ensure that our investments are maximized. We usually hire local labour and buy US locomotives. We are looking for the best value.*

#### *Parking*

9. **I have been taking the train to work for three years now. At my station, there are only about 30 parking spots and they fill up very fast. When I called to complain, I was told that there was no actual plan to address the parking issue. Given the rapid growth in the region and the planned increase of service, what is your plan to address lack of parking at the GO stations?** *There is a big focus on integration with York Region Transit services, as well as local and regional efforts to increase cycling and walking to the station, carpooling, the use of micro transit, and pick up and drop off. York Region Transit is also looking at ways to increase the frequency of transit service along key corridors that connect to GO stations to match the increased service provided by GO RER in order to make it easier for people to choose local transit to access GO stations rather than driving.*

#### *Property impacts*

10. **Will the individual property owners be notified if part of their property is needed to build infrastructure?** *Yes, those property owners have already been notified and Metrolinx is already in touch with many of them.*

#### *Integrating GO service and local service*

11. **York Region Transit and GO need to be fully integrated both in terms of infrastructure and fare payment. Have you considered a co-location of GO terminals with local bus terminals?** *The integration between GO and local services is an important consideration. Currently, there is a co-fare payment program between VIVA and Metrolinx. The fare is 75 cents. Metrolinx is also piloting an on-demand transit program in Milton with 15-seat vans to test the efficiency of on-demand services. On-demand services may also address the parking issues.*

#### *Electrification technology*

12. **What happens in the case of a power failure? How do you make sure that the service is not stopped and that productivity gained through faster, more frequent service is not lost?** *There are stations along the line that store and convert electricity in cases of power failure to run the trains.*
13. **Are you looking overseas for specialists who have done electrification before to make sure we are doing the best we can?** *Yes, we have brought specialists from around the world who have worked on successful electrification projects.*
14. **Do electric or diesel trains stop faster?** *Electric train stops faster. Electric trains also have shorter transit times, as they can accelerate faster in between the stops than diesel trains.*

#### *Noise*

15. **Bells and whistles at level crossings is significant noise issue. With increased Go service, noise from the bells and whistles will be even more frequent. This issue needs to be addressed and resolved as soon as possible.** *This is a concern we have been hearing across the whole network. Road/rail at-grade crossings are shared infrastructure with municipalities. The bells and whistles are governed by the federal regulation. Metrolinx is in discussion with municipalities along the corridors to explore ways to address this issue.*

16. **Have you considered wheel modifications and rail dampers to mitigate the noise?** *Yes, we have done extensive modelling for noise mitigation. The noise mitigation is most effective when you block the line of sight between the receptor and the source of sound. Rail dampers and other mitigation technologies to reduce the source of noise may not reduce noise impacts sufficiently.*

#### *Ridership and service levels*

17. **What are your ridership expectations for increased service?** *These details were laid out in the business case study. You can find it by visiting: [http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/GO\\_RER\\_Initial\\_Business\\_Case\\_Summary\\_EN.pdf](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/GO_RER_Initial_Business_Case_Summary_EN.pdf)*

18. **Why are you double tracking only to Aurora and not Newmarket? Have you done the ridership projections? Many more people are expected to come to Newmarket in the future. All of these people will drive up to Aurora and add to the parking issue.** *Infrastructure expansion is linked to funding availability. Double tracking to Aurora is funded. The EA is protecting for future double tracking all the way to Barrie, but Newmarket to Barrie is currently unfunded.*

19. **Keep the York University Station. If you close the stop, many of the students who come to York University from up north will be forced to take a detour via Downsview station and pay double fare to go to the University.** *The decision on the York University Stop has not been made yet. Metrolinx is still doing analysis to determine whether the station will remain open or not. Metrolinx is working with the TTC and looking at options on how to integrate the GO and TTC systems.*

#### *Grade separation*

20. **Are there any plans for grade separation for non-motorized vehicles?** *Metrolinx works with municipalities to determine the need and feasibility of grade separations for pedestrians and cyclists. All the crossing agreements are made with the rail authority. We are in discussions with municipalities to review all the existing and potential crossings along the corridor.*

## Noise and Vibration

Alain Carriere from RWDI, Metrolinx's consultant for noise and vibration matters, provided a brief introduction to noise and vibration issues and mitigation strategies. Along with Alain, Metrolinx team members who provided responses included Manuel Pedrosa, Community Relations, and Antonio DiFebo, Capital Infrastructure.

Alain opened the workshop by reviewing the following points regarding RWDI's noise modelling work:

- The team estimated predicted noise impacts from the future rail traffic levels on nearby sensitive noise receptors for all Metrolinx-owned corridors to be electrified;
- They looked at both daytime and nighttime levels;
- The Ontario Government has a Provincial Protocol (*MOEE / GO Transit Draft Protocol for Noise and Vibration Assessment*) that uses two criteria to determine when action is required related to noise: (1) if the total noise is 60 dB or more during the day, and 55 dB or more at night, and (2) there is a change in noise of 5 dB or greater.
- About 100 km of GO track met the criteria for the investigation of noise mitigation. Of that 100 km, there are about 65 km where noise walls are technically feasible and about 35 km where they are not (typically because of the topography).

Participants asked questions related to noise and vibration, as well as other topics related to Metrolinx projects in general. Answers, where provided, are included *in italics*.

## Questions

### Noise

1. **Are electric trains noisier or quieter than diesel?** *Electric trains accelerate faster than diesel trains. At running speed, the sound level is similar.*
2. **Is there any work being done to reconsider the regulations for bells and whistle noise of trains at at-grade crossings?** *This is a safety regulation by Transport Canada. We are working with municipalities to talk to the Federal government to implement new technologies and have the regulations updated. The regulation is outdated and does not take into account the urban environment. Municipalities can apply for an exemption to the regulation. Cost and liability are weighed by the municipality.*
3. **Who maintains Metrolinx's noise walls?** *Metrolinx.*
4. **Can trees help mitigate noise?** *People perceive less sound with trees, but trees are typically not an effective noise barrier, unless you have a fairly large and dense woodlot.*
5. **Won't the sound just bounce off the noise walls?** *Newer noise walls are usually made of absorptive material.*
6. **Will the noise from increased service actually be every 7.5 minutes given 15 minute 2-way service?** *Yes. However, the daytime trains will not be the 12 car Go Trains used during rush hour; off peak trains will be smaller.*

### Vibration

7. **What is the cumulative effect of vibration on houses, given 180 trains over a 16 hour period?** *There are different levels of vibration intensity. The level of perceptibility is different from the level of intensity likely to cause damage. There are guideline levels of vibration for property impacts. If vibration is below the threshold, no matter how often the vibration occurs, it will not impact properties.*
8. **If vibration is a problem, what do we do as homeowners?** *If you have a new rail line closer to your home, or one that is used for freight, and if this change is predicted to increase the intensity of vibrations by 25% or more then Metrolinx would investigate mitigation, such as foam matting under new rails.*
9. **How do you measure and test vibration?** *We take measurements of different types of trains and train tracks. We take measurements at switch areas, tracks, and at different distances from the track. We then use these measured results as inputs to the model to predict the vibration impacts of increased service.*
10. **Do you look at soil types when considering the vibration impacts to homes?** *At this stage, RWDI has not looked at soil types along the corridor. We do, however, model the impacts using the worst case scenario – solid rock – in order to err on the side of caution. At the detailed design stage soil types would be looked at more closely.*

### New track

11. **Why is the new track being installed on the north side of the tracks instead of the south side?** *Tracks need to be aligned several miles down the track; tracks are part of a system and they move gradually along the track. This is the best possible solution along the track.*
12. **How close can Metrolinx come to the properties?** *There are no standard setback requirements from existing properties. [Post meeting note: Originally, Metrolinx had stated there may be a standard*

clearance setback from property lines, a number of meters from the innermost track. This is incorrect.]

#### Safety

13. **There is a school close to the tracks and teens are often fearless, and walk through the corridor. How will you mitigate this?** *The area will be fenced off.*

#### Construction and communication

14. **How will the community be notified of construction activities and schedules?** *Schedules will be shared with the community in advance. Jennifer Capan is the Community Relations staff member assigned to your corridor who can help with specific questions.*
15. **Where will Metrolinx store the heavy equipment and will any of it be on the Aurora Co-op right of way?** *There is a construction easement identified for temporary storage of equipment on the land owned by the Aurora Co-op. A Construction Mitigation Plan would be created in these cases. Metrolinx would look for places that make sense to store the equipment, and would ask permission of the landowner. Safety is a top priority, so these areas would be fenced off, hoarded, and secured, with emergency contact information and other signage available.*
16. **Will there be night time work?** *Yes, and Metrolinx will provide a schedule to the community and will try to mitigate any inconveniences, where possible. There will be a Construction Liaison Committee to assist with communication efforts.*

#### Property impacts

17. **Will Metrolinx be taking any property from the Aurora Village Co-op?** *There is an encroachment to be investigated where the co-op is using land owned by Metrolinx, but there is also an area of land that the Co-op owns that Metrolinx requires.*
18. **Does the Co-op have a choice about whether you take its property or not?** *Metrolinx would communicate with the Co-op and discuss fair market value for the land needed for the work.*
19. **Does Metrolinx mitigate for vacancy loss (inability to rent units because of noise)?** *If there are concerns, contact us. We haven't had a problem with 15 minute service in Toronto, granted, they are cities with different circumstances.*

## Feedback and Advice

Safety is a high priority; participants shared concerns that the tracks would pose risks for youth and children. Feedback also focused on reducing noise from the trains, ensuring that property impacts are minimized as much as possible, and strengthening communication with community members throughout the process. Participants shared the following suggestions for Metrolinx's consideration:

- **Ensure noise mitigation options work for upper levels of houses as well as lower levels.** Build higher noise walls, for example.
- **Create safe and consistent sidewalks.** One particular area of concern is on Yonge Street from Henderson Drive to Bloomington Road. From Henderson to Industrial Parkway there is a sidewalk on the east side, but no sidewalk on the west side, making it difficult for pedestrians to access businesses. The sidewalks on either side disappear altogether going south from the Yonge Street overpass all the way to Bloomington.
- **Maintain the York University GO Station.**
- **Expand access to the rail corridor on the east side of the tracks.**

- **Integrate multiple modes of transportation at GO Stations.** Consider how integrating walking, cycling, bike share, rideshare and micro-transit could increase ridership.
- **Advertise public meetings on trains.** Reach the riders who use the service and increase participation and public input.
- **Consider double-deckers,** similar to the ones in Chicago to maximize the volume of passengers.
- **Take into consideration unique regional conditions when you review best practices** – the wind, the snow, the density and the projected population growth.

## NEXT STEPS

Yulia Pak advised that all 13 meeting summaries will be available online early in the new year, along with an integrated summary identifying common themes across all meetings.

Participants were encouraged to tell their friends and neighbours about the opportunity to provide feedback. The same questions posed at the Regional Open House meetings will be available for feedback online until December 2016. Participants were encouraged to provide their email address to ensure they receive up to date project information.

## Appendix A: Meeting Agenda



**The purpose of these Open Houses is to learn about key transit projects relevant to your community, provide feedback and talk to Metrolinx staff.** Topics include:

- Discuss Environmental Assessment (EA)/Transit Project Assessment Process (TPAP) to build new track and electrification infrastructure in the following areas:
  - GO Rail Network Electrification TPAP (Hydro One as co-proponents)
  - Barrie Rail Corridor Expansion TPAP
  - Lakeshore East – Don River to Scarborough Expansion TPAP
- Review of proposed mitigation strategies
- Review of the Regional Transportation Plan (RTP) providing the opportunity to formally incorporate new insights into the plan, while ensuring we maintain momentum on the projects underway

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## AGENDA

|                |                                                                                                                                               |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>6:30 pm</b> | <b>Open House</b>                                                                                                                             |
| <b>7:00</b>    | <b>Welcome, Introductions and Agenda Review</b><br><i>Swerhun Facilitation</i>                                                                |
| <b>7:05</b>    | <b>Overview Presentation</b><br><i>Metrolinx</i>                                                                                              |
| <b>7:35</b>    | <b>Facilitated Questions of Clarification</b>                                                                                                 |
| <b>7:45</b>    | <b>Working Sessions (on Noise &amp; Trees), Display Boards &amp; Roll Plans</b><br>7:45 – 8:15      Rotation 1<br>8:15 – 8:45      Rotation 2 |
| <b>8:45</b>    | <b>Wrap-Up Plenary Discussion &amp; Next Steps</b>                                                                                            |
| <b>9:00</b>    | <b>Adjourn</b>                                                                                                                                |



# Trees

What type of compensation would you like to see considered when trees are removed:

On your property?

In your community?

From the watershed?

Any other thoughts or advice?

## Do you have any other feedback to share at this point?

Please write here if your comments are related to a specific GO corridor

CORRIDOR NAME: \_\_\_\_\_

Please write here if your comments relate to the GO system as a whole

**Please hand your written comments in at the Sign-In Table before you leave and/or share your thoughts online at [www.metroinxengage.com](http://www.metroinxengage.com)**

All feedback received by Wednesday, December 14, 2016 will be incorporated into a summary of input and advice received during the regional open houses in November. Each of the 13 regional open houses will have a summary, and an overall integrated summary will also be produced. The summaries will be posted online and shared with all participants providing an email address.

## Appendix C: List of Reference Materials

Participants received the following information sheets as inserts to the agenda package upon sign-in:

- EA Info Sheet – Noise
- EA Info Sheet – Vibration
- EA Info Sheet – Trees
- EA Info Sheet – Visual Impacts
- Booklet – The Regional Transportation Plan for Today and Tomorrow

EA Info sheets were available on the Metrolinx Engage website throughout the Metrolinx Regional Open House meetings.

## Appendix D: Feedback Forms

Participants submitted written feedback on comment forms, and in some cases, provided feedback via e-mail after the meetings until December 14, 2016. Please see the following pages for feedback received related to the November 23, 2016 Regional Open House meeting.

# FEEDBACK FORM

## Noise

1. We know there are important benefits as well as key challenges associated with construction of noise walls. What are some of the challenges specific to your community? What would you like to see Metrolinx consider in order to address them?

General comments

- Maintain the York U. Go Station
- How can the station be better utilized / increase ridership
- expand access from the east side
- Integration
- Bike share
- Walking
- cycling
- ride share / micro transit

2. This EA will identify areas where noise mitigation should be investigated further, but will not identify the preferred mitigation measure. What advice do you have for Metrolinx on how to continue to involve you and your community in future discussions regarding noise mitigation?

- What about communication on the trains (ie. these public sessions could have been advertized on the train).

3. Any other thoughts or advice?

### Do you have any other feedback to share at this point?

6. Aside from noise and tree related comments, do you have any additional feedback related to the Barrie Rail Corridor Expansion Project that you would like to provide with respect to your house, your street, or your community?

7. Are there any specific impacts related to the Barrie Rail Corridor Project that you are concerned about?

- last mile access to the station
- better connectivity
- better local transit to the station
- Maintain York U station

8. Do you have any comments related to the GO system as a whole?

**Please hand your written comments in at the Sign-In Table before you leave and/or share your thoughts online at [www.metrolinxengage.com](http://www.metrolinxengage.com)**

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**For more information contact: [electrification@metrolinx.com](mailto:electrification@metrolinx.com) or call 1-800-GET-ON-GO or (416)869-3200**

## Casey Craig

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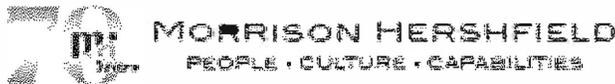
**From:** Britney Pringle <BPringle@morrisonhershfield.com>  
**Sent:** Wednesday, December 14, 2016 2:05 PM  
**To:** Casey Craig  
**Cc:** Nicole Swerhun; Amber Saltarelli  
**Subject:** FW: feedback on visual impacts, noise, vibration and trees

Hi Casey,

An additional response is provided below.

Best Regards,

**Britney Pringle**  
Environmental Planner  
[bpringle@morrisonhershfield.com](mailto:bpringle@morrisonhershfield.com)



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[morrisonhershfield.com](http://morrisonhershfield.com)

**From:** Electrification [mailto:Electrification@metrolinx.com]  
**Sent:** Wednesday, December 14, 2016 2:02 PM  
**To:** Britney Pringle <BPringle@morrisonhershfield.com>  
**Subject:** Fw: feedback on visual impacts, noise, vibration and trees

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**From:**  
**Sent:** Sunday, November 27, 2016 10:40 PM  
**To:** Electrification  
**Subject:** feedback on visual impacts, noise, vibration and trees

I have reviewed your info sheets on noise, vibration, trees and visual impacts and I have lots of concerns over all of them as a resident in Clarkson.

Firstly with noise, they are unsightly. At first Metrolinx said electrifying the Go will make it more quiet than the diesel trains so why is noise even a factor now? It seems to me that the situation for residents with noise issues, visual impact, degrading our landscape by removing much needed plant life and over head wires is worse for the community so why are you electrifying the Go? Sounds more like pocket lining for Metrolinx if you ask me and others in my community we are not happy. While I get there is a congestion issue do you really think adding more trains is going to solve that problem? The people who drive today will drive tomorrow and those that take the Go today will take the Go tomorrow. Adding more trains that go faster isn't going to turn a person who drives into thinking "OMG Go has more trains on the line, i'm going to stop driving" if we want to ease congestion, create an infrastructure to help move cars more efficiently and look at alternatives that don't involve damaging our surroundings but still get us to our goal - more work from home alternatives, different start times for people's jobs, etc. so that traffic moves better. that's what will work not more trains.

you ask how should Metrolinx involve the community on future discussions with noise mitigation - hold open houses, enable a web blog page for people to have an open discussion which is moderated by metrolinx.

Regarding trees - i would NEVER let someone remove a mature tree from my property. paying me or giving me some sort of community benefit doesn't cut it.

if you guys remove mature trees be prepared to replace them with more mature trees not some sapling that takes 10-15 years for maturity. Trees help buffer sound and provide a nice view for people.

Advise for metrolinx - question 2 on Tree info sheet - yeah my advise is don't remove trees and don't electrify. it's going to cost you and the neighbourhoods a ton of money and personally I doubt there will be any benefits or marginal ones in terms of moving traffic.

Visual impacts - this is by far the worst of all. it's there in you face perpetually whether the train is passing by or not. Do you live in the communities impacted by traction power facilities and overhead contact systems? Would you want to buy a home looking at it? Who's going to pay the residents for reduced real estate values?

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