

METROLINX REGIONAL OPEN HOUSES



Meeting Summary Report [5 of 13]

Riverdale Collegiate Institute, 1094 Gerrard Street East, Toronto

November 16, 2016

6:30 pm – 9:00 pm

OVERVIEW

Metrolinx hosted thirteen (13) Regional Open Houses between November 7th and November 29th, 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 (3) 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 Rail Corridor Expansion – Don River to Scarborough GO Station TPAP.

The focus of this meeting was to discuss the Electrification and Lakeshore East TPAPs specifically.

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 51 people attended the fifth of 13 Regional Open Houses at Riverdale Collegiate Institute in Toronto. The meeting began with a 30-minute open house, including a display of information boards for review. James Hartley and Katie Bright (Metrolinx) co-delivered a 30-minute overview presentation, and Avril Fiskien (AECOM) facilitated approximately 30 minutes of questions from the audience. Two (2) 30-minute workshop rotations followed, designed to present and seek feedback on noise and vibration

issues and mitigation strategies, and tree removal processes and compensation strategies. At the same time as the workshops were being held, Metrolinx staff and technical experts were available to answer questions in a separate room with the information boards and roll plans. Written feedback received from participants at the meeting (using feedback forms) is also integrated into this summary. A total of three (3) feedback forms were received. Please see the *Appendices* for the meeting agenda, the feedback form, and a list of reference materials provided.

Tiffany Lobb (AECOM) compiled this Meeting Summary Report. The purpose of this Summary Report 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. If you have any comments or questions about this summary, please contact electrification@metrolinx.com or 1-800-GET-ON-GO or (416) 869-3200.

**The 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. GO BEYOND THE MINIMUM FOR NOISE AND VIBRATION MITIGATION
 - Exceed minimum mitigation requirements. Go above and beyond the minimum requirements for noise and vibration mitigation.
 - Address peak noise as well as average noise impacts. Recognize and place more emphasis on the impact of the peak noise, not just the average noise over the course of the day. Consider the psychological impacts of increased service.
 - Create green noise walls. Plant greenery on noise walls to improve their aesthetics.
2. REDUCE VISUAL IMPACTS
 - Prevent graffiti on noise walls. This can be done by planting vines on noise walls or creating an interesting design.
 - Add more trees to areas where fences or noise walls will be placed to act as visual screens.
3. IMPROVE COMMUNICATION
 - Provide details of the construction schedule as early as possible, and communicate changes to this schedule as quickly as possible. Provide a dedicated person to contact when work is disruptive at night time.
 - Communicate with local residents during the Environmental Assessment (EA) as well as the detailed design process and gain approval of mitigation measures from the community.
4. TREES
 - Involve the local community in placement of trees and species of trees being planted.
 - Plant trees along noise barriers to act as an additional acoustic barrier to noise caused by rail traffic.
 - Plant trees as soon as possible and plant at a 3:1 ratio (plant three (3) trees for every one (1) removed).

QUESTIONS OF CLARIFICATION

After the overview presentation, participants asked questions of clarification. Metrolinx team members providing responses included: Renée Pettigrew, Director Environmental Programs and Assessment; James Hartley, Manager Environmental Programs and Assessment; Andre Marois, Director Lakeshore East Corridor; Garnet Greatrix, Manager Corridor Infrastructure; Katie Bright, Environmental Project Manager; Carrie Sheaffer, Environmental Project Manager; Rupesh Udash, Project Coordinator; Dan Beare, Project Coordinator; Paul Kan, Manager Real Estate; Sandy Griggs, Acquisition and Project Management Consultant; Brian Gallagher, Senior Manager Project Planning and Development; Phil Herbeson, Manager Transportation; David McElroy, Transportation Planner; and, Carmen Rapati, Community Relations and Issues Specialist.

In addition, the following consultant staff from RWDI and AECOM were present to provide technical support: Alain Carriere, Consultant Senior Project Manager; Ayhem Sadie, Consultant Project Manager Lakeshore East Corridor; Matt Scoular, Consultant Environmental Lead Lakeshore East Corridor; Marian Tibor-McMahon, Consultant Environmental Planner; Avril Fischen, Consultant Communications and Community Engagement Lead; and, Tiffany Lobb, Consultant Communication and Consultation Specialist.

Responses from Metrolinx, City staff, and/or the project teams are noted in *italics*, where provided.

1. How will electric power be transformed to trains? Will weather impact the wires? *Electric trains will be powered via an Overhead Contact System (OCS), which is a proven technology that is used around the world. One key reason that a third rail approach is not being used is due to safety considerations and the fact that the majority of the GO rail network is open track compared to a system like a subway that is contained and not easily accessed. Metrolinx operates through open areas and a third rail system requires a completely secure area. An electrified system is designed to stay operational under most weather conditions. Rain and snow have little effect on the system. Heavy ice storms may affect the system if the OCS wires get coated with ice, preventing electrical connections from occurring. However, running trains will assist with clearing any ice that has formed on the wires and helps to reduce build-up.*
2. I understand that at the new station there will be a relief line as well. Is there one station or is it a dual station? *Metrolinx and the City of Toronto are working to ensure that planning of the underground Relief Line station and in-corridor GO Rail/Smart Track station are aligned, allowing for the best possible connection between them. The Relief Line is at an earlier phase of planning than the GO Station and is not a fully funded project.*
3. What is the timeline and when will the Relief Line and Smart Track EAs be complete? *The City of Toronto is the proponent for the Relief Line TPAP. A report on the preferred alignment for the Relief Line is expected to go to Executive Committee and City Council in April 2017, anticipating the formal launch of a TPAP in Fall 2017. Smart Track stations will be evaluated as part of the ongoing RER/GO Expansion program. Metrolinx in coordination with the City of Toronto are currently advancing further technical and planning work in preparation for EA/TPAPs to be conducted over the next several years.*
4. Is vibration dampening using rubber used for all four (4) tracks? *Mitigation for vibration includes ballast mats underneath the tracks. Dampeners are a good technology and might be the right solution in some areas but not all. Vibration mitigation is only proposed where mitigation is required under the MOEE / GO Transit Draft Protocol for Noise and Vibration Assessment (Draft #9, January 1995).*

5. What kind of trains are running on the tracks? Are they commercial trains? *The Lakeshore East Corridor is shared by GO Transit, VIA Rail, and freight companies to service local industries along the corridor.*

DETAILED MEETING SUMMARY

Feedback was provided in writing through feedback forms and group discussions during two (2) 30-minute workshop rotations. The summary below integrates feedback from each of these sources and is organized into three (3) parts: noise and vibration; tree removal and compensation strategies; and other feedback received by participants.

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. James Hartley (Metrolinx, Electrification) answered questions along with Alain during the workshop.

Noise and Vibration Questions

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, Draft #9, January 1995*) that uses two criteria to determine when action is required related to noise: 1) if the total noise is 60 decibels (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 and provided comments as well as advice. Answers, where provided, are included *in italics*.

1. I am a property owner south of the tracks, east of Woodbine. Our property is on a slope where the track is cut level into the slope. If Metrolinx is building a noise barrier on the north slope it could be quite high. I am concerned this would create more noise bouncing off the barriers. *Noise modelling was conducted; the preliminary locations of noise barriers are shown on the roll plans. The locations of noise barriers will be confirmed during detailed design.*
2. Is the current noise study based on diesel trains or electrification? *The noise study examined current diesel fleet and future mixed diesel-electric fleet trains. Electric trains are much quieter powering up but the noise levels are very similar in operation. Electric noise mitigation is more effective because some of the sources of noise on the train are located lower than those on diesel trains.*
3. How is increased vibration mitigated? Are there any incentives for owners to protect their homes? *The EA will consider new rail and new causes of vibration. We look at new rail which brings the rails*

closer to receptors. Switches/crossings cause vibration locally. Ballast mats are used to mitigate new infrastructure. It is not the purpose of the EA to assess existing tracks.

4. We live near the corridor and already hear trains all day long. With an increase in service, the noise levels will increase. We want to see a plan to address noise with the increase in service. *Based on the provincial protocol, we need a balance between providing service and tolerable noise levels. To assess this, we take the average daytime and nighttime service periods to calculate the average noise level. If the predicted increase in average noise impacts is 5 dB or more, and the predicted level is 60 dB or more (daytime) or 55 dB or more (night-time), then we investigate to see if noise mitigation (typically a barrier) could reduce the impacts.*
5. With electrification, will the metal bars cause an increase in noise? *Noise increase is minimal when compared with diesel trains.*
6. What are the limitations on noise barrier heights? *Engineering. For example, if we are building on a bridge, the bridge can only take so much weight. Note that 5 m was used as the assumption in this exercise; however, they can be lower or higher.*
7. Noise barriers create issues for the city. People want barriers but are worried about graffiti. Will Metrolinx design the noise walls to minimize graffiti and / or invest in cleaning graffiti? James Hartley responded: *This can be captured under general lessons learned. Vines can be placed on noise barriers to prevent graffiti but causes concern for operations to keep things safe and clean. It is certainly an important issue to discuss during detailed design. Metrolinx is also working on a long-term strategy for noise wall graffiti removal.*
8. How can homeowners near the rail corridor reduce noise? James Hartley responded: *Metrolinx cannot control current noise levels but is looking at mitigation for new noise. There is the possibility to build a noise barrier to reduce noise in back yards of nearby homes.*
9. Trains are passing by at 85 dB noise levels. What is the anticipated noise level with noise walls? *The 85 dB is a maximum noise level experienced for a fraction of a second as a train passes directly by a receptor; prior to and after that moment the noise level drops off dramatically. Noise barriers are considered technically feasible if they achieve at least a 5 dB reduction in average noise levels. In some cases they may achieve greater reductions in noise (e.g. up to 10 dB).*
10. How does Metrolinx look at frequency? *Frequency is determined by looking at traffic, counting trains and taking the average over a 16-hour (daytime) or 8-hour (night-time) period.*
11. Are baseline measurements recorded from today (2016) or from five (5) years ago? *The baseline traffic numbers recorded are from 2015, as there has not been a significant change in service levels.*
12. It seems like there are restrictions on current noise mitigation as the noise walls are only 5 m high. Has Metrolinx considered other forms of noise mitigation for local residents such as triple glass windows for any buildings that rise above the 5 m noise wall? *In some cases there is already a noise barrier in place, however it would likely not have been designed with future traffic or noise levels in mind. We have already identified these as areas where modifications to existing noise barriers may be considered. Backyard mitigation measures have not been considered at this time; Metrolinx would generally seek solutions that could be implemented on its own property (right of way).*
13. What about property owners that cannot be mitigated by noise walls? James Hartley responded: *Metrolinx has not yet considered this but it has been recorded as something to discuss.*
14. I am concerned about vibration caused by the simultaneous use of all four (4) tracks. Will simultaneous track use cause extreme vibration frequency? Does Metrolinx consider resonance in

the EA? No. For vibration, we take the average impact and assess it against the threshold. If the impact is above the threshold, it is flagged as an issue. The EA does not consider resonance but the vibration levels caused by interacting trains would be assessed during detailed design. We will keep this in mind as something to look into but we always use worst-case scenarios in our assessments and modeling.

15. I see that the hatched areas on the roll plans indicate that vibration reduction is required. Do the hatched areas also apply to noise? Is noise reduction also required in these areas? *The hatched areas on the roll plans identify areas where vibration has the potential to be an issue. The hatched areas do not apply to noise. There are blue lines on the roll plans that indicate areas where noise mitigation is to be considered. In some cases that vibration may generate noise (for example, mechanical equipment in the penthouse of a condo building), but not in this case as vibration caused by trains does not produce significant noise.*
16. What does dBA mean in comparison to dB? *The A-weighted value, dBA, is a way of adjusting noise measurements for different frequencies as these frequencies are experienced by the human ear, that is, different frequencies are weighted differently depending on how sensitive humans are to those frequencies. The term "dB" is always used in reference to a change in noise levels, up or down; the degree of change is generally independent of how humans perceive sound so it is not A-weighted.*
17. If the analysis finds the increase is 7 dB, does Metrolinx propose a noise barrier that stops 7 dB or does it stop at only 5 dB? *The Protocol stipulates that noise mitigation is to be investigated if the increase in average noise impacts is 5 dB or greater. In our study we have not seen any increases higher than 9 dB. Metrolinx does not have a policy on noise wall height but the Ministry of Transportation (MTO) typically will not build higher than 5 m. Engineering restrictions must be considered when discussing preliminary design. To be technically feasible, the noise barrier must achieve a reduction of 5 dB or more, but the general intent of the Protocol is to reduce noise levels to what they were before the increased impact. Therefore, noise mitigation is not limited to achieving a 5 dB reduction; this is a minimum.*
18. Will the noise walls eliminate noise caused by trains? *The noise walls will not completely eliminate noise but they will reduce noise levels significantly.*
19. Are electric trains quieter than diesel-powered trains? *The noise levels are relatively similar during operation. The main difference is when trains are accelerating out of the station – diesel trains are much louder as their engine powers up.*

Noise and Vibration-Related Advice

Noise mitigation is a high priority; participants would like Metrolinx to consider visual impacts as well as noise impacts. Participants also noted their concerns for safety of pedestrian areas near proposed noise wall locations. Metrolinx should be doing more to communicate with local residents. Construction noise and impacts were also raised as concerns. Specific advice and suggestions for Metrolinx included:

- Consider the visual impacts as well. Aesthetics of noise walls are important as well as the impacts to view / sightlines for local residents. Use trees as screens to hide noise walls.
- Provide frequent project updates to all interested individuals via email especially regarding construction timing and noise from construction and operation.
- Eliminate loud bells at at-grade crossings and floodlights that shine through residential windows at night.

Tree Removal and Compensation Strategies

John Stille (Toronto and Region Conservation Authority (TRCA)), along with Renée Pettigrew and Carrie Sheaffer (Metrolinx), provided a brief overview of the impact of electrification and new track infrastructure on trees along some portions of Metrolinx rail corridors, and sought feedback on mitigation strategies and a new compensation protocol for tree removal.

John opened the workshop by providing information regarding the partnership between TRCA and Metrolinx for the tree compensation protocol. He explained the goal to standardize the protocol and include what community members would like to see in their communities.

Renée and Carrie explained that Metrolinx is standardizing how to compensate for removal of trees throughout the network, including the following categories:

- Metrolinx Right-of-Way (ROW);
- Private Property;
- Municipal trees; and
- Natural heritage trees.

Metrolinx is currently in the preliminary phases of planning and has held workshops with municipalities related to tree removal and compensation strategies within the Metrolinx network. So far, Metrolinx has received positive feedback from municipalities.

Tree Removal and Compensation Questions

Participants asked questions and provided comments as well as advice. Answers, where provided, are included *in italics*.

1. Why do I have to compensate for tree removal on private land but Metrolinx does not have to? *As a provincial agency, Metrolinx is not subject to the same requirements for tree removal and compensation but we welcome your feedback on how to approach this.*
2. Does Metrolinx compensate / plant trees only if you are removing trees? *No, we are also considering tree planting to reduce visual impacts. We cannot do this on the Metrolinx ROW but there are opportunities in other areas such as public parks.*
3. Do you need to widen the ROW or remove trees in all areas? *We can provide you with a tree handout and go over the roll plans together following this breakout session.*
4. In my neighbourhood we are going to lose trees but we are also tight on space which means immediate tree compensation is unlikely. Would you consider converting nearby areas into conservation areas instead? An example would be Monarch Park. *There is a lot of momentum for these types of projects in the GTHA. We have to work with the City as it is City-owned land. So far, we have been working to identify all nearby areas that have the potential for this type of opportunity. We have had preliminary discussions about community projects already but will also look into Monarch Park.*
5. My neighbourhood is looking at a noise wall. Is it possible to put ivy or a creeper plant on the wall itself to reduce visual impacts? *These types of plants are not considered preferable due to continued maintenance during operations.*
6. Can you plant shrubs instead of trees? *Trees are preferred because they are easier to measure. Everything will be trimmed back to the required distance from the track and the lines.*

7. At the end of the EA, will all noise wall locations be identified? *This will be determined during Detailed Design.*
8. Do trees act as mitigation for noise? *In order to mitigate noise, a dense material is required to achieve reduction. Adding trees on or near noise walls reduces visual impacts.*
9. Are mature trees being replaced with mature trees? *We replace trees with the largest possible. If you plant a small tree, it tends to grow quickly within 5 to 10 years to get the full caliber trees. The compensation ratio is one big tree to three small trees. If there is a loss of natural features, we plant smaller trees.*

Tree-Related Advice

Priorities raised included putting more effort into the trees that are being planted in the public realm and using trees, vines and other plants to mitigate visual impacts of noise walls. Concerns about the past history of tree removal impacts to the community and losing large, mature trees were raised. Specific advice and suggestions for Metrolinx included:

- Develop a plan for visual/green screen. Trees can act as visual and / or acoustic barriers.
- Consider compensation strategies that address scenarios where a noise wall is being installed but there is no room for a replacement tree on private property. Convert Monarch Park into a conservation area and begin a naturalization project. Plant mature trees in other local areas where trees must be removed from small properties.
- Consider the species of trees being planted and their locations. Plant pollinators and native trees in areas such as Monarch Park and Jimmy Simpson Park.
- Reuse trees that are being removed. Removed trees to be used as park furniture (i.e. log benches).

Other Feedback Received

Participants provided the following general comments for Metrolinx's consideration.

- Hold meetings more frequently and divide them more by community. Meet with us more often, or provide other ways for us to keep informed and provide you with our feedback.

NEXT STEPS

Avril Fischen 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 were available for feedback online until December 14, 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

AGENDA

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

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

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 Received

Feedback Form #1

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: Lakeshore East
and Stouffville

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

- SmartTrack is a waste of money in light of GO RER.
- ~~B~~ Electrification of the Lakeshore ~~East~~ line should extend to Central Oshawa Station to promote the Oshawa Growth Centre (downtown) as 24/7 community
- Pedestrian crossings w/ proposed barriers need to remain safe and continue to provide a sense of safety and comfort for users
~~users~~ (CPTED)

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For more information contact:

electrification@metrolinx.com or call 1-800-GET-ON-GO or (416)869-3200

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?**

prevent graffiti --- by growing vines on walls

make noise barriers as effective as possible, at least enough to offset the projected increase of noise, preferably more so we benefit from a net reduction below current levels

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?**

please keep us advised through detailed design on actual noise reduction projected

3. Any other thoughts or advice?

Consider wider application of vibration reduction measures
— on all new lines ideally

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?**

I LIVE JUST SOUTH OF THE GERRARD CARLAW BRIDGE ON "SECRET" GERRARD ST SOUTH OF THE PARKETTE. CURRENTLY ON THE METROLINX MAP THAT AREA ~~WAS~~ IS NOT TECHNICALLY FEASIBLE FOR NOISE BARRIER. I WOULD LIKE TO KNOW WHAT THE OPTIONS ARE AND BE INVOLVED.

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?**

MITIGATION MEASURES SHOULD BE APPROVED BY COMMUNITY. ~~WAS~~
HOLD MEETING TO NOTIFY RESIDENTS/BIAS/
ETC.

3. Any other thoughts or advice?

- ① > CAN MORE TREES BE ADDED TO USUALLY SCREEN THE TRAINS AND ELECTRIFICATION INFRASTRUCTURE.
- ② ACOUSTIC / SOUND WALLS LOOK/DESIGN SHOULD BE REVIEWED WITH RESIDENTS/COMMUNITY

Trees

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

On your property?

In your community?

From the watershed?

① MIN 3:1 OR GREATER FOR TREE REMOVAL

② COMMUNITY DISCUSSION ON TYPES OF NEW TREES THAT WILL BE APPROVED

~~③ COMPENSATION~~

③ CAN METRO COUNTY MARK TREES WHICH WILL BE REMOVED AND ALLOW FOR COMMUNITY FEEDBACK

Any other thoughts or advice?

① TREE COMPENSATION SHOULD ALSO BE CONSIDERED AS A PRO-ACTIVE STRATEGY TO HELP VISUALLY SCREEN/SOFT A CONCRETE BARRIER FOR THE INCREASE IN RAIL TRAFFIC.

② PLANT ~~AS SOON~~ ^{AS SOON} AS POSSIBLE AS MATURE TREE TAKES 15-20 YEARS TO GROW

③ LOCATIONS OF SOUND WALLS SHOULD BE IDENTIFIED TO COMMUNITY, LOOK OF SOUND WALL TO BE REVIEWED/APPROVED BY COMMUNITY

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: LAKE SHORE
EAST

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.metrolinxengage.com

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