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# BARRIE RAIL CORRIDOR EXPANSION PROJECT

## TRANSIT PROJECT ASSESSMENT PROCESS

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Public Meetings Round #2

November 2016

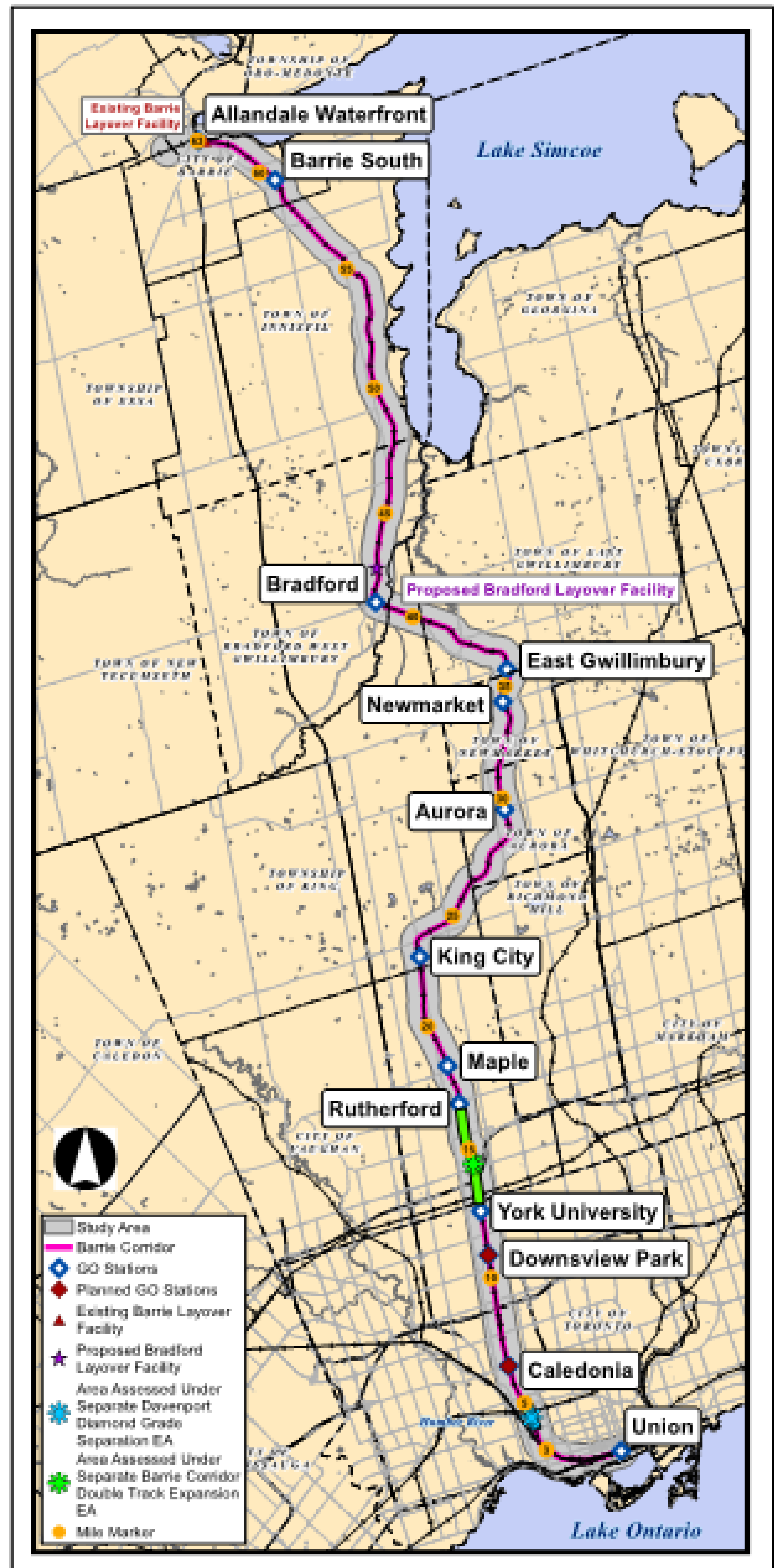


**METROLINX**

An agency of the Government of Ontario

# Barrie Rail Corridor Expansion Project

- Provision of a second track between Lansdowne Avenue in the City of Toronto (Mile 3.00) to Allandale Waterfront GO Station in the City of Barrie (Mile 63.00);
- Upgrades at existing GO Stations along the corridor: Rutherford, Maple, King City, Aurora, Newmarket, East Gwillimbury, Bradford, Barrie South, Allandale Waterfront;
- Upgrades to existing structures within the Corridor (e.g. culverts, bridges); and,
- A new Train Layover Facility within the Town of Bradford West Gwillimbury for overnight storage of trains.

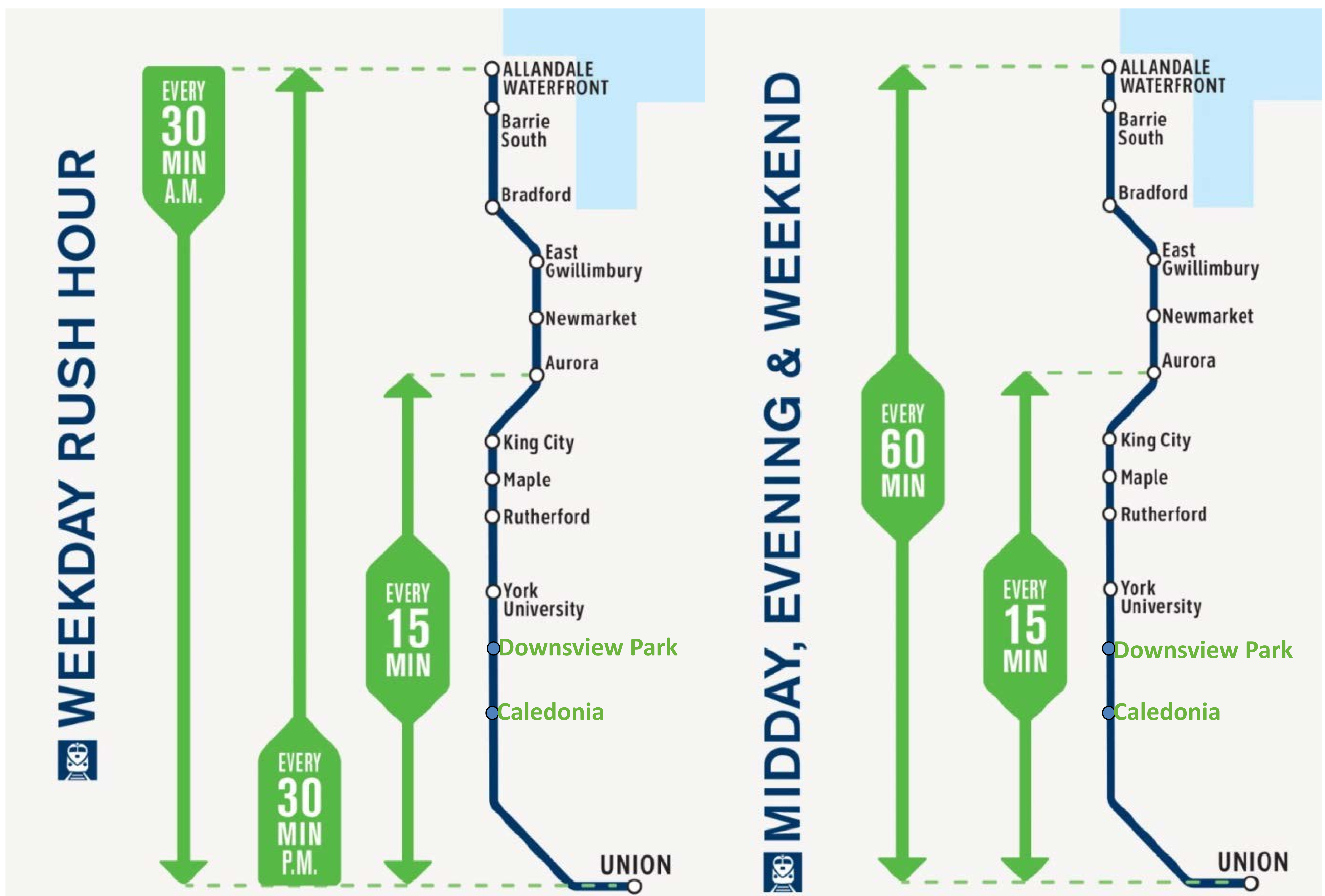




# Barrie Corridor - Existing Conditions

- Primarily a single track running from Union Station to Allandale Waterfront GO Station, approximately 63 miles in length;
- Uses a mix of 6, 10, and 12-car trains;
- Trains are stored overnight at the Barrie Layover Facility; and,
- GO Bus service is offered to all stations along the Corridor, with the exception of the York University GO Station, during off-peak hours.

## Future GO Barrie Service Plan



Rush Hour: Weekday trains arriving at Union Station between 6:30 and 9:00 AM or departing from Union Station between 4:00 and 6:00 PM



# Track and Station Design Updates

## Mile 3.87 - Bloor Street Bridge

- Coordination based on commitments in Davenport Diamond TPAP to accommodate:
  - Future Potential Bloor-Davenport GO Station
  - Future Potential extension of the multi-use path south of Bloor Street West (Alignment currently under review based on Electrification requirements)
- Constraints
  - Utilities
  - Underground Parking Structures west of existing bridge
  - Sub-standard road clearance
  - Limited Rail Right-of-Way width
- Options under consideration
  - Raise track profile
  - Lower road Profile
  - Combination of raised track profile and lowered road profile

## Mile 10.87 – Sheppard Ave W. Bridge

- Geotechnical and site survey completed;
- Potential PHP, a CHER recommended;
- Proposing 2 Span Steel TPG;
- Minimize track spacing to avoid further conflicts with Downsview Park GO Station; and,
- Build new abutments behind existing wingwalls to avoid modifying utilities embedded in existing structure.





# Summary of Public Meeting #1 - November 2015

The first series of four Public Meetings were held November 2015. An Online Survey was also available as an alternative for those interested stakeholders who could not attend the Public Meetings.

Public Meeting participants focused their comments on concerns affecting the local community, property values, and nuisance impacts, such as noise from train whistling.

Online Survey respondents noted concerns including parking at existing stations and the addition of new stations to the corridor increasing the overall commute time.

Most common comments received during the November 2015 consultation were:

- A lack of available parking at stations;
- The need for additional stations;
- Concerns that additional stations could slow commute times;
- Concerns for pedestrian and vehicle safety at crossings and along the Barrie rail corridor in general;
- Potential effects on property values and quality of life (i.e., noise, vibration, air quality) for residents in the vicinity of the corridor;
- The potential need for property acquisition; and,
- The need to better integrate GO Transit with local public transportation services.

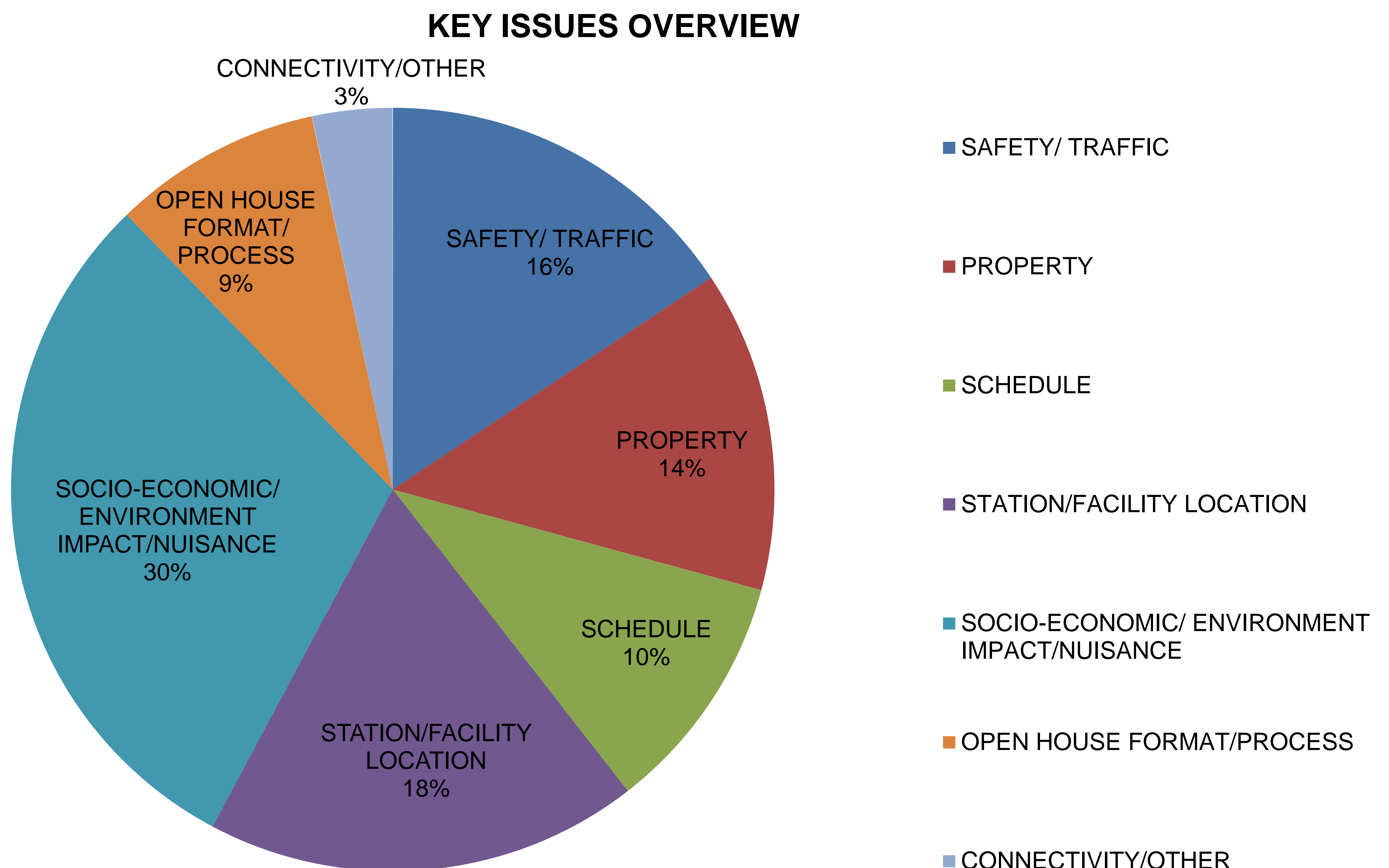


# Your Feedback

Consultation with members of the public and interested stakeholders will continue through future Public Meetings. All feedback received is documented as part of the final Environmental Project Report.

Your feedback also informs how we are moving forward with the project, including:

- **New Stations** – Currently completing a new station analysis network-wide including review of parking needs through Parking Strategies Study;
- **Station Mobility** – Ensuring GO Stations are fully accessible including pedestrian and cycling connectivity;
- **Municipal Coordination** – Representatives from each municipality along the Barrie rail corridor participate in Technical Advisory Committees to allow for municipal input into the Project planning and design process; and
- **Additional Studies** – Natural, social, and cultural environment currently being assessed through a number of studies to determine where mitigation measures are needed, including Traffic Impact Analysis, Noise and Vibration Analysis, Air Quality Study, and Natural Environment Report.





# Natural Environment

Natural Feature	Number Present in Toronto*	
Significant Natural Areas	Provincially Significant Wetland Complexes:	0
	Areas of Natural and Scientific Interest:	0
	Significant Woodlands:	1
Wildlife and Wildlife Habitat	Types of Significant Wildlife Habitat:	2
	Species of Conservation Concern:	1
	Endangered and Threatened Species:	3
Fish Habitat	Watercourses:	1

\*Many Natural Features overlap, i.e., many wildlife habitats are found within Significant Natural Areas.

- Some losses to natural features will be unavoidable; and,
- Consultation with TRCA, LSRCA, MNRF, and applicable municipalities will be ongoing during detailed design to address restoration/compensation strategies for wetlands, woodlands and species habitat.

## Potential Effects:

- Erosion, sedimentation, encroachment during construction;
- Disturbance to migratory birds, fish, and wildlife;
- Barriers to wildlife movement; and,
- Work within habitat of Endangered/Threatened Species and fish habitat.

## Mitigation Measures:

- Erosion Sediment Control (ESC) Plan, work zone fencing;
- Use applicable timing windows;
- Wildlife passages;
- Wildlife exclusion fencing;
- Consider design options to minimize disturbance;
- Obtain permits, as required; and,
- Continue to work with Conservation Authorities and MNRF during detailed design.



# Cultural Heritage Screening

The Metrolinx Interim Cultural Heritage Management Process (2013) involves four steps: Cultural Heritage Screening; Heritage Evaluation; Interim Cultural Heritage Management; and Review and Approval for Metrolinx Heritage Properties of Provincial Significance. The CHSR fulfills Step 1 of the above four-step process.

## Potential Effects

- 90 properties identified under the screening process, including 20 in the City of Toronto; and,
- A total of 6 Cultural Heritage Evaluation Reports (CHERs); including Conditional Heritage Property (CHP) and Potential Provincial Heritage Property (PHP); and no Heritage Impact Assessment (HIA) recommended within the City of Toronto.

Municipality	Recommended CHERs	CHP	Potential PHP	HIA
City of Toronto	6	2	4	0

## Mitigation Measures

- Conduct heritage evaluations and manage cultural heritage resources in accordance with the *Ontario Heritage Act*.



37 Bakersfield St, Toronto (Mile 10.95)  
Conditional Heritage Property



# Stage 1 Archaeological Assessment

The study included the existing Barrie rail corridor right of way, adjacent properties impacted by the expansion, and the proposed Bradford Train Layover Facility lands.

## Potential Effects

- Potential for the identification of Aboriginal and Euro-Canadian archaeological resources;
- Majority of the study area is previously disturbed by construction of the existing rail corridor as well as adjacent development; and,
- Some lands within the study area have been subject to previous archaeological assessments and do not require further archaeological investigations.



Lands adjacent to rail ROW (approximately Mile 5.50) are developed and disturbed with no archaeological potential.

## Mitigation Measures

- Stage 2 Archaeological Assessment is required for some areas along the corridor and may include a Cemetery Investigation if properties include or lay adjacent to known cemeteries or possess potential for containing human remains;
- A portion of the study area has potential for containing an ancestral Huron-Wendat ossuary. These lands require ossuary monitoring prior to any proposed ground disturbance;



Rail ROW is disturbed with no archaeological potential. Lands beyond ROW possess archaeological potential.



# Socio-Economic and Land Use Characteristics

## Potential Effects – Property Acquisition for City of Toronto

- Full Acquisition - 5 properties
- Partial Acquisition - 33 properties

## Mitigation Measures- Property Acquisition

- Prioritize design to avoid the need for acquisition of small properties where structures will be affected or where a significant portion of the property will be lost; and,
- Engage with affected property owners and provide fair market value compensation.

## Construction /Operations

### Potential Effects

- Temporary effects due to construction noise, dust, and vibration;
- Temporary access and traffic restrictions;
- Visual aesthetic concerns associated with the removal of trees; and,
- Fencing and other safety barriers.

### Mitigation Measures

- Construction will be carried out in accordance with best practices:
  - Traffic Management and Control Plans;
  - Erosion and Sediment Control Plans;
  - Emergency Response and Communications Plans; and,
  - Landscaping and Tree Compensation Plans.
- Noise, vibration, dust and air quality effects will comply with provincial regulations and local by-laws;
- The entire corridor will be fenced to limit access; and,
- Safety structures at rail crossings will be reviewed during detailed design.



# Traffic Impact Analysis

## Potential Effects

- Increased exposure for motorists and pedestrians;
- Additional potential for conflict between road and rail operations (i.e. delay, queuing, etc.); and,
- Modification or additional rail crossings.

## Mitigation Measures

- Crossing protection measures; and
- Traffic Control and Management Plans.
- Other Metrolinx Initiatives:
  - Assessment of existing 54 road-rail crossings to determine which should remain or be replaced with an underpass or overpass; and
  - Updates to Parking Strategy Studies and the Station Access Plans.

## Other Considerations

- Trail authority/municipality to consider needs within their planning for proposed trail crossings; and
- Transit improvements to be planned by local transit authorities to maximize transit connections.



At grade road crossing; Carl Hall Road (Mile 10.5), Toronto



# Air Quality Study

The air quality impact assessment was based on a comprehensive analysis as per the Ministry of Transportation (MTO) Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas (GHG) Emissions of Provincial Transportation Projects.

## Potential Effects

### **Construction:**

Dust emissions and reduced air quality resulting from:

- Grading;
- Demolition;
- Stockpiling and transport of materials; and,
- Construction equipment.

### **Operation and Maintenance:**

- Increased rail traffic will not exceed air quality criteria; and,
- Air quality will be improved with an electrified service.

## Mitigation Measures

### **Construction:**

- Dust mitigation;
- Locate stockpiles to minimize exposure to wind;
- Retractable covers used by dump trucks;
- Deconstruction methods (and enclosures for debris) instead of demolition;
- Equipment washing, use of mud mats, and erosion and sediment control measures;
- Permanent stabilization of exposed soil; and,
- Emission controls for construction equipment.

### **Operation and Maintenance:**

- Compliance with applicable regulations and standards;
- Use of no idling signs at all stations; and,
- Improve walkways and trail connections to promote active transportation.