MEDIA BACKGROUNDER

The 2017 promises and the 2026 reality

A detailed look at what Metrolinx committed to do about noise and vibration along Toronto's Lakeshore East rail corridor — and where those commitments stand eight years later.

COMPANION TO

One-page media handout: *Metrolinx made noise and vibration promises in 2017. Many were not kept.*

SOURCE DOCUMENTS

Metrolinx, *Lakeshore East Rail Corridor Expansion (Don River to Scarborough GO Station) Project — Environmental Project Report* (AECOM, September 2017), §5.4 Noise and Vibration, Tables 5-5, 7-3, and 8-1, and Figures 5-7A through 5-7G.

PREPARED

May 2026, for community organizing and media use.

CONTACT

Available on request through the Lakeshore East community network.

SECTION 1

Executive summary

The headline finding: Metrolinx's 2017 Environmental Project Report for the Lakeshore East corridor made specific, named commitments to install noise barriers, ballast mats, monitoring systems, and complaint protocols at locations between the Don River and Scarborough GO Station. Communities along the 2 km Joint Corridor section in Riverside-Leslieville received much of what was promised — five-metre acrylic noise walls, active monitoring, monthly community meetings, and design enhancements. **Communities along the 8 km segment east of Pape Avenue — Old Riverdale, Monarch Park, Upper Beaches, Birchmount, Scarborough Junction — are still waiting. In Metrolinx's own current public description of what's being built between Pape and Kennedy, noise barriers are not mentioned.**

What this backgrounder covers

The five strongest findings

1. **~15 named noise barriers in the EPR are unaccounted for in Metrolinx's current public build scope.** The 2017 EPR Figures 5-7C and 5-7D identified specific barriers BARR_022 through BARR_044B as technically feasible for the Electric RER scenario between Main Station and Scarborough GO. Metrolinx's current public-facing infrastructure list for Pape–Kennedy mentions "grading, retaining walls and culvert extensions" — but not noise barriers.
2. **The four switch-location ballast mat commitments have no public installation confirmation.** Figures 5-7F and 5-7G show four locations (near R021B, R023B, R037B, R043) where new switches and special trackwork would cause vibration exceeding the protocol threshold by up to 480%. No public Metrolinx document confirms these have been installed.
3. **Verbal commitments from July 2017 remain undocumented in the formal commitments table.** At the July 4, 2017 meeting with Old Riverdale residents and MPP Peter Tabuns, Metrolinx made four specific commitments — pre-construction noise monitoring, post-service mitigation re-evaluation, Monarch Park noise wall review, and a Community Advisory Committee. Only the CAC has been clearly delivered.

4. **Property damage claims have no defined adjudication process.** Despite a 2017 Table 8-1 entry that a monitoring program "may be developed during claim resolution," community groups (Lakeshore East CAC) report that no transparent process exists.
5. **Metrolinx asserts Crown immunity from the Toronto Noise By-law.** The 2017 EPR committed to "endeavour to limit construction to time periods permitted by the City of Toronto Noise By-law." Metrolinx's current operational stance is that as a provincial Crown agency, it is not bound by municipal by-laws. Overnight construction continues.

SECTION 2

The two-tier corridor

The 2017 Environmental Project Report covered the entire Lakeshore East rail corridor from the Don River to Scarborough GO Station — approximately 10 km of track running through Riverside, Leslieville, Old Riverdale, Monarch Park, Upper Beaches, East York, Birchmount, and Scarborough Junction.

Since 2017, the project has been split into two effective tiers.

Tier 1: The Joint Corridor (Eastern Avenue to east of Pape Avenue, ~2 km)

In 2019-2020, the Ontario Line subway project was overlaid onto this 2 km segment, doubling the tracks from three to six. This triggered a new round of environmental assessment (the Lakeshore East Joint Corridor Early Works Report) and a new construction contract (the $328 million Early Works contract awarded to Dufferin Construction in April 2023).

What this segment is receiving:

- Five-metre-tall transparent acrylic noise walls on both sides of the corridor
- 13 active noise and vibration monitoring instruments along the corridor (as of June 2025)
- Monthly Construction Liaison Committee meetings with published presentations and complaint trackers
- A community-juried design competition (O2 Planning and Design Inc. selected July 2023) for wall finishes and surrounding public realm
- Architectural treatments budgeted at an additional $4.2 million on top of the $79 million in retaining wall and noise wall construction

Tier 2: East of Pape Avenue (Pape to Scarborough GO Station, ~8 km)

This is the segment that the 2017 EPR specifically committed to. It is being delivered through the GO Expansion program (a separate contract from the Joint Corridor Early Works).

What this segment is receiving, according to Metrolinx's current public Corridor Work page:

- A new fourth track between Don Valley and Kennedy Road
- Grading, retaining walls, and culvert extensions to accommodate the fourth track
- Bridge expansions at Danforth, Warden, and Woodbine Avenues
- (Further west, between Galloway and Rouge Hill) a grade separation at Morningside Avenue and Highland Creek Bridge expansion

What is conspicuously absent from that list: noise barriers. The 2017 EPR identified approximately 15 specific noise barriers along this exact stretch as technically feasible mitigation. See Section 6 of this backgrounder for the full inventory.

> **The framing question for media:** Why has the 2 km Joint Corridor segment received gold-plated mitigation — state-of-the-art noise barriers, community design input, active monitoring — while the 8 km segment east of Pape, which was the primary subject of the 2017 environmental commitments, is currently scoped for retaining walls and culverts only?

SECTION 3

Promise-by-promise inventory

Each item below cites the original 2017 EPR commitment, the current status, and a status indicator: Broken Partial Kept.

BROKEN Noise barriers between Main Station and Scarborough GO

PROMISED (2017 EPR §5.4.3.1, FIGURES 5-7C AND 5-7D)

For the Electric RER scenario, the EPR identified approximately 15 named noise barriers as technically feasible along the segment from west of Main Station through Scarborough GO. The text explicitly states: *"Mitigation will be implemented for the ultimate electrification scenario."*

CURRENT STATUS

Metrolinx's current public infrastructure scope for Pape Avenue to Kennedy Road lists only "grading, retaining walls and culvert extensions" along with bridge expansions. Noise barriers are not listed.

BROKEN Ballast mats at four switch / trackwork locations

PROMISED (2017 EPR §5.4.3.2, FIGURES 5-7F AND 5-7G; TABLE 5-5)

The EPR identified that the introduction of new switches and special trackwork would cause vibration exceeding the MOEE/GO protocol threshold by up to 480%. Four switch locations (near receptors R021B and R023B in the Main Station area, R037B near Birchmount, and R043 at Scarborough GO) were mapped as requiring ballast mat mitigation.

CURRENT STATUS

No public Metrolinx document confirms that ballast mats have been installed at any of these four locations. Sub-ballast was installed between Woodbine and Main Street in 2021, which is a related but distinct measure.

BROKEN Monarch Park noise wall extension

PROMISED (VERBAL, JULY 4, 2017 MEETING; RECORDED IN EPR TABLE 7-3)

"Metrolinx confirmed that extending the noise wall across Monarch Park to fill in the gap between the existing two identified noise walls would be reviewed."

CURRENT STATUS

Eight years later, no public Metrolinx document confirms whether the Monarch Park extension has been approved, denied, designed, or built.

PARTIAL Pre-construction noise baseline monitoring

PROMISED (VERBAL, JULY 4, 2017; RECORDED IN EPR TABLE 7-3)

"Metrolinx stated a commitment to install a noise monitor in advance of construction to establish a noise baseline and to monitor noise and vibration levels throughout the construction."

CURRENT STATUS

Active during-construction monitoring is happening in the Joint Corridor (13 monitors as of June 2025). For the segment east of Pape, monitoring is deployed site-by-site at specific construction locations, but it is not publicly documented how systematically pre-construction baseline data was collected before each segment broke ground.

PARTIAL Construction Noise Management Plan and Construction Vibration Mitigation and Monitoring Plan

PROMISED (2017 EPR §5.4.3, TABLE 8-1)

Both plans to be developed prior to construction, each including a complaint response protocol.

CURRENT STATUS

Metrolinx published an *Environmental Guide for Noise and Vibration* in 2019, which the Lakeshore East CAC reports it has "not been able to locate" in publicly accessible form. Complaint protocols are operational within the Joint Corridor; less clearly so east of Pape.

BROKEN Property damage claims process

PROMISED (2017 EPR TABLE 8-1)

"If property damage claims are received, a monitoring program may be developed during claim resolution."

CURRENT STATUS

No transparent adjudication process is publicly documented. The Lakeshore East CAC reports that "Metrolinx seldom pays and has no defined process of adjudication." Metrolinx is referenced as "developing a community-based protocol" but it does not appear to have been published.

BROKEN Compliance with Toronto Noise By-law

PROMISED (2017 EPR §5.4.3.1)

Metrolinx would "endeavour to limit construction to time periods permitted by the City of Toronto Noise By-law."

CURRENT STATUS

Metrolinx asserts that, as a provincial Crown agency under the *Metrolinx Act, 2006*, it is not bound by municipal zoning by-laws or noise by-laws. Overnight construction continues. The Lakeshore East CAC describes this as Metrolinx having "chosen not to follow Toronto's construction bylaws."

KEPT Community Advisory Committee structure

PROMISED (VERBAL, JULY 4, 2017)

Metrolinx indicated a draft terms of reference for a Community Advisory Committee would be provided in subsequent weeks.

CURRENT STATUS

The Lakeshore East CAC was formed in 2017 and operates today. Metrolinx has also established multiple Construction Liaison Committees (LSE Joint Corridor, Pape-Riverdale, Pape-Danforth & Sammon, Pape-Cosburn & Minton Place, Thorncliffe Park, Flemingdon Park & Don Valley, plus six other Ontario Line station CLCs). However, the CAC has formally complained to Toronto City Council (March 2023) about CLC transparency, minutes accessibility, and Metrolinx accountability for contractor behaviour.

PARTIAL Noise walls "for the ultimate electrification scenario"

PROMISED (2017 EPR §5.4.3.1, P. 91)

For the future electric RER scenario, mitigation measures were investigated for 28 receptor locations. Of the noise barriers investigated, 20 were deemed technically feasible. "Mitigation will be implemented for the ultimate electrification scenario."

CURRENT STATUS

Implemented in the Joint Corridor (Eastern Avenue to east of Pape). The status of the remaining barriers east of Pape — covering most of the 20 feasible electric-scenario barriers — is not publicly confirmed in current Metrolinx scope documents.

SECTION 4

The verbatim 2017 commitments

The following are direct quotes from the 2017 Environmental Project Report. They are useful as primary-source material for verification.

On noise mitigation overall

> *"Mitigation will be implemented for the ultimate electrification scenario."*
>
> **EPR §5.4.3.1, p. 91**

> *"For noise barriers located along the rail corridor, Metrolinx may use up to a maximum height of 5 m for all new or replacement noise barriers."*
>
> **EPR §5.4.3.1, p. 91**

> *"For the future diesel scenario, of the 47 noise barriers investigated, 12 barriers were not able to adequately reduce the noise with a practical barrier height. These barriers were deemed technically infeasible. The remaining 36 barriers were deemed feasible. For the future electric RER scenario, mitigation measures were investigated for 28 receptor locations where a significant (or greater) Adjusted Noise Impact occurred. Of the noise barriers investigated, 20 barriers were deemed technically feasible."*
>
> **EPR §5.4.3.1, p. 91**

On vibration mitigation

> *"Based on findings from the evaluation of select receptors (see Table 5-5), mitigation will be investigated for all receptors within 75 m distance to proposed new switches or other special trackwork or 20-25 m distance to proposed new tracks. The types of mitigation that Metrolinx primarily focuses on are using rubber to help cushion the force of vibration and reducing the amount transmitted into the ground."*
>
> **EPR §5.4.3.2, p. 92**

> *"At this time, the recommended vibration mitigation is identified as the use of ballast mats."*
>
> **EPR Table 8-1, p. 142**

On the verbal commitments to Old Riverdale (July 4, 2017)

> *"Metrolinx stated a commitment to install a noise monitor in advance of construction to establish a noise baseline and to monitor noise and vibration levels throughout the construction. Metrolinx also committed to re-evaluating the noise mitigation if there are issues once service is running. Metrolinx confirmed that extending the noise wall across Monarch Park to fill in the gap between the existing two identified noise walls would be reviewed."*
>
> **EPR Table 7-3, p. 128 (summary of July 4, 2017 meeting)**

On construction noise compliance with the Toronto Noise By-law

> *"As possible, will endeavour to limit construction to the time periods permitted by the City of Toronto Noise By-law."*
>
> **EPR §5.4.3.1, p. 90 (Construction Noise Management Plan elements)**

On the Construction Noise Management Plan

> *"A Construction Noise Management Plan will be developed prior to construction. The plan will include a complaint response protocol."*
>
> **EPR §5.4.3.1, p. 90; reaffirmed in Table 8-1, p. 142**

On the Construction Vibration Mitigation and Monitoring Plan

> *"A Construction Vibration Mitigation and Monitoring Plan will be developed prior to construction. The plan will include a complaint response protocol."*
>
> **EPR §5.4.3.2, p. 91; reaffirmed in Table 8-1, p. 142**

SECTION 5

The vibration data: Table 5-5

Table 5-5 from the 2017 EPR is the key receptor-level vibration assessment. It identifies the locations where new switches and special trackwork would cause vibration exceeding the MOEE/GO Draft Protocol threshold (25% increase over existing levels, or above 0.175 mm/s, whichever is greater).

The table compares predicted vibration levels for three train types (GO, VIA, Freight) at seven receptors. Receptors flagged as requiring mitigation are highlighted in the final column.

- 0.14 mm/s; or
- The existing vibration levels where existing operations already produce vibration that exceeds 0.14 mm/s.

Furthermore, the MOEE/GO Draft Protocol stipulates that the requirement to evaluate mitigation is triggered when the RMS velocity exceeds the objective by 25% or more (i.e., the greater of 0.175 mm/s, or a 25% increase over existing levels).

The predicted existing and future vibration levels and change in vibration levels for a GO train pass-by, passenger train and a freight train pass-by are presented in **Table 5-5**.

The predicted change in vibration level between existing conditions and future conditions (both electric diesel) is in excess of the 25% increase threshold set out in the MOEE/GO Draft Protocol, at all of the identified receptors except R027 and R031. In the case of receptors R021B and R023B, the threshold is exceeded during pass-bys of GO trains, passenger trains and freight trains. In the case of receptors R037B and R043, the threshold is exceeded during pass-bys of GO trains and freight trains. In the case of R013 the threshold is exceeded during freight pass-bys only.

Table 5-5: Vibration Assessment Results for GO and Freight Trains

Train Type Assessed	Receptor[1]	Speed Over Track (km/h)	Special Trackwork Present		Distance to Rail Component		Predicted Vibration Level		Objective (mm/s)	% Above Objective	Mitigation Required?[2]
			Existing	Future	Existing (m)	Future (m)	Existing (mm/s)	Future (mm/s)			
Go Train	R021B	153	No	Yes	30	25	0.11	0.81	0.14	480%	Yes
VIA Train		152					0.11	0.30	0.14	115%	Yes
Freight Train		104					0.81	6.11	0.81	652%	Yes
Go Train	R023B	153	No	Yes	35	30	0.09	0.66	0.14	373%	Yes
VIA Train		152					0.09	0.25	0.14	76%	Yes
Freight Train		104					0.66	4.83	0.66	627%	Yes
Go Train	R037B	153	No	Yes	42	42	0.08	0.46	0.14	229%	Yes
VIA Train		152					0.08	0.17	0.14	22%	No
Freight Train		104					0.53	3.17	0.53	494%	Yes
Go Train	R043	153	No	Yes	74	74	0.04	0.25	0.14	78%	Yes
VIA Train		152					0.04	0.09	0.14	N/A	No
Freight Train		104					0.29	1.75	0.29	494%	Yes
Go Train	R013	153	No	No	25	20	0.14	0.17	0.14	24%	No
VIA Train		152					0.14	0.17	0.14	23%	No
Freight Train		104					1.03	1.35	1.03	31%	Yes
Go Train	R031	153	No	No	35	30	0.09	0.11	0.14	N/A	No
VIA Train		152					0.09	0.11	0.14	N/A	No
Freight Train		104					0.66	0.81	0.66	22%	No
Go Train	R027	153	No	No	40	35	0.08	0.09	0.14	N/A	No
VIA Train		152					0.08	0.09	0.14	N/A	No
Freight Train		104					0.56	0.66	0.56	19%	No

*Note: 1. See **Figures 5-7E** to **5-7G** for receptor location.*
2. The MOEE/GO Draft Protocol stipulates that the requirement to evaluate mitigation is triggered when the vibration velocity exceeds the objective by 25% or more (i.e., the greater of 0.175 mm/s, or a 25% increase over existing levels).

Source: *Metrolinx / AECOM, Lakeshore East Rail Corridor Expansion Environmental Project Report, Table 5-5 (p. 89). The "% Above Objective" column shows by how much each receptor exceeds the protocol threshold. The "Mitigation Required?" column flags those that triggered the requirement to investigate ballast mats.*

What the table shows

- **R021B** (Main Station area): GO trains 480% above objective; Freight trains 652% above objective. Mitigation required for GO, VIA, and Freight.
- **R023B** (Main Station area, slightly east): GO trains 373% above; Freight trains 627% above. Mitigation required for GO, VIA, and Freight.
- **R037B** (near Birchmount): GO trains 229% above; Freight trains 494% above. Mitigation required for GO and Freight.
- **R043** (Scarborough GO area): GO trains 78% above; Freight trains 494% above. Mitigation required for GO and Freight.
- **R013** (earlier on corridor): Freight trains only 31% above; mitigation required for freight pass-bys only.
- **R027 and R031** were the only two receptors where mitigation was not required.

The four switch locations mapped in Figures 5-7F and 5-7G (Section 6 below) correspond to R021B, R023B, R037B, and R043 — the four receptors with the most severe predicted vibration impacts.

SECTION 6

The barrier inventory: Figures 5-7C and 5-7D

The EPR included seven maps showing where noise barriers and vibration mitigation were identified as technically feasible. The two below cover the segment **east of Pape Avenue** — the area covered by the original 2017 promises but largely outside the current Joint Corridor Early Works scope.

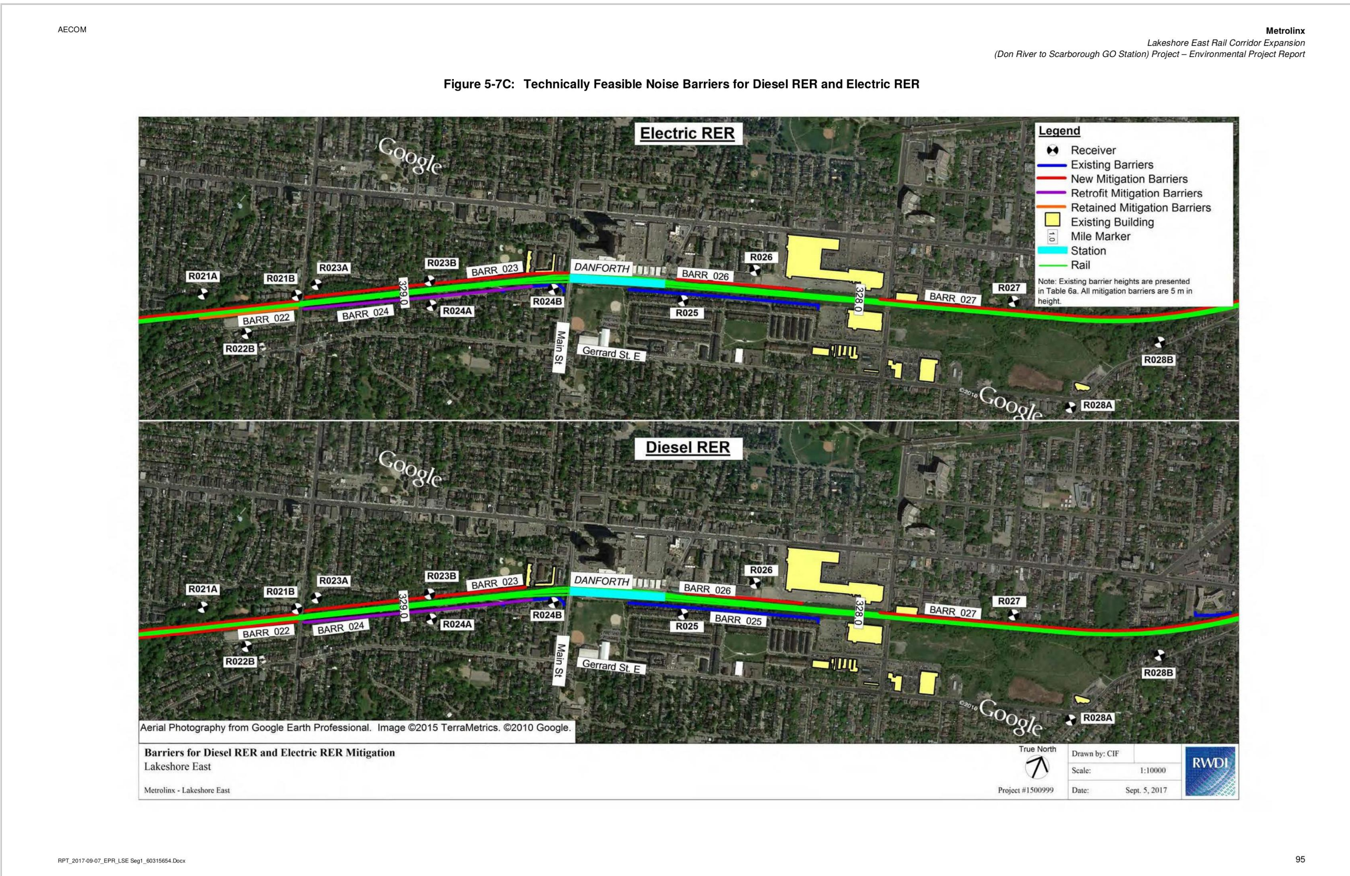

Figure 5-7C (p. 95): *Technically Feasible Noise Barriers for Diesel RER (bottom) and Electric RER (top), covering the Main Station / Danforth / Gerrard segment. Receivers R021A through R028B are mapped. Barriers BARR_022, BARR_023, BARR_024 (retrofit), BARR_026 (existing), BARR_027 are identified for both scenarios. BARR_025 appears only in the Diesel RER scenario.*

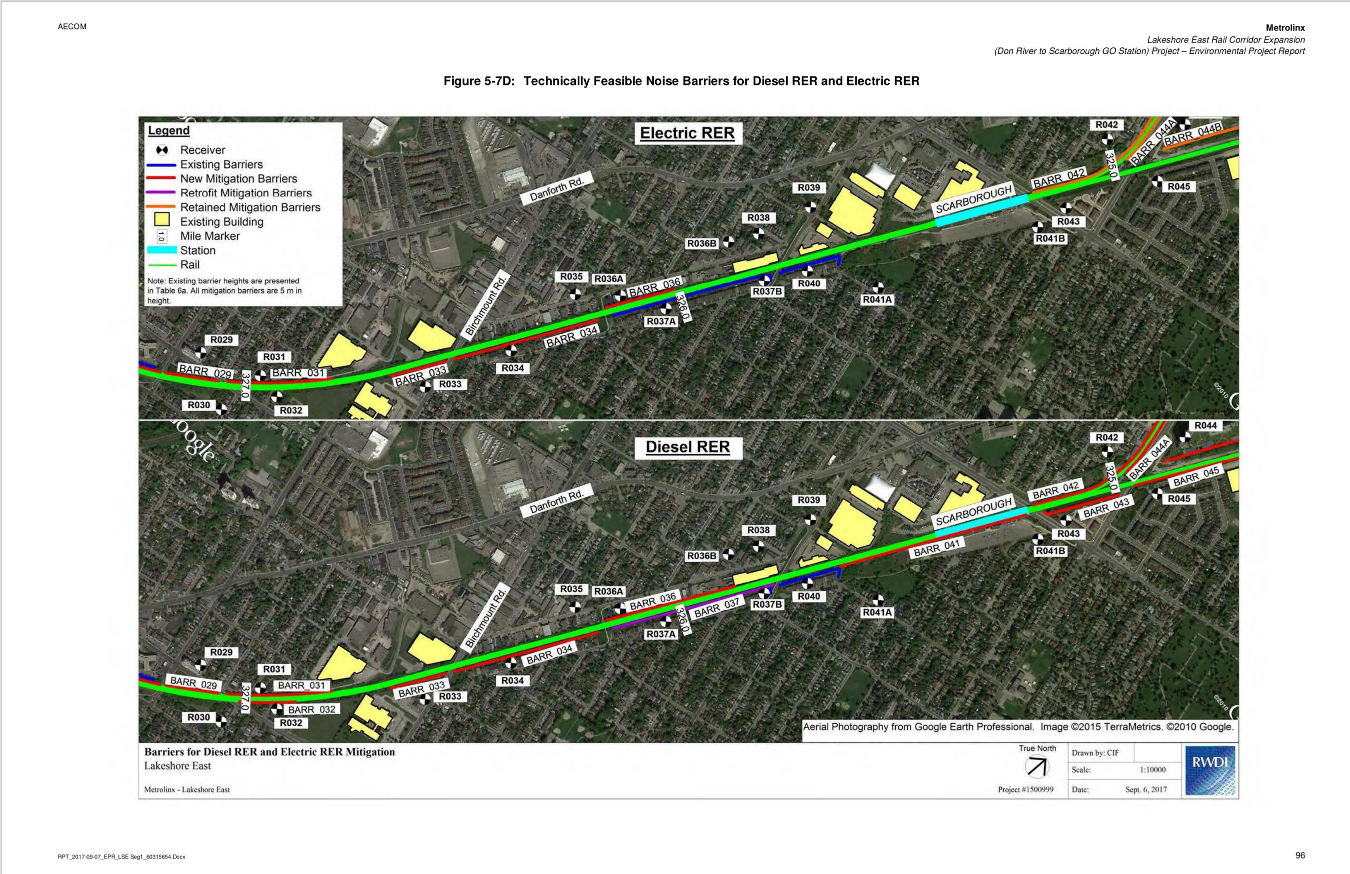

Figure 5-7D (p. 96): *Technically Feasible Noise Barriers for Diesel RER (bottom) and Electric RER (top), covering the Birchmount / Scarborough GO segment. Receivers R029 through R045 are mapped. Barriers BARR_029, BARR_031, BARR_033, BARR_034, BARR_036, BARR_037A (retrofit), BARR_037B (existing), BARR_042, BARR_044A, BARR_044B (retained) are identified.*

Inventory of named noise barriers east of Pape (Electric RER scenario)

MAP	BARRIER	APPROXIMATE LOCATION	TYPE
5-7C	BARR_022	West of Main Station, south side	New mitigation
5-7C	BARR_023	Approaching Main Station, north side	New mitigation
5-7C	BARR_024	Main Station area, south side	Retrofit
5-7C	BARR_026	East of Danforth, north side	Existing (retained)
5-7C	BARR_027	East of Main Station area, south side	New mitigation
5-7D	BARR_029	West of Birchmount, south side	New mitigation
5-7D	BARR_031	West of Birchmount, north side	New mitigation
5-7D	BARR_033	Approaching Birchmount, south side	New mitigation
5-7D	BARR_034	East of Birchmount, south side	New mitigation
5-7D	BARR_036	Mid-Birchmount-to-Scarborough, north side	New mitigation
5-7D	BARR_037A	Approaching Scarborough GO, south side	Retrofit
5-7D	BARR_037B	Approaching Scarborough GO, south side	Existing (retained)

MAP	BARRIER	APPROXIMATE LOCATION	TYPE
5-7D	BARR_042	East of Scarborough GO, north side	New mitigation
5-7D	BARR_044A	Far east of corridor, north side	New mitigation
5-7D	BARR_044B	Far east of corridor, north side	Retained

Note: These barrier inventories are derived from visual inspection of the EPR figures. The full receptor-by-receptor feasibility tables (Tables 7a and 7b) are in Appendix B3 of the EPR, which was not part of the version reviewed here. Anyone preparing a formal information request to Metrolinx should reference Appendix B3 directly for the authoritative inventory.

Vibration mitigation maps

Figures 5-7F and 5-7G show the four switch locations and associated ballast mat segments that the EPR identified as requiring vibration mitigation. The blue dots are "Switches Requiring Mitigation"; the red segments are "Ballast Mats for Trackwork."

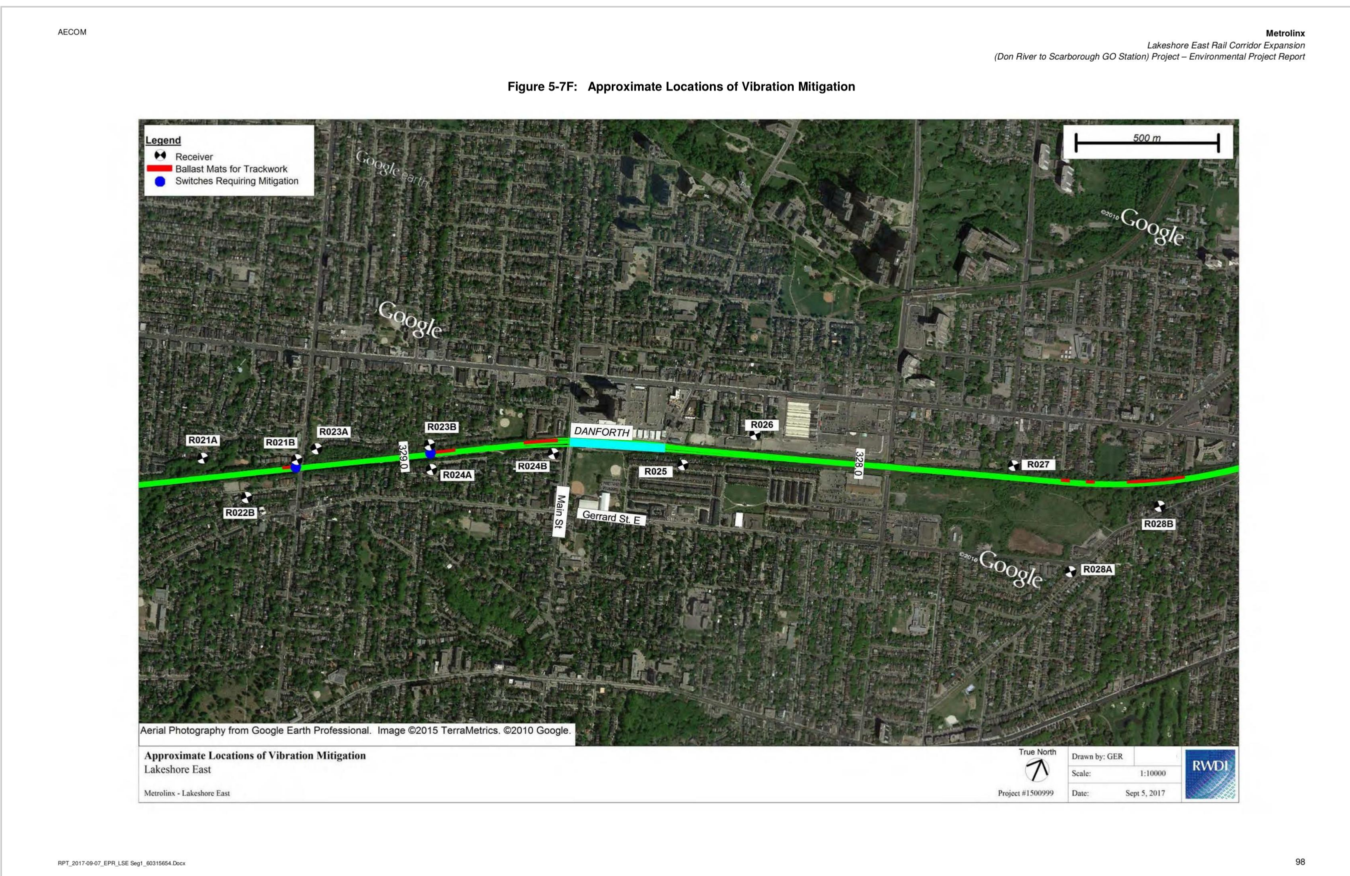

Figure 5-7F (p. 98): *Approximate Locations of Vibration Mitigation, Main Station / Danforth / Gerrard area. Two blue switch dots near R021B and R023B / R024A correspond to the highest-vibration receptors in Table 5-5.*

Figure 5-7G: Approximate Locations of Vibration Mitigation

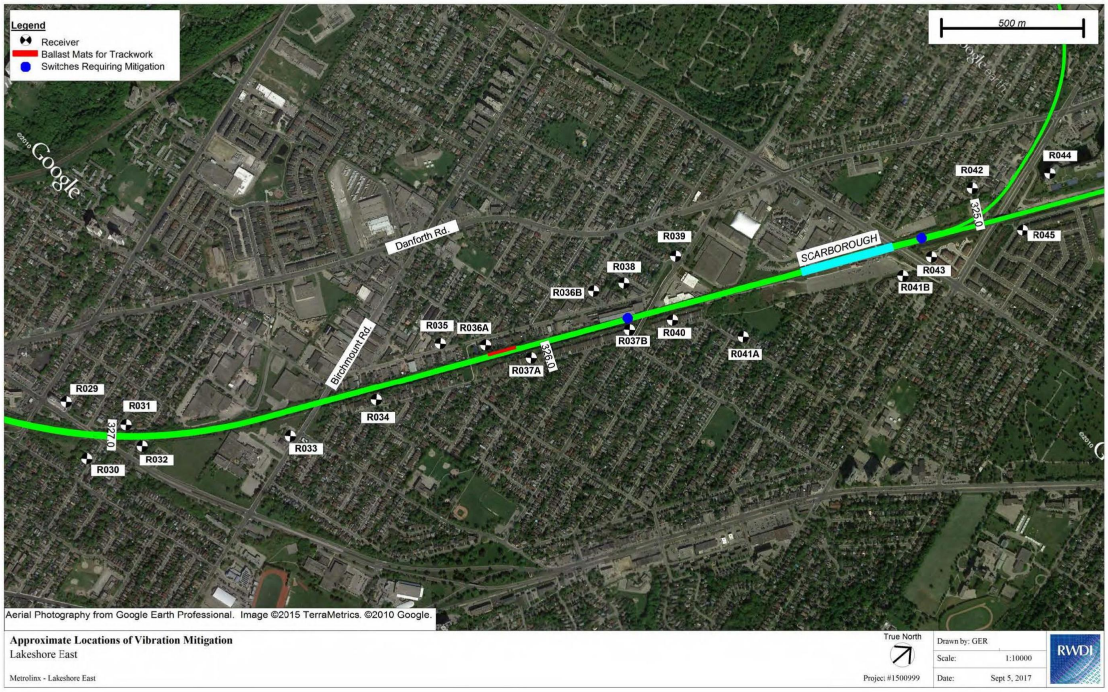

Figure 5-7G (p. 99): *Approximate Locations of Vibration Mitigation, Birchmount / Scarborough GO area. Two blue switch dots near R037B (Birchmount) and R043 (Scarborough GO) correspond to the other two Table 5-5 mitigation-required receptors.*

SECTION 7

What Metrolinx says is being built today

The most useful comparison is between the 2017 EPR's named commitments and Metrolinx's own current public-facing description of what is being built.

Source: Metrolinx, "Corridor Work — Lakeshore East Line GO Expansion" (live web page)

> *"To increase service on the Lakeshore East Line, a fourth track will be added between the Don Valley and Kennedy Road. GO Expansion will offer more frequent service during middays, evenings, and weekends.*
>
> *Infrastructure required between Pape Avenue and Kennedy Road includes:*
> *• A new fourth track*
> *• Grading, retaining walls and culvert extensions to accommodate the fourth track*
> *• Danforth Avenue, Warden Avenue and Woodbine Avenue bridge expansions to accommodate the fourth track"*
>
> **metrolinx.com, Lakeshore East Line GO Expansion, "Corridor Work" page (accessed May 2026)**

What's missing from that list: Noise barriers. The 2017 EPR identified roughly 15 of them as feasible along this exact stretch.

Source: Metrolinx, "Lakeshore East Joint Corridor" page (Ontario Line section)

> *"The noise walls will be at least five metres high and extend from approximately Eastern Avenue to east of Pape Avenue."*
>
> **metrolinx.com, Ontario Line, Lakeshore East Joint Corridor page**

This wording explicitly defines the noise wall coverage as ending at "east of Pape Avenue" — i.e., not extending into the eastern corridor where the 2017 EPR identified additional barriers.

Source: Infrastructure Ontario, project description for the Lakeshore East–West Corridor Expansion contract (2018)

> *"Widening works under the Birchmount Road Bridge. New station building and platform changes at Danforth GO Station. Retaining walls. Three culvert extensions: east of Coxwell Avenue (Mile 329.50), east of Kennedy Road (Mile 325.74) and Scarborough Junction (Mile 325.55)."*
>
> **Infrastructure Ontario, Request for Qualifications, March 2018**

Again: retaining walls and culverts, no enumeration of noise barriers, despite the contract scope covering the entire stretch where 2017 EPR Figures 5-7C and 5-7D identified barriers.

Source: Metrolinx CLC Meeting, June 2025 (Joint Corridor only)

The most recent published Construction Liaison Committee materials, from the July 10, 2025 meeting, confirm that within the Joint Corridor:

- 13 noise and vibration monitoring instruments are deployed

- Monthly exceedance reports are published
- The Logan Bridge area received 8 vibration complaints in June 2025 alone; Saulter Street received 4 vibration complaints
- Corrective actions are documented including reduced-power compaction equipment

No equivalent published monitoring or complaint tracking exists for the segment east of Pape Avenue.

SECTION 8

Questions for Metrolinx

The following are factual, specific questions that a journalist or community member can put to Metrolinx. Each is grounded in a specific 2017 commitment.

On noise barriers

1. Of the 36 noise barriers deemed technically feasible in the Diesel RER scenario (2017 EPR §5.4.3.1, p. 91) and the 20 barriers deemed feasible in the Electric RER scenario, which have been constructed to date? Please provide a barrier-by-barrier status report referenced to the BARR identifiers in Figures 5-7A through 5-7D.
2. Metrolinx's current public "Corridor Work" page for the Lakeshore East Line lists "grading, retaining walls and culvert extensions" between Pape and Kennedy. Why are noise barriers — identified as feasible in the 2017 EPR — not included in this scope?
3. Has the Monarch Park noise wall extension (verbally committed to at the July 4, 2017 meeting with Old Riverdale residents and MPP Peter Tabuns) been approved, designed, or built? If not, what is the current status?

On vibration mitigation

1. At each of the four switch locations identified in Figures 5-7F and 5-7G — near receptors R021B, R023B, R037B, and R043 — has the ballast mat mitigation been installed?
2. For receptor R013, which the 2017 EPR identified as requiring mitigation for freight train pass-bys, what mitigation has been deployed?

On monitoring

1. What pre-construction noise and vibration baseline data was collected before construction began on the segment east of Pape Avenue? Is this data publicly available?
2. Why is the publicly accessible noise and vibration monitoring program (13 instruments, monthly exceedance reports) limited to the Joint Corridor segment? Will equivalent monitoring be deployed east of Pape?

On accountability

1. What is Metrolinx's published process for residents to claim and receive compensation for construction-related property damage from noise and vibration? Where can residents find that process?
2. The 2017 EPR committed Metrolinx to "endeavour to limit construction to the time periods permitted by the City of Toronto Noise By-law." Metrolinx now operates overnight on this corridor. Has this commitment been formally rescinded, and if so, when and where was that communicated?
3. Metrolinx committed in 2017 to "re-evaluating the noise mitigation if there are issues once service is running." Once expanded GO service begins on the Lakeshore East corridor, what is the formal mechanism by which residents can trigger that re-evaluation?

SECTION 9

Methodology and sources

How this backgrounder was prepared

This document was prepared by a community organizer working with neighbours along the Lakeshore East rail corridor. Source materials are all publicly available; no internal Metrolinx documents were used. The methodology was:

1. Extract the full text of the 2017 Environmental Project Report (Segment 1, Don River to Scarborough GO Station)
2. Identify every noise and vibration commitment by section
3. Cross-reference verbal commitments recorded in Table 7-3 (consultation summaries) against the formal Table 8-1 commitments list
4. Visually inspect Figures 5-7A through 5-7G to inventory specific named barriers and switch mitigation locations
5. Compare against Metrolinx's current public-facing construction scope, City of Toronto staff reports, and Construction Liaison Committee meeting materials
6. Cross-check against Lakeshore East Community Advisory Committee records and submissions to Toronto City Council

Limitations

- The 2017 EPR's Appendix B3 (the detailed Noise and Vibration Modelling Report) was not part of the document reviewed. The barrier inventory in Section 6 of this backgrounder is derived from visual inspection of the figures, not the underlying Tables 7a and 7b of Appendix B3.
- "No public confirmation" is not the same as "has not been built." It is possible that some 2017-promised mitigation has been delivered without being publicly documented. The questions in Section 8 are designed to flush out the actual status.
- This document does not attempt to assess the technical adequacy of any mitigation that has been delivered — only whether the named 2017 commitments are publicly accounted for.

Primary sources

- Metrolinx / AECOM, *Lakeshore East Rail Corridor Expansion (Don River to Scarborough GO Station) Project — Environmental Project Report*, Segment 1, September 7, 2017. Particularly §5.4 (Noise and Vibration), Table 5-5 (Vibration Assessment Results), Table 7-3 (Outreach to Elected Officials and Community Organizations), Table 8-1 (Summary of Future Commitments and Monitoring Requirements), and Figures 5-7A through 5-7G.
- City of Toronto, Transit Expansion Division, *Update on the Ontario Line Joint Corridor Noise Barrier and Retaining Walls*, report to Toronto and East York Community Council, March 25, 2024.
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About this document

This backgrounder is intended for media and community use. It is fact-based and grounded in publicly available primary source material. Any factual errors should be reported back so they can be corrected. Metrolinx is welcome to respond to any of the questions in Section 8, and updates reflecting any such response will be incorporated into future versions of this document.