

# Metrolinx made noise and vibration promises in 2017. Many were not kept.

A community look at what Metrolinx pledged to do along the Lakeshore East rail corridor — and what's actually been delivered eight years later.

In its 2017 Environmental Project Report for the Lakeshore East corridor expansion, Metrolinx made specific commitments to protect surrounding neighbourhoods from noise and vibration — including ~15 named noise barriers and four switch-location ballast mats between Pape Avenue and Scarborough GO Station. **The 2 km segment in Riverside-Leslieville is getting five-metre noise walls, monitoring, and design enhancements. The 8 km segment east of Pape — covered by those original 2017 promises — is still waiting.**

## WHAT WAS PROMISED VS. WHAT WAS DELIVERED

### 1. Monarch Park noise wall extension

- ✓ **PROMISED:** Metrolinx said it would "review" extending the noise wall across Monarch Park to close the gap between two planned walls (July 4, 2017).
- ✗ **REALITY:** Eight years later, no public confirmation it has been committed to or built.

### 3. Pre-construction noise baseline

- ✓ **PROMISED:** A noise monitor installed before construction to establish a baseline and to track noise and vibration throughout the work.
- ✗ **REALITY:** Monitoring is happening during construction in some segments — but it's unclear how much pre-construction baseline data was collected.

### 5. Property damage claims process

- ✓ **PROMISED:** A monitoring program "may be developed" during claim resolution for damage from construction vibration.
- ✗ **REALITY:** No transparent adjudication process exists. Community groups report Metrolinx "seldom pays and has no defined process."

### 2. Noise barriers east of Pape Avenue

- ✓ **PROMISED:** The 2017 EPR identified ~15 feasible noise barriers (BARR\_022–BARR\_044B) along the Main/Danforth/Birchmount/Scarborough GO segment. "Mitigation will be implemented for the ultimate electrification scenario."
- ✗ **REALITY:** Metrolinx's current public scope for this stretch lists retaining walls and culverts — not noise barriers.

### 4. Vibration mitigation at switches / track work

- ✓ **PROMISED:** Ballast mats at four named locations (Main Station area, Birchmount, Scarborough GO) where new switches and special trackwork would cause vibration up to 480% above the protocol threshold.
- ✗ **REALITY:** No public confirmation that ballast mats have been installed at any of the four locations.

### 6. Compliance with Toronto Noise By-law

- ✓ **PROMISED:** Metrolinx would "endeavour to limit construction to time periods permitted by the City of Toronto Noise By-law."
- ✗ **REALITY:** Metrolinx asserts that, as a Crown agency, it is not bound by municipal noise by-laws. Overnight construction continues.

### THE TWO-TIER CORRIDOR

- **Joint Corridor (Eastern Ave–Pape):** 5 m acrylic noise walls on both sides, 13 active monitoring stations, monthly community meetings, design competition.
- **East of Pape (the 2017 promise segment):** Uneven barrier coverage, gaps on the south side, complaints about transparency and access to monitoring data.

### WHY THIS MATTERS NOW

- GO Expansion will bring a train every **3.5 minutes** from 5 a.m. to 1 a.m.
- Hundreds of homes sit just metres from the corridor.
- The 2017 EPR identified ~15 **noise barriers** as feasible between Main Station and Scarborough GO. Metrolinx's current public scope lists retaining walls — but **not noise barriers**.

*"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 Environmental Project Report, 2017, Table 7-3**

## QUESTIONS WORTH ASKING METROLINX

1. Which of the noise barriers identified as technically feasible in the 2017 EPR have been constructed, and on what schedule for the remainder?
2. Has the Monarch Park noise wall extension been approved? If not, why not?
3. At each of the four switch locations identified for ballast mat mitigation (near R021B, R023B, R037B, and R043 — Main Station, Birchmount, and Scarborough GO areas), has this mitigation been installed?
4. What is Metrolinx's published process for residents to claim compensation for construction-related property damage?

**Sources:** Metrolinx, *Lakeshore East Rail Corridor Expansion Environmental Project Report* (Sept 2017, Segment 1) — §5.4, Tables 5-5, 7-3, 8-1, and Figures 5-7A–5-7G. Metrolinx, *Corridor Work — Lakeshore East Line* (current public page for Pape–Kennedy infrastructure). City of Toronto, *Update on the Ontario Line Joint Corridor Noise Barrier and Retaining Walls* (March 2024). Metrolinx LSE Joint Corridor Early Works CLC presentation (July 2025). Lakeshore East CAC records.