

GO Expansion

Bloor-Lansdowne GO Station Construction Liaison Committee (CLC)

November 25, 2025

Cet présentation est disponible en français sur demande.
Si vous êtes intéressé, veuillez envoyer un courriel à
TorontoWest@metrolinx.com



LAND ACKNOWLEDGEMENT

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Wendat peoples, for whom these lands continue to have great importance.

Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

Metrolinx and its employees are committed to understanding the history of these lands and the continued impacts of colonization and take responsibility for actions to advance reconciliation.

Metrolinx will continue to seek the knowledge, expertise and experience of Indigenous partners and commits to doing business in a manner that is built on a foundation of trust, respect, and collaboration.



Safety Moment

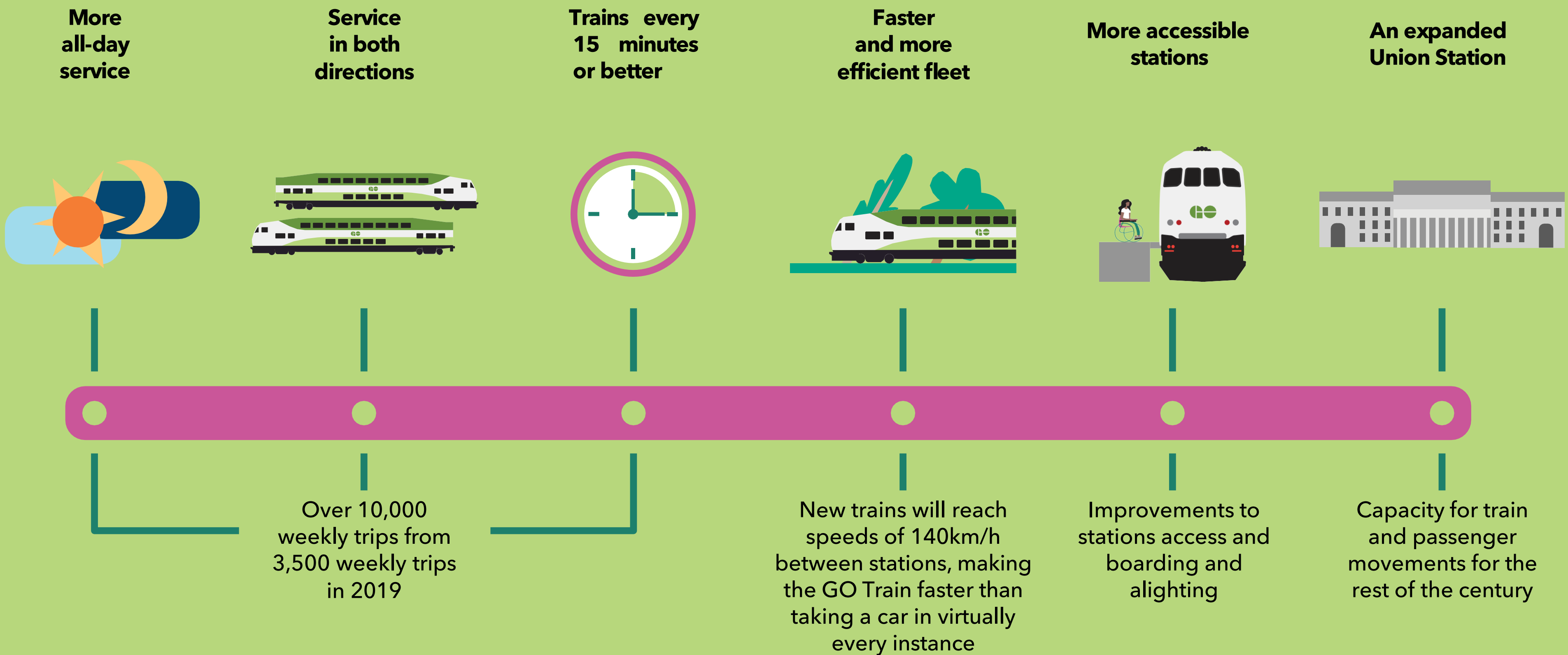
Agenda

1. Welcome
2. Project Overview
3. Construction Updates
4. Discussion
5. Contact us



Bloor-Lansdowne Station: Project Overview

The GO Expansion program will provide a range of improvements across the GTHA:



Station Summary

- The new Bloor-Lansdowne GO Station will be located south of Bloor Street West, west of St. Helen's Avenue on the Barrie GO Line.
- The station is part of a better connected, more modern transit network to get you where you need to go.
- The station will be a short walk from the existing Lansdowne and Dundas West TTC subway stations and Bloor GO/UP Express Station.
- A trip from Bloor-Lansdowne GO Station to Union Station will be under 15 minutes.
- A new multi-use path along the east edge of the rail corridor linking to the Davenport Diamond Greenway via a bridge over Bloor Street West and connecting to the future West Toronto Railpath Extension to the south.



Artist rendering showing the multi-use path entrance at Dora Ave.
Final design is subject to change.

Station Features

The future station will feature:

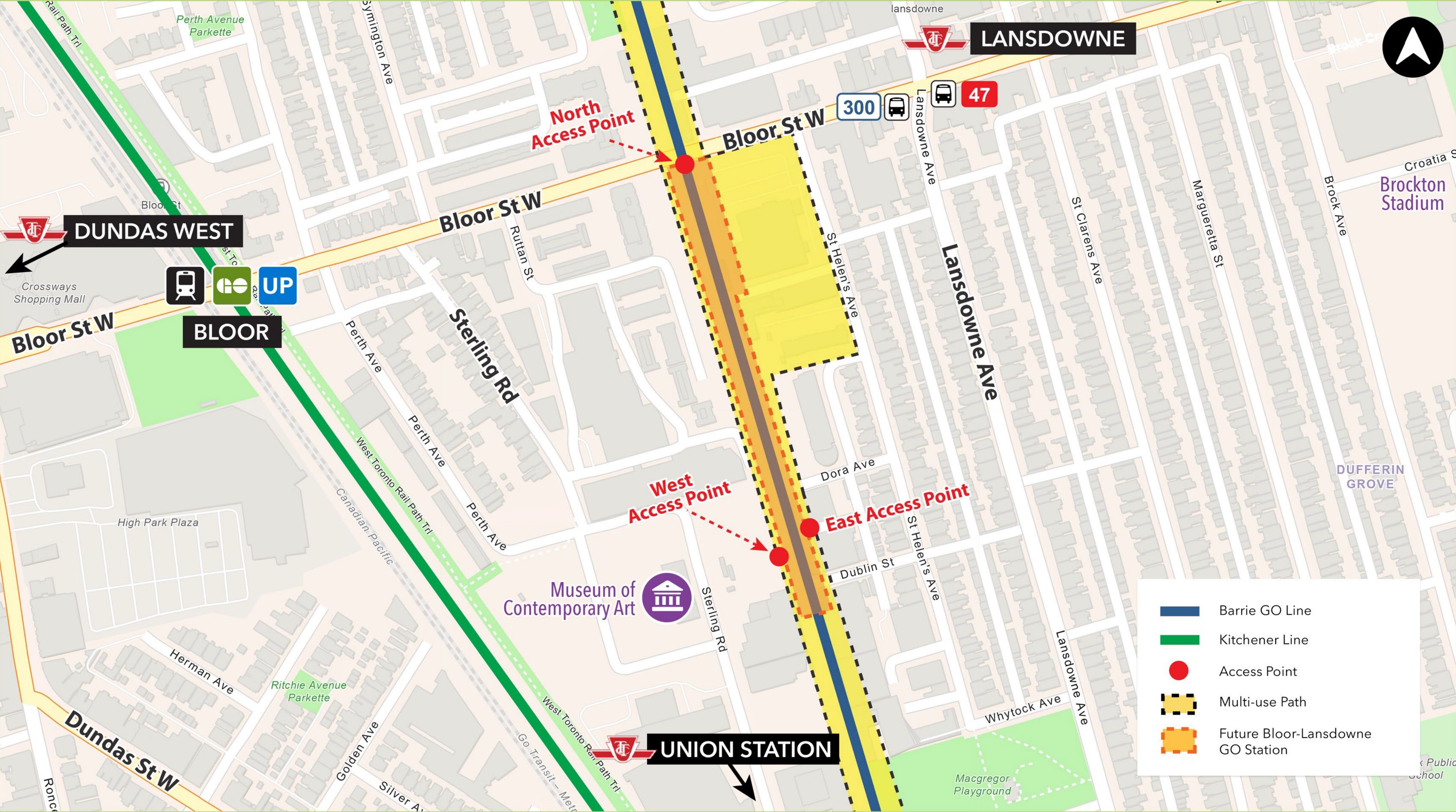
- Bike parking
- Three entryways
- Platform-level plaza with landscaping
- A tunnel connecting the east and west platforms for ease of access
- Single-train connection to Union Station
- A multi-use path adjacent to the Barrie GO Line



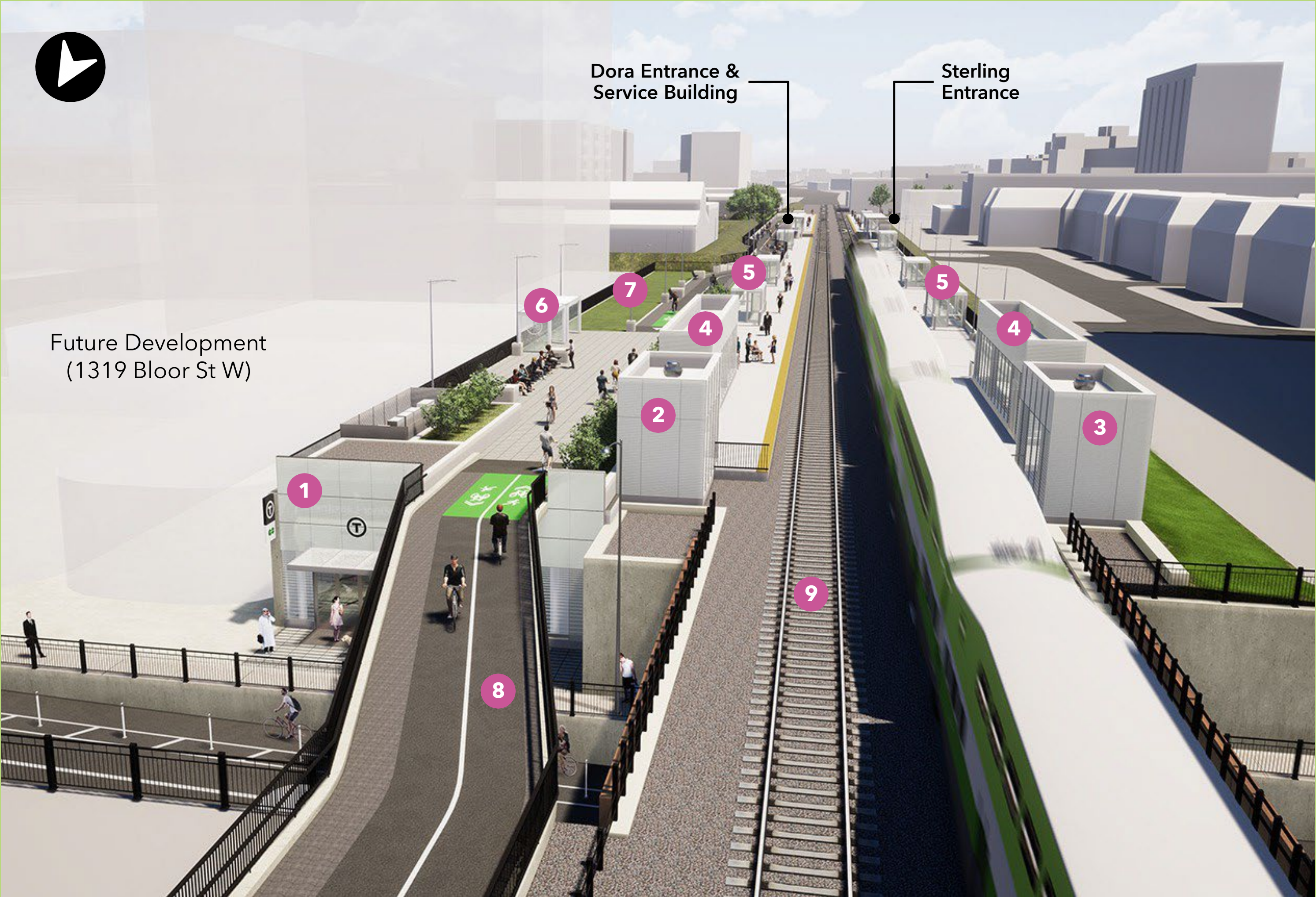
Artist rendering of the multi-use path and bridge at Bloor St W. Final design is subject to change.

Future Location

Draft. Concept design. Work in progress. Not to scale. Subject to change.



New Station Layout and Features

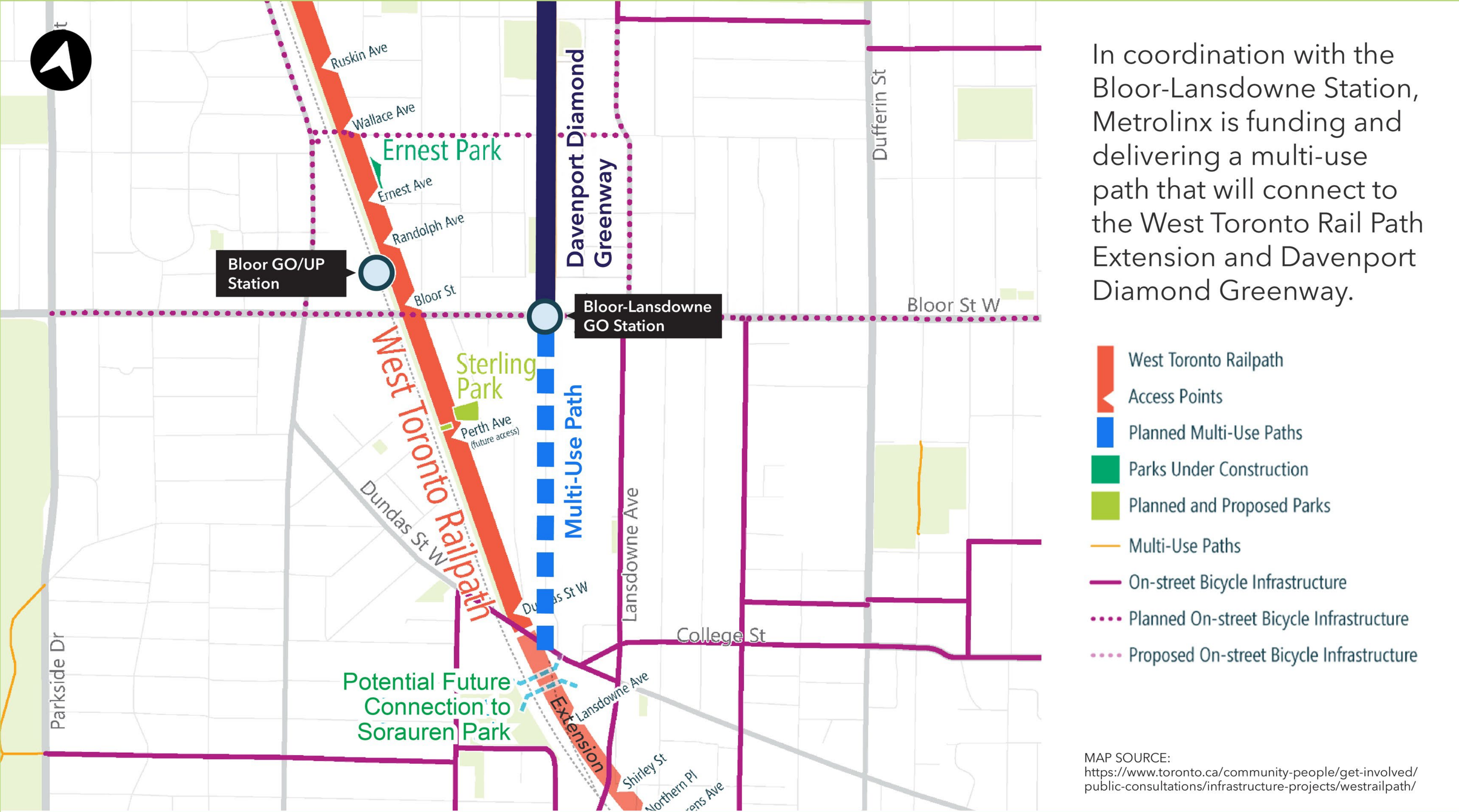


- 1 Bloor Entrance & Main Station Building
- 2 East Platform
- 3 West Platform
- 4 Stairs & Elevators
- 5 Platform Shelters
- 6 Bike Shelter
- 7 Multi-Use Path (MUP)
- 8 Bloor Street Bridge Connecting to Davenport Diamond Greenway
- 9 Barrie Rail Corridor

Digital rendering of Bloor-Lansdowne GO Station. Final design is subject to change.

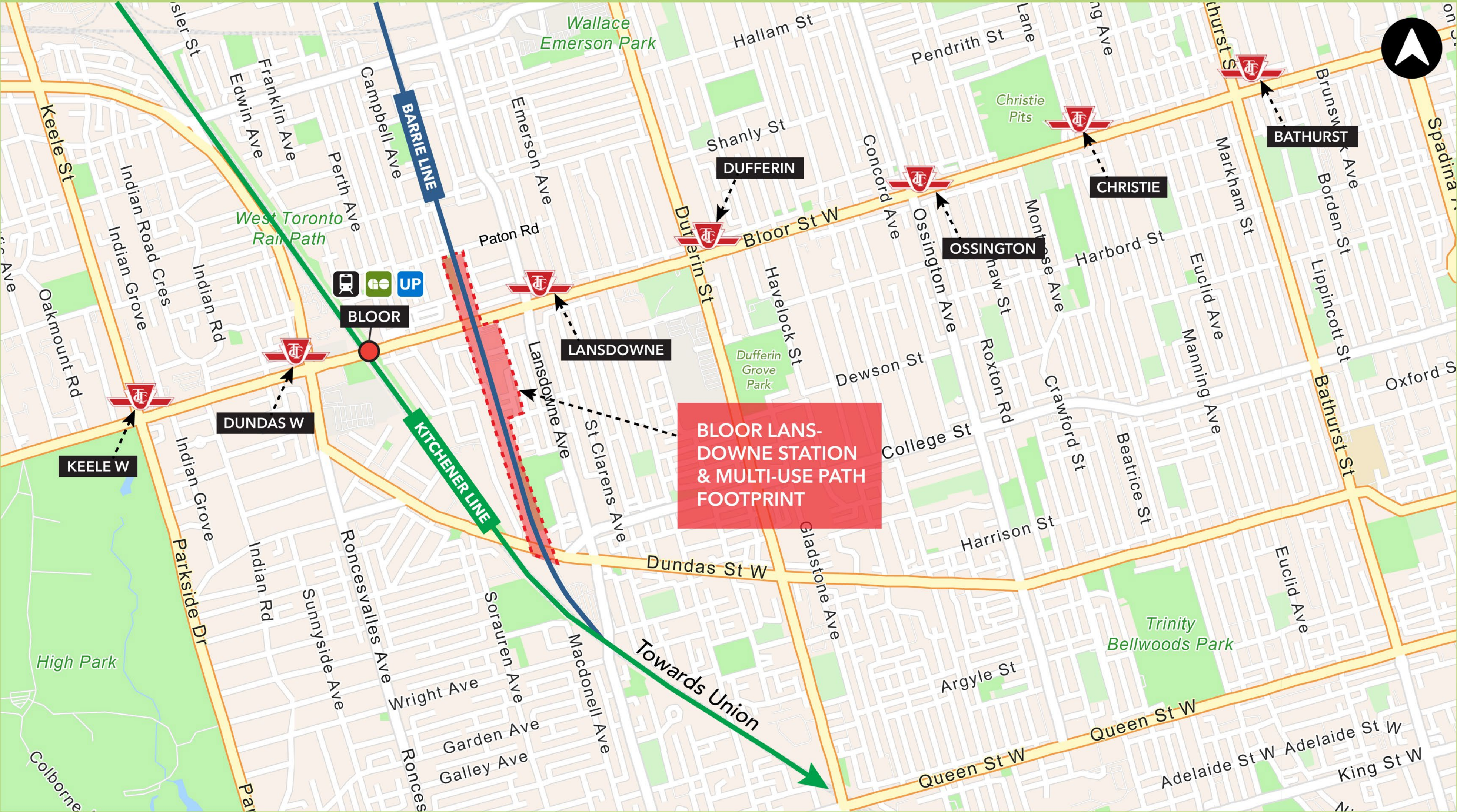
Multi-Use Path

Draft. Concept design. Work in progress. Not to scale. Subject to change.



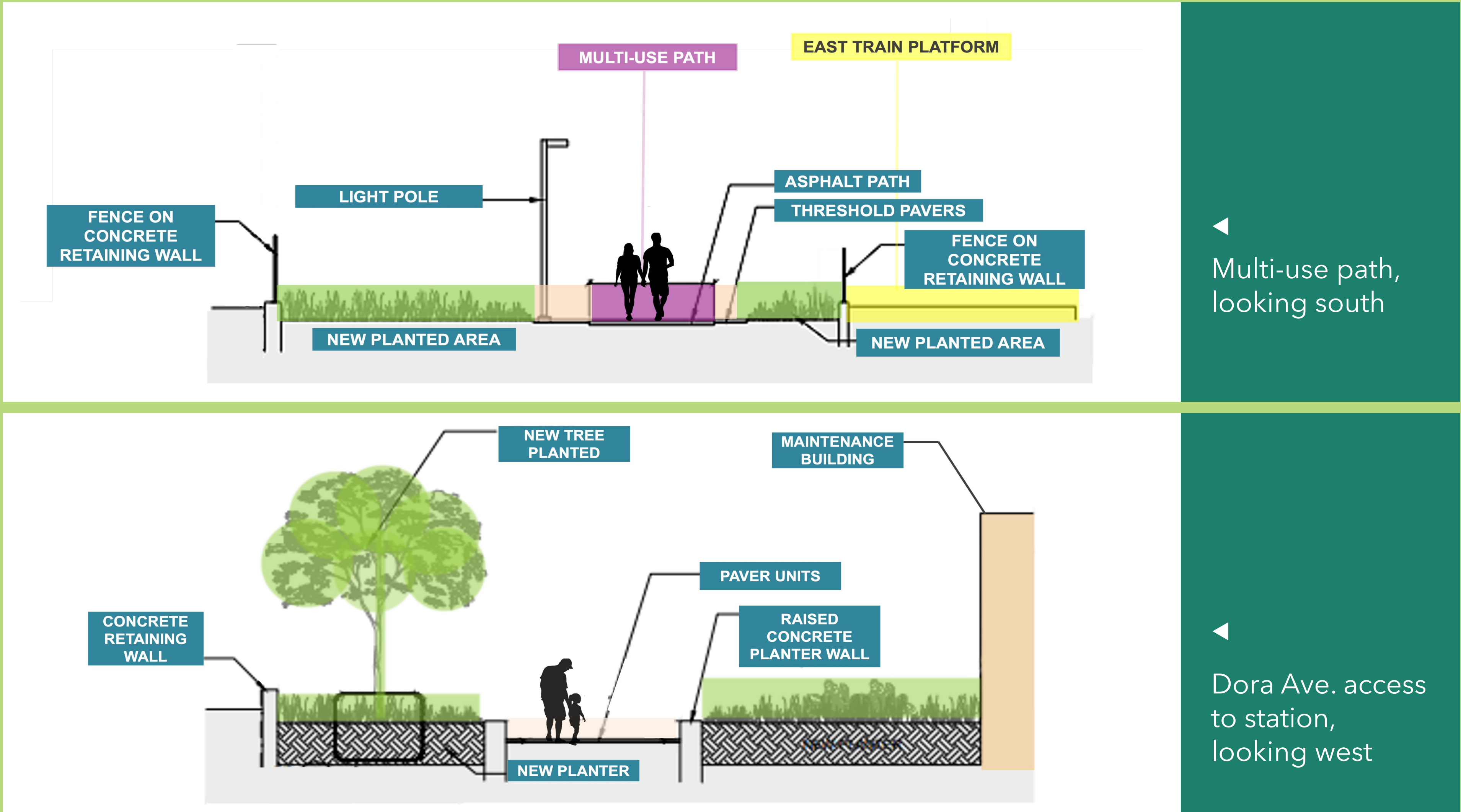
Context Map

Draft. Concept design. Work in progress. Not to scale. Subject to change.



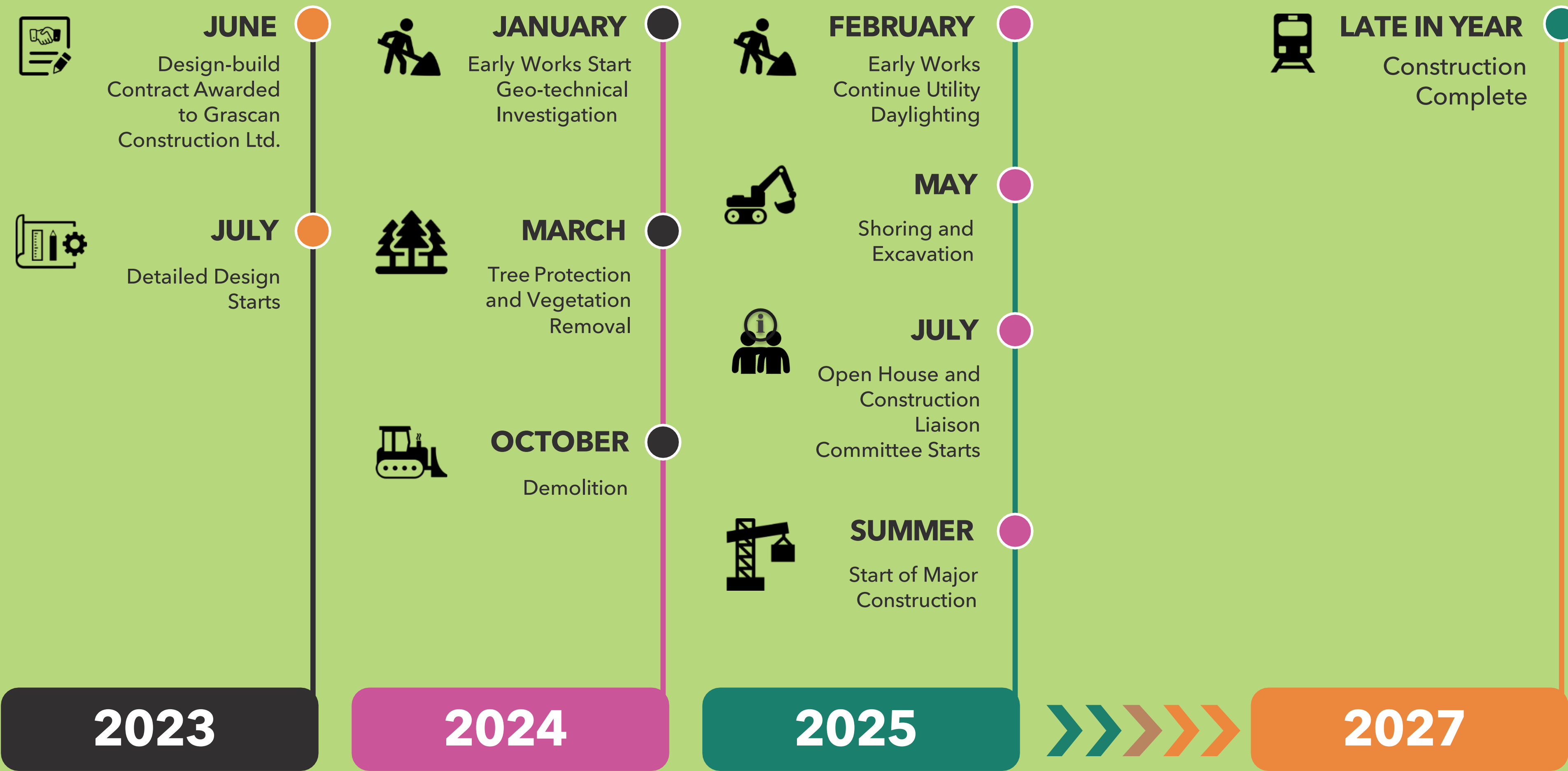
Typical Cross Section

Draft. Concept design. Work in progress. Not to scale. Subject to change.



Project Milestones

 * DATES ARE ESTIMATES AND SUBJECT TO CHANGE



Construction Updates

Works Completed

1. Main Station Building Excavation and Shoring

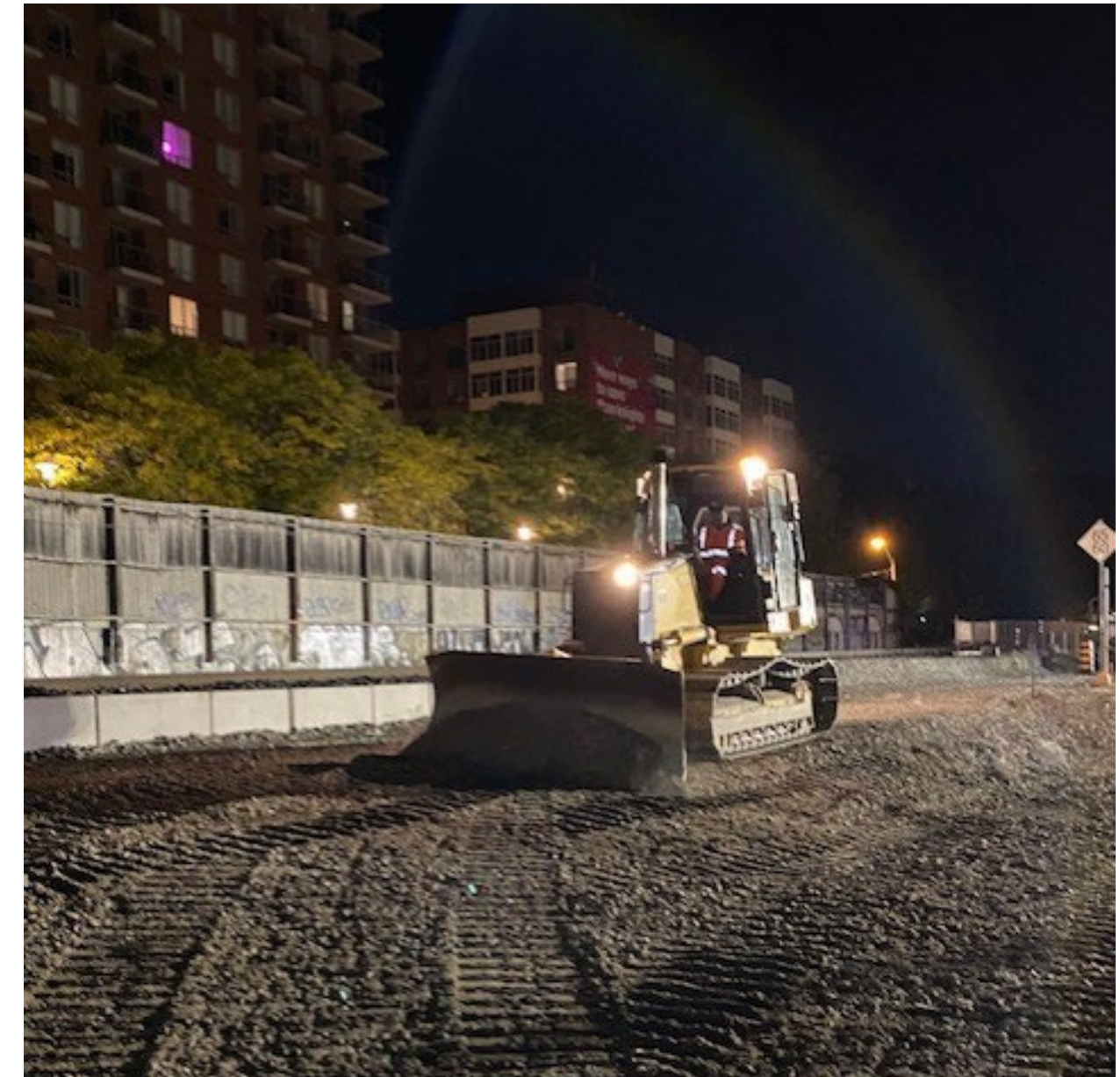
- Installation of temporary shoring
 - Oct 1-3
- Construction of granular pad
 - Oct 14-15

2. MUP bridge caisson installation

- Oct 20-23

3. Continuous Work Zone Installation

- Grading began Oct 1st



Works in Progress

1. Main station building excavation

- First stage: Nov. 11 – 14

2. Installation of Tiebacks: Nov. 19

- For test tiebacks; 1st row of tiebacks to be installed following 7-day grout curing period and testing of the test tiebacks

3. Continuous Work Zone

- Expected to be completed during the November 28 – December 1 Major Track Closure



Construction Lookahead

Timeline*	Activity	Description	Hours
*dates are tentative			
August - December 19 2025	Main station building excavation and shoring (continued)	Installation of shoring and excavation for the main station building, tie-backs, pedestrian tunnel, and MUP bridge pier caissons.	Night: 9 PM - 6 AM*
November 10 - December 19 2025	Grading and Installation of temporary concrete barriers*	Grading and temporary concrete barrier installation *majority of work completed during Major Track Closure weekend November 28 - December 1	Weeknight hours 9pm - 6am *MTC: Day and Night (6:00am - 10: 00pm)
(Start date TBD) Janurary 2026 - March 2026	Service Building Construction (Below Ground)	Includes site preparation, shoring and excavations, foundation and utilities work, stormwater tank installation.	Daytime work hours from 7 AM - 5 PM
(Start date TBD) Janurary 2026 - August 2026	East Platform Construction	Includes excavation, grading, pouring of concrete, foundation and utilities works, retaining wall construction.	Majority Daytime Day: 7 AM - 5 PM Night: 9 PM - 6 AM
(Start date TBD) Janurary 2026 - August 2026	Main Station Building Construction	Includes the use of concrete trucks, excavators, triaxle dump trucks, and loaders.	Day and night Day: 7 AM - 5 PM Night: 9 PM - 6 AM

Important Context for Interpreting Noise Monitoring Data

What is Leq 15 min?

- A 15-minute average of all sound during that period
- Loud and quiet moments are blended together
- One loud event (train horn, truck, machinery) can raise the entire average

What an “exceedance” means

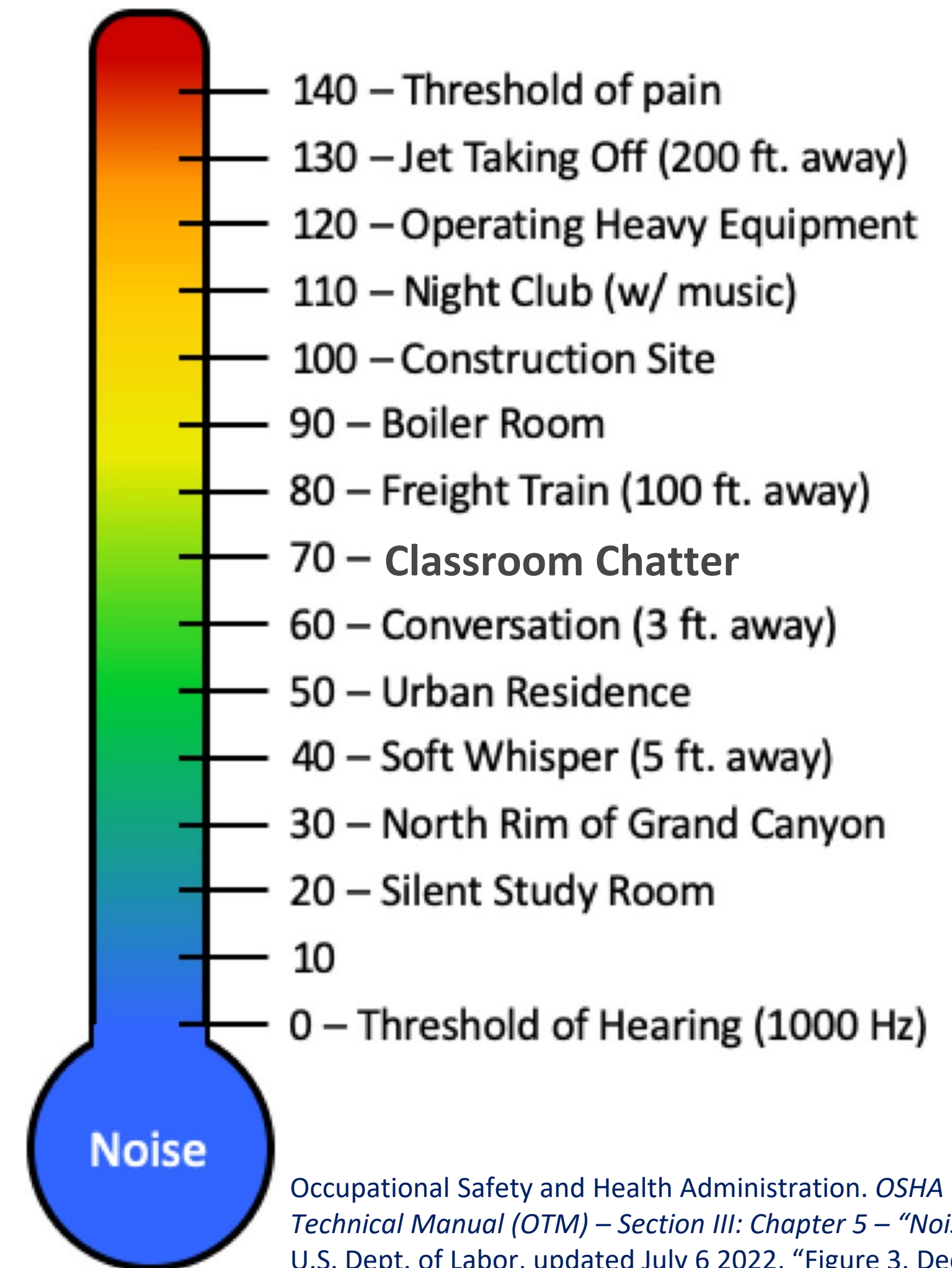
- The measured level was above the applicable guideline
- It does **not** always mean construction caused it
- It includes **all** sound at the monitor (traffic, trains, voices, weather)

What the monitor captures

- A fixed outdoor microphone recording all ambient noise
- Cannot distinguish project vs. non-project sources
- Weather, rail traffic, and nearby activity can influence readings

How exceedances are used

- Teams review each exceedance to identify causes
- Helps improve mitigation, scheduling, and community notifications
- Supports transparency and continuous noise management



Occupational Safety and Health Administration. *OSHA Technical Manual (OTM) – Section III: Chapter 5 – “Noise”*. U.S. Dept. of Labor, updated July 6 2022, “Figure 3. Decibel Scale”, www.osha.gov/otm/section-3-health-hazards/chapter-5#decibels. Accessed November 25, 2025

Noise Monitoring Summary for July, August, & September 2025

Definition: Leq 15 min
Leq 15 min stands for “15-minute equivalent continuous sound level.” It is a standardized noise measurement that represents the average sound energy over a continuous 15-minute period, accounting for both loud and quiet moments. Even if noise fluctuates—traffic, trains, construction, voices—Leq smooths those variations into one representative value that reflects overall sound exposure for that timeframe.

Location of Monitor: 1319 Bloor Street West – Construction Laydown Area

Month	# of days with daytime exceedances: (7:01 – 19:00)	# of days with evening exceedances: (19:01 – 23:00)	# of days with overnight exceedances: (23:01 – 07:00)	# of complaints	Average Leq 15 mins (dBA) of Exceedances	Main Scheduled Activity
July 2025	0	0	7	4	69.94	Excavation Drilling
August 2025	2	0	3	0	77.22	Excavation Drilling Backfilling Grading Construction of granular pad Fence Installation
September 2025	0	0	15	8	69.29	Excavation Drilling Asphalt cutting and material compaction

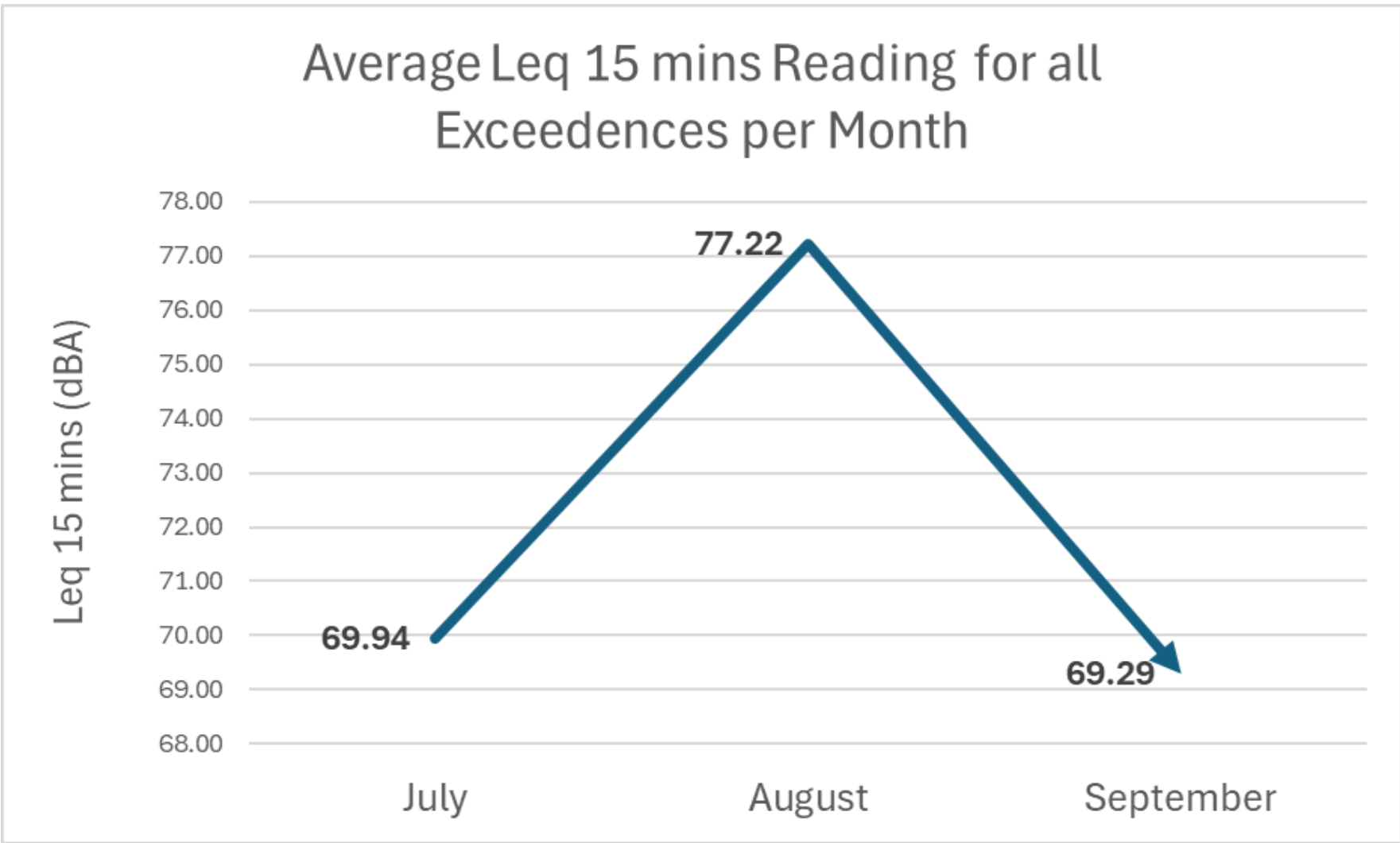
***Number of days for daytime, evening, and overnight are not mutually exclusive**
(e.g. if Aug 5 has exceedances at 14:00, 20:30, and 1:15, then August 5 is counted in all three categories)

**** Wind and rain occurrences have been omitted**

20* Days where no work was scheduled have been omitted**

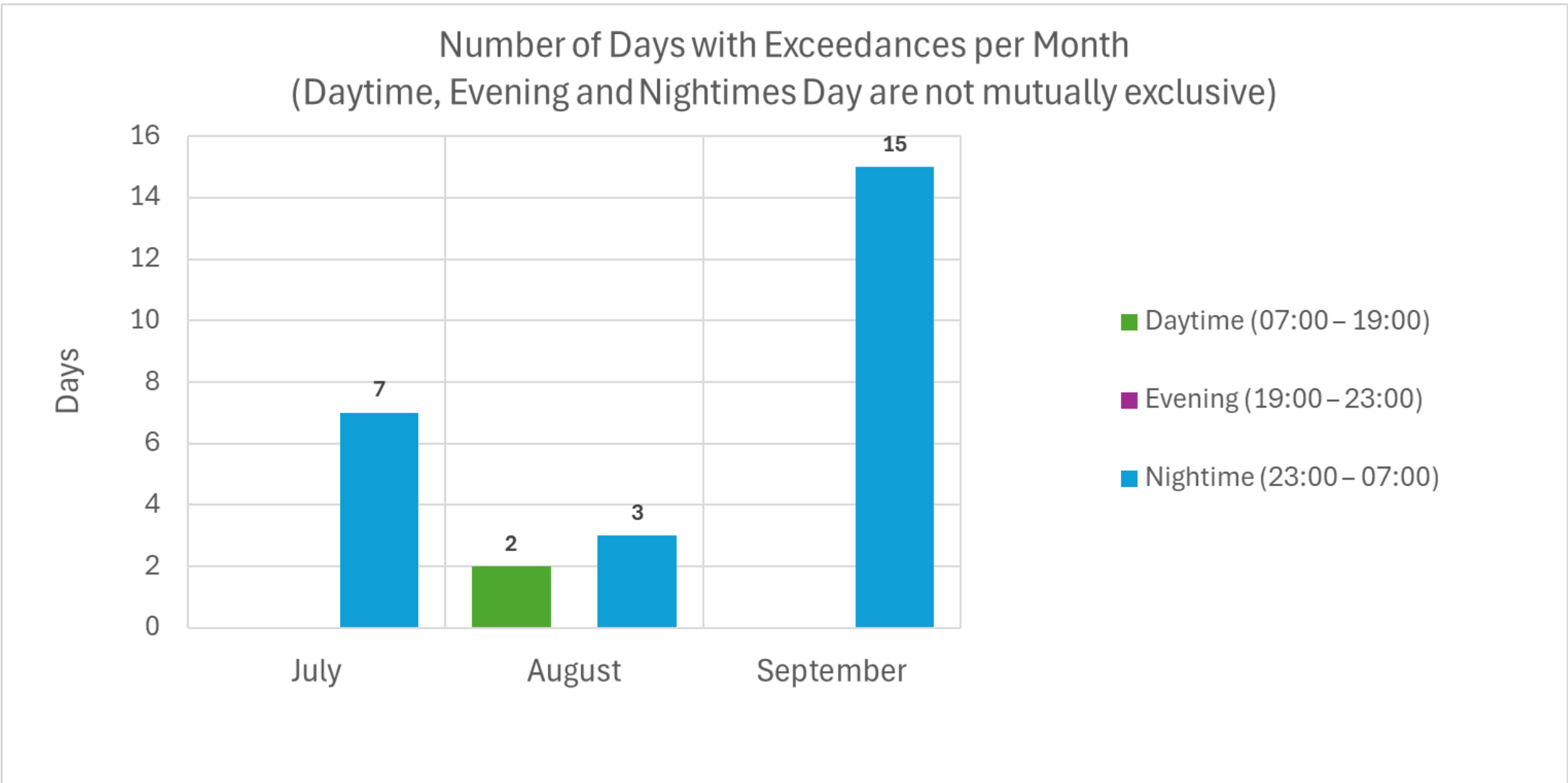
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Source-Based Mitigations for Noise and Vibration

Equipment Sound Control: Noise and vibration levels are benchmarked for typical construction equipment (excavators, dozers, cranes, concrete saws, etc). Equipment is operated with mufflers, silencers, or acoustic modifications where feasible to ensure levels remain as low as reasonably achievable.

- In July, MX forward a complaint regarding backup alarms. In August, Grascan ensured that the shoring subcontractor vehicles have been equipped with broadband alarms.

Equipment Maintenance and Age: Preventative maintenance, use of newer units where possible, and replacement of outdated or faulty machinery are core mitigation practices.

Activity Scheduling: Work that risks nighttime exceedances must be carefully justified and managed with additional controls.

Operational Practices: Use of quieter construction techniques (e.g hydraulic rather than pneumatic tools, low vibration piling methods), proper equipment staging to reduce cumulative effects, and avoidance of idling to limit unnecessary noise

Monitoring and Alerts: 24/7 monitoring is in place at sensitive locations and is reviewed by noise consultants. If levels exceed defined thresholds, automatic alerts are triggered for investigation and corrective action (e.g adjusting work methods, equipment deployment, or sequencing). Metrolinx has staff every night to ensure compliance. In addition, Metrolinx will be sending a member of the project team on top of regular field staff to monitor first-hand experience with noise.

Compliance with Criteria: Thresholds are based on baseline measurements of existing ambient noise. Alarm levels are set relative to baseline plus allowable margins. Exceedances trigger review and if needed, immediate source-based mitigation.

New Reporting Postcard

GO Expansion

One region, connected.

Metrolinx's GO Expansion program is now underway to deliver faster, more frequent GO service across the network, including the capacity for trains every 15 minutes or better on our core lines.

 METROLINX



To help us better understand the construction impacts you are experiencing, please provide the following information when contacting us.

This will allow us to address your concerns more effectively.

- Take a **photo** of the issue from a safe distance, without entering the work zone.
- Record a **video** of the issue from a safe distance, without entering the work zone.
- Include the **date and time** the issue occurred.
- Provide a **brief description** of what you observed in your email or phone call.

Questions? We're here for you.

 metrolinx.com/GOExpansion

 torontowest@metrolinx.com

 metrolinx.com/subscribe

 416-202-6911

 @GOExpansion



Evening GO Train Service on the Barrie Line

Evening Train Activity

After 8:00 p.m., the rail corridor remains active. On weekdays, about eight GO Trains operate through the Bloor-Lansdowne area, and on weekends there are about seven. In addition to GO service, other rail operators may also use this section of the Newmarket Subdivision.

Ridership

On an average day, approximately 655 customers rely on GO Trains after 8:00 p.m., compared with 155 customers using GO Buses during the same period.

Non-Revenue Train Movements

Trains also move in the evening for operational reasons—such as positioning for maintenance and preparing for next-day service – which means cancelling them would disrupt more than just customer travel.

Questions and Committee Discussion

Action Log: October 28

#	Question Asked/Action Item	Response/Resolution	Date/Status
1	Noise and Vibration Reports	Actioned/complete. First summary presented Nov 25.	Nov 25
2	Train scheduling and adjustments	Actioned and complete. Information provided from GO Transit Operations.	Nov 20
3	Receptor- based supports (noise machines, acoustical curtains, etc)	Receptor-based mitigation such as white noise machines are distributed on an ad-hoc basis. If someone has concerns about noise, they can reach out to torontowest@metrolinx.com and we can work with them to determine appropriate mitigation.	Nov 25
4	Electrification and mufflers	Metrolinx has installed noise silencers on all Tier 2/3 trains, and our Tier 4 locomotives have Selective Catalytic Reduction (SCR) that act as noise silencers	Nov 20

Updates will be communicated to the community via:

- Mail drops of notices to residents
- Bi-weekly Toronto West E-Newsletter
- Project website
(metrolinx.com/bloorlansdowne)
- Monthly Construction Liaison Committee (CLC) Meeting
- Virtual and in-person public meetings
- Community pop-ups
- Toronto West phone number:
 - 416-202-6911
- Toronto West email:
 - TorontoWest@metrolinx.com
- X: @GOExpansion
- Metrolinx Engage

Cette présentation est disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à TorontoWest@metrolinx.com



Contact Metrolinx and Stay Connected

Metrolinx will keep the community informed by providing Bloor-Lansdowne GO Station updates and addressing questions and concerns effectively, and quickly.

Connect With Us:

Toronto West Community Engagement Team

TorontoWest@metrolinx.com

416-202-6911

E-newsletter: [Metrolinx.com/subscribe](https://metrolinx.com/subscribe)

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