

GO Expansion

Bloor-Lansdowne Community

Meeting on Operational Noise Concerns

August 17, 2026

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.



Purpose

1. **Discuss community concerns regarding future rail operations**
2. **Share current information available from Metrolinx**
3. **Explain future assessment requirements, process, and preliminary results**
4. **Identify next steps**



What we have heard from the community

Future diesel service and operational noise impacts

Vibration impacts on adjacent properties

Applicability of the 2021 EA Addendum

Requests for noise mitigation

Timing of future assessments

Opportunities for ongoing community consultation

What has already been determined

Current approved station design:

Bloor-Lansdowne Station approved through 2018 Environmental Assessment (EA) & noise was further evaluated in the 2021 EA Addendum

Assessment evaluated future electrified service increases (with and without the station)

Assessment concluded operational noise mitigation was not required under the assessed electrified service scenario

Station currently under construction based on City/Metrolinx approved design, scope, budget, and environmental approvals

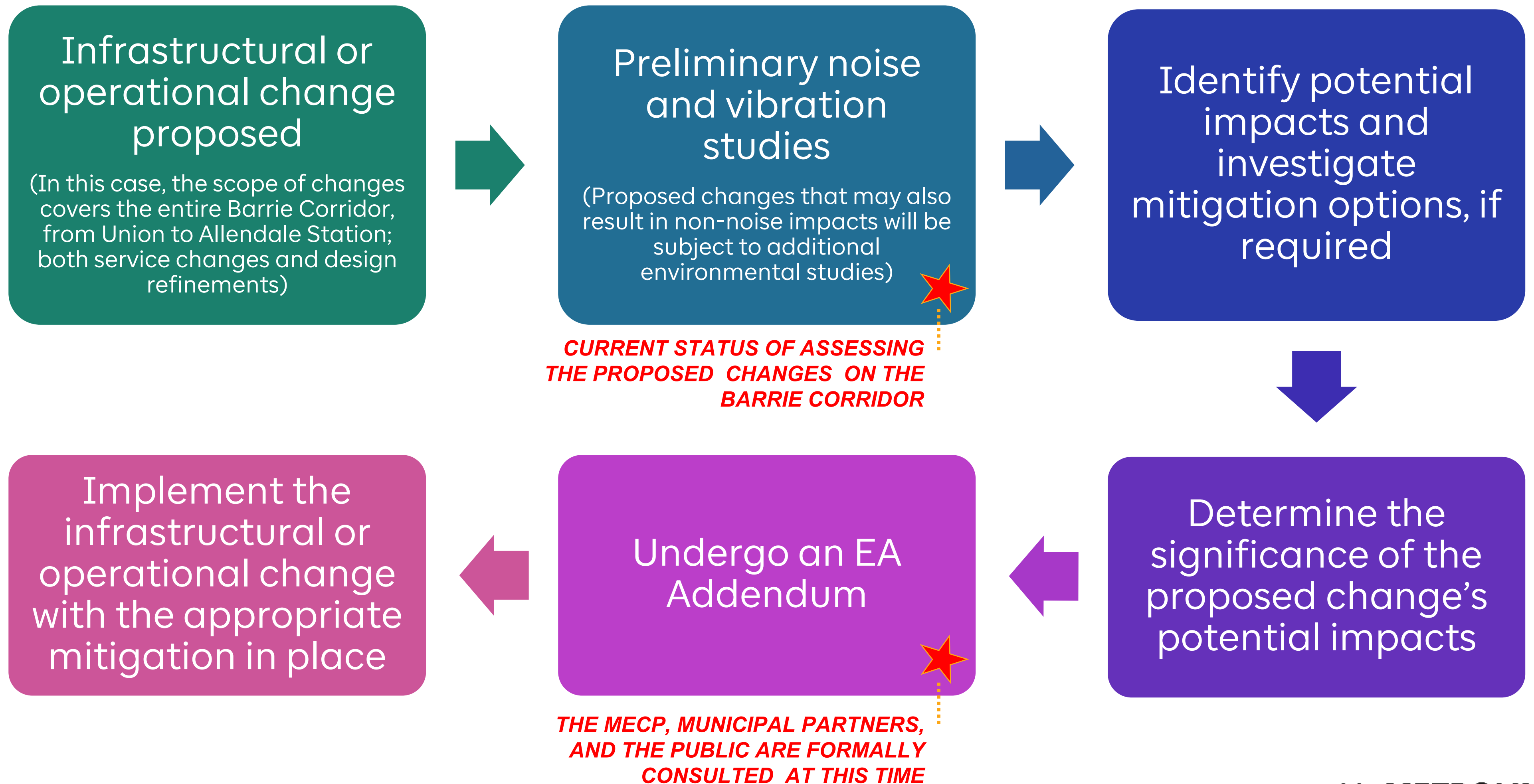
Barrie corridor service expansion

Various EAs have been completed and updated as Metrolinx’s GO Expansion program has evolved, in accordance with legislative and regulatory guidelines. These completed EAs have indicated noise mitigation is not warranted in the Bloor-Lansdowne area.

A potential interim scenario with increased diesel service requires investigation and assessment.

Under investigation:	Current diesel service levels (with station) and increased diesel service (with station) prior to electrification will require a Transit and Rail Project Assessment Process (TRPAP) Addendum as this scenario has not been assessed.
	Future operational noise and vibration impacts will be modeled/assessed, taking into account the installation of diesel silencers on most locomotives.
	Operational mitigation requirements will be determined.
	Operational mitigation feasibility (technical, operational, administrative, economic) will be determined.

EA Addendum process for changes with potential noise impacts



Mitigation investigation requirements

Metrolinx follows the 1995 MOEE / GO Protocol for Noise and Vibration Assessment, which calls for the investigation of noise mitigation if:

- Post-project exposure levels are expected to exceed pre-project levels by at least 5 dBA OR post-project exposure levels exceed the MECP noise objective of 55 dBA Leq for 16 hours in the daytime and 50 dBA Leq for 8 hours in the nighttime - whichever is greater.

dBA is defined as noise levels adjusted to how humans actually experience sound at different frequencies.

Leq is defined as the average sound level over a specified period of time (e.g., Leq of 16 hours during the day).

Adjusted Noise Impact (ANI) Rating	ANI Magnitude
Insignificant	≥ 0 dBA & ≤ 2.99 dBA
Noticeable	≥ 3 dBA & ≤ 4.99 dBA
Significant	≥ 5 dBA & ≤ 9.99 dBA
Very Significant	≥ 10 dBA

dB Level	Examples
10	Breathing
20	Whisper
30	Library
50	Quiet Office
60	Conversational Speech, Electric shaver
65	Piano Practice
70	Noisy Restaurant
75	Alarm Clock
80	Vacuum Cleaner
85	Garbage Disposal / Busy Hotel Lobby
90	Tractor / Subway
100	Blender, Factory Noise
105	Motorcycle, Orchestra
110	Power Saw, Heavy Truck, Power Mower
115	Uncomfortable Feeling Starts
120	Disco / Loud Bar Music / Shotgun
130	Cymbal Crash, Air Raid Siren
140	Rock Concert Front Row / Jet
150	Chest begins to vibrate
160	Eardrum bursts
190	Loudest Possible Sound

Noise mitigation investigation process

Based on 1995 MOE/GO Protocol

Is there a noise increase of 5dBA or more? OR, is the MECP Noise Objective Exceeded by 5dBA or more?

NO

Consideration of noise mitigation is not warranted

YES

A requirement to investigate noise mitigation is triggered; a test of **technical feasibility** is warranted.

Would mitigation **reduce noise by 5dBA** or more?

NO

Noise mitigation is not warranted and is therefore not constructed

YES

Mitigation is deemed **technically feasible**; a test of operational, administrative, and then economic feasibility is warranted.

- **Operational:** Can the mitigation option be safely constructed and maintained?
- **Administrative:** Can the mitigation option be located on Metrolinx land and within project constraints?
- **Economic:** Can the mitigation option be cost-effectively delivered?

NO to any criterion

YES to all criteria

Noise mitigation is warranted, and is therefore constructed

Future environmental assessment of Barrie corridor service expansion

- The preliminary technical modelling and noise study results that will be used in the TRPAP Addendum process indicate an anticipated change in sound levels exceeding 5dBA on the west side of the corridor (Merchant Lane), requiring investigation of mitigation measures. Changes on the east side of the corridor are anticipated to be below 5dBA and therefore would not require mitigation investigation.
- Once the noise study is completed and the TRPAP Addendum process initiated, Metrolinx will consult with the communities along the Barrie corridor, including this community.
- We are committed to continuing to work with the community through construction and through the future TRPAP Addendum process.

Commitments & next steps



Continue engagement with adjacent property owners



Proceed with Bloor-Lansdowne Station construction and work to address resident concerns/complaints about station construction impacts



Adhere to all regulatory requirements with respect to public consultation under the future TRPAP Addendum



Bring subject matter experts into future discussions during the TRPAP Addendum process



Provide follow-up communication and responses to outstanding questions from this meeting

Questions and Discussion

Appendix

Past Environmental Assessments

Assessment	Status	Current State	Future Scenario 1	Future Scenario 2
2017 Barrie Rail Corridor Expansion (BRCE) TPAP	Final	Existing condition (2016): 14 diesel trains/day between Union Station and Allandale Waterfront GO	Up to 36 diesel trains/day between Union Station and Aurora GO by 2021 with no Bloor-Lansdowne GO Station	Up to 180 electric trains/day between Union Station and Aurora GO by 2025+ with no Bloor-Lansdowne GO Station
2021 BRCE Addendum for Electrification	Final	Existing diesel service (2015) with no Bloor-Lansdowne GO Station	2028 No-Build: electric trains operating through corridor with no Bloor-Lansdowne GO Station	2028 Build: electric trains stopping at Bloor-Lansdowne GO Station

Findings

Assessment	Status	Current State	Future Scenario 1	Future Scenario 2	Feasibility
2017 Barrie Rail Corridor Expansion (BRCE) TPAP	Final	No Bloor-Lansdowne GO Station assessed. No mitigation recommended	Noise wall recommended on west side of corridor in Bloor area.	Noise walls recommended on east and west sides of corridor	NVIA concluded 5 m noise walls were not technically feasible because they would not achieve >5 dBA reduction at sensitive receptors.
2021 BRCE Addendum for Electrification	Final	Did not assess an interim diesel service scenario. No mitigation recommended.	No operational noise/vibration mitigation recommended, operational noise levels met applicable criteria	No operational noise/vibration mitigation recommended, no significant increase in operational noise was predicted	N/A

Neither assessment evaluated increased diesel service with Bloor-Lansdowne GO Station in service prior to electrification. Future diesel service increases will require additional assessment.