

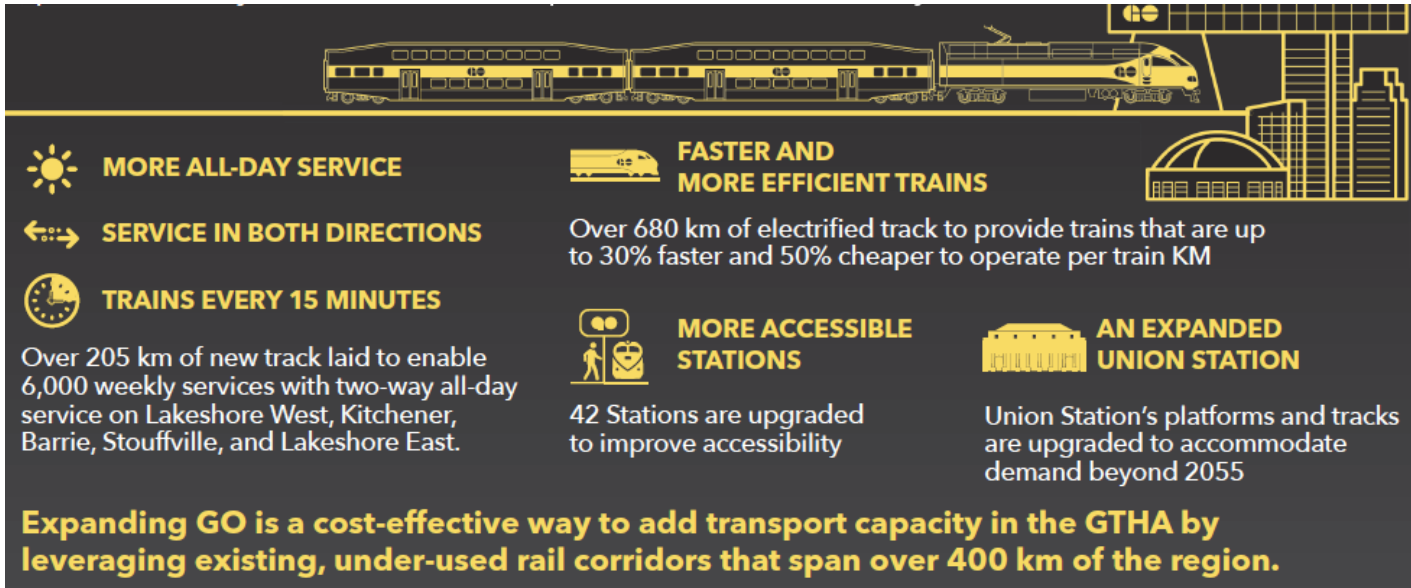
Metrolinx On Corridor Program - Public Consultation Briefing

Councillor Reid McAlpine, Ward 3

Nick Faieta, Senior Manager, Metrolinx

OVERVIEW OF THE ON CORRIDOR (ONCORR) PROGRAM

Metrolinx is en route to transform and modernize its rail system with the implementation of the GO Rail Expansion Program – an investment program intended to provide:



The infographic features a dark background with yellow and white text and icons. At the top, a yellow GO train is shown. Below it, five key benefits are listed with corresponding icons: a sun for all-day service, a double-headed arrow for service in both directions, a clock for 15-minute trains, a train icon for faster and more efficient trains, and a person with a cane for accessible stations. A final icon of a train platform represents an expanded Union Station. A concluding statement at the bottom highlights the cost-effectiveness of the program.

- MORE ALL-DAY SERVICE**
Over 205 km of new track laid to enable 6,000 weekly services with two-way all-day service on Lakeshore West, Kitchener, Barrie, Stouffville, and Lakeshore East.
- FASTER AND MORE EFFICIENT TRAINS**
Over 680 km of electrified track to provide trains that are up to 30% faster and 50% cheaper to operate per train KM
- SERVICE IN BOTH DIRECTIONS**
- TRAINS EVERY 15 MINUTES**
- MORE ACCESSIBLE STATIONS**
42 Stations are upgraded to improve accessibility
- AN EXPANDED UNION STATION**
Union Station's platforms and tracks are upgraded to accommodate demand beyond 2055

Expanding GO is a cost-effective way to add transport capacity in the GTHA by leveraging existing, under-used rail corridors that span over 400 km of the region.



This transformation will bring fundamental changes to GO Transit's seven (7) operating rail corridors. It will result in the implementation of over 205 km of new track and 680 km of electrified track that will be laid to allow for the more frequent and efficient movement of trains.

Metrolinx has identified infrastructure requirements (i.e. new tracks, rail facilities, bridge modifications, crossing improvements) to achieve the established service level targets. Metrolinx is completing Environmental Assessments (TPAPs and EA addenda) for these items. These EAs, together with their procurement, are called the OnCorridor (OnCorr) Program.

ONCORR INFRASTRUCTURE REQUIRING EA APPROVAL

Scarborough Rail/Rail Grade Separation TPAP

- New rail-rail grade separation
- New bridge over Midland Avenue
- Corvette Avenue crossing improvements
- Danforth road-rail grade separation
- Potential relocation of Scarborough GO Station

Electrification TPAP Addendum

Vegetation Compensation Program

Significant EA Addendum to Barrie Corridor Expansion TPAP (2017)

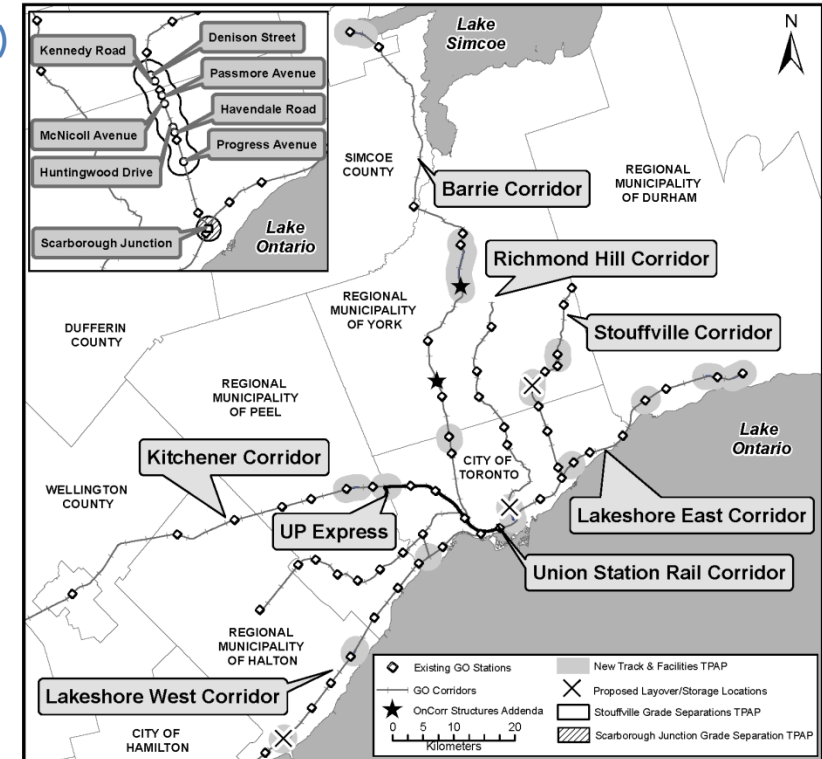
- Wellington Street / Rail Grade Separation, Aurora
- McNaughton Road / Rail Grade Separation, Vaughan

New Track and Facilities TPAP

- Don Valley Layover (RH)
- Beach Rail Layover (LSW)
- **Unionville Storage Facility (STVL)**
- Electrification of Richmond Hill Corridor (Partial)
- Thickson Rail Bridge widening, Oshawa
- **New track infrastructure (Network-wide)**

Stouffville Grade Separations TPAP

- Havendale Road
- Huntingwood Drive
- McNicoll Avenue
- Passmore Avenue
- Progress Avenue
- Kennedy Road
- Denison Street



Key Map of GO Expansion Project Areas

ONCORR NEW TRACK & FACILITIES PROJECT

- New tracks within existing Metrolinx rail right-of-way (ROW)
- Modifications or upgrades to existing tracks within existing Metrolinx rail ROW
- Three (3) new layover/storage facilities – including the Unionville Storage Facility





- Approximately 5.5 km of new track
- 1 new temporary train storage
 - **Unionville Storage Facility (Mile 50.31 to Mile 50.70)**
- New side platform at Mount Joy GO (Markham)
- New track east side of new island platform (Unionville GO)
- New island platform at Unionville GO Station
- **Track upgrade eastside and westside of Mile 51.01 to Mile 52.0**
- Electrification (EA Addendum to the 2017 GO Rail Network Electrification TPAP).



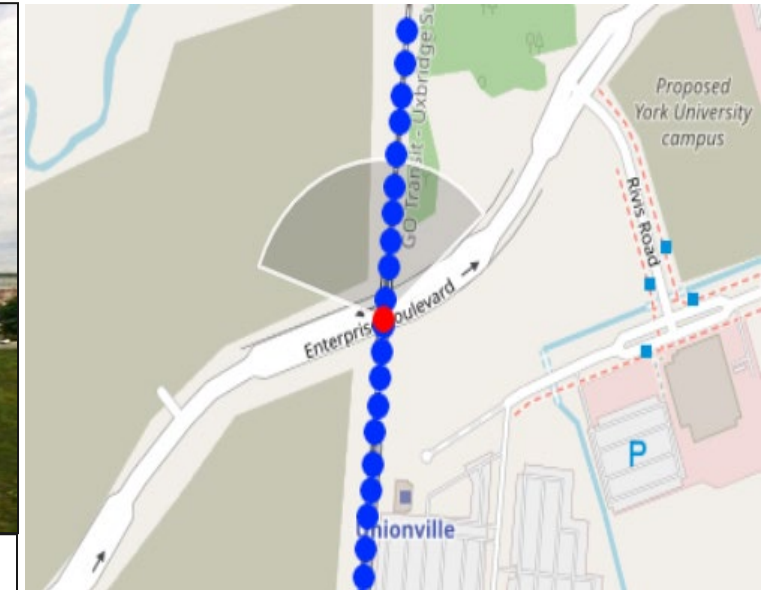
STORAGE FACILITIES (STOUFFVILLE CORRIDOR)

Storage Facilities could include the following:

- Access to main roads
- Track turnaround area
- Train crew parking
- Locomotive drip trays
- Access to wayside power for trains
- Fueling capacity/electrification infrastructure



Existing land use at proposed Unionville Storage Facility



UNIONVILLE STORAGE FACILITY (STOUFFVILLE CORRIDOR)

- Storage track would be located within existing rail right-of-way

North ↗



Services Required:

- Electrified
- Minimal Access requirements (crew to access site via ROW from station)

Connection/Access:

- West Connection (pullback track)

Consists:

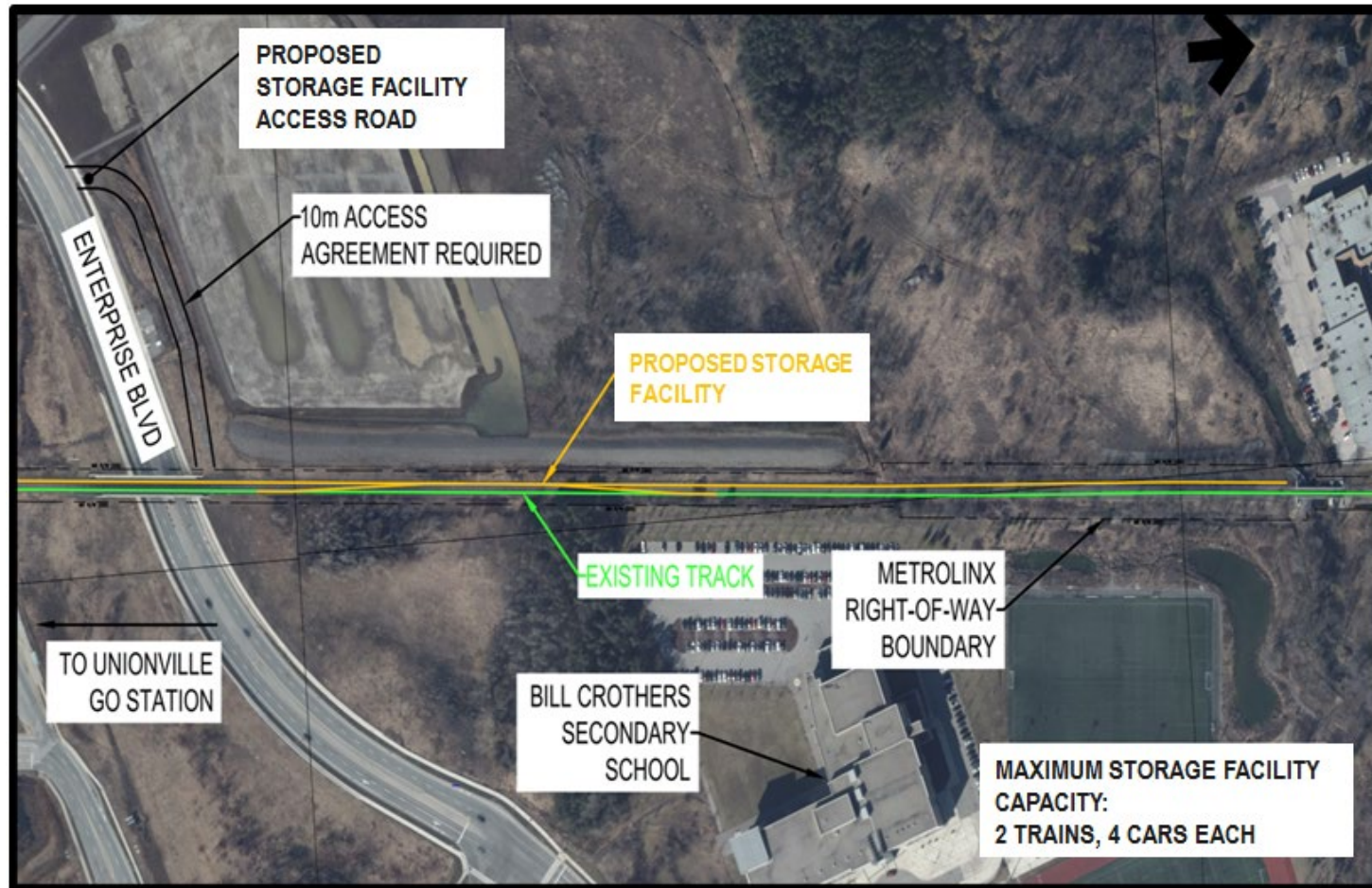
- 2 Trains, 4 EMUs
- Area Required: Approx. 0.7Ha
- Property requirements will be determined upon completion of concept design

— — — — — Proposed storage track (for discussion purposes only)

UNIONVILLE STORAGE FACILITY (STOUFFVILLE CORRIDOR)

Proposed Location Rationale

Unionville is the main turnback station for frequent train service. Metrolinx requires additional storage north of Unionville GO station in order to achieve the proposed increased service levels (i.e. trains to run north every 15 minutes from Union Station to Unionville Go Station and back south to Union Station). The storage site is also needed for train crew changes.



The Unionville Storage Facility is proposed to:

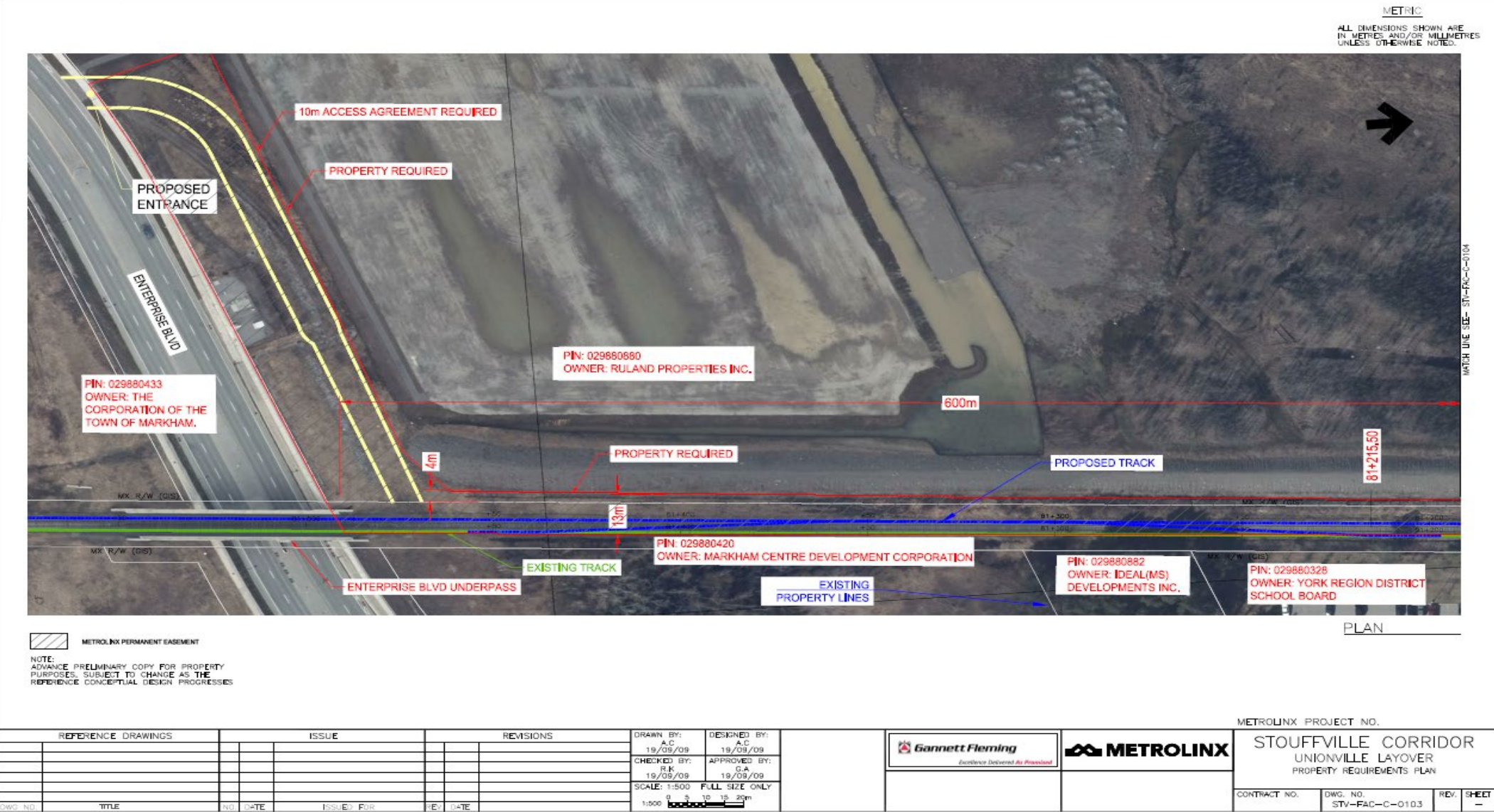
- Store trains during the day-time and night-time.
- Reduce congestion on the rail corridor.
- Minimize non-revenue travel by being in close proximity to major GO Stations, such as Unionville GO Station.

Potential Constraints

- Storage track in close proximity to Markham Centre development.
- The City is preparing a secondary plan update for the Markham Centre Secondary Plan area and the proposed location of the storage tracks is located within the Secondary Plan Area adjacent to approved major developments
- Adjacent to sensitive land uses (valleylands, tributary of the rouge river, secondary school).

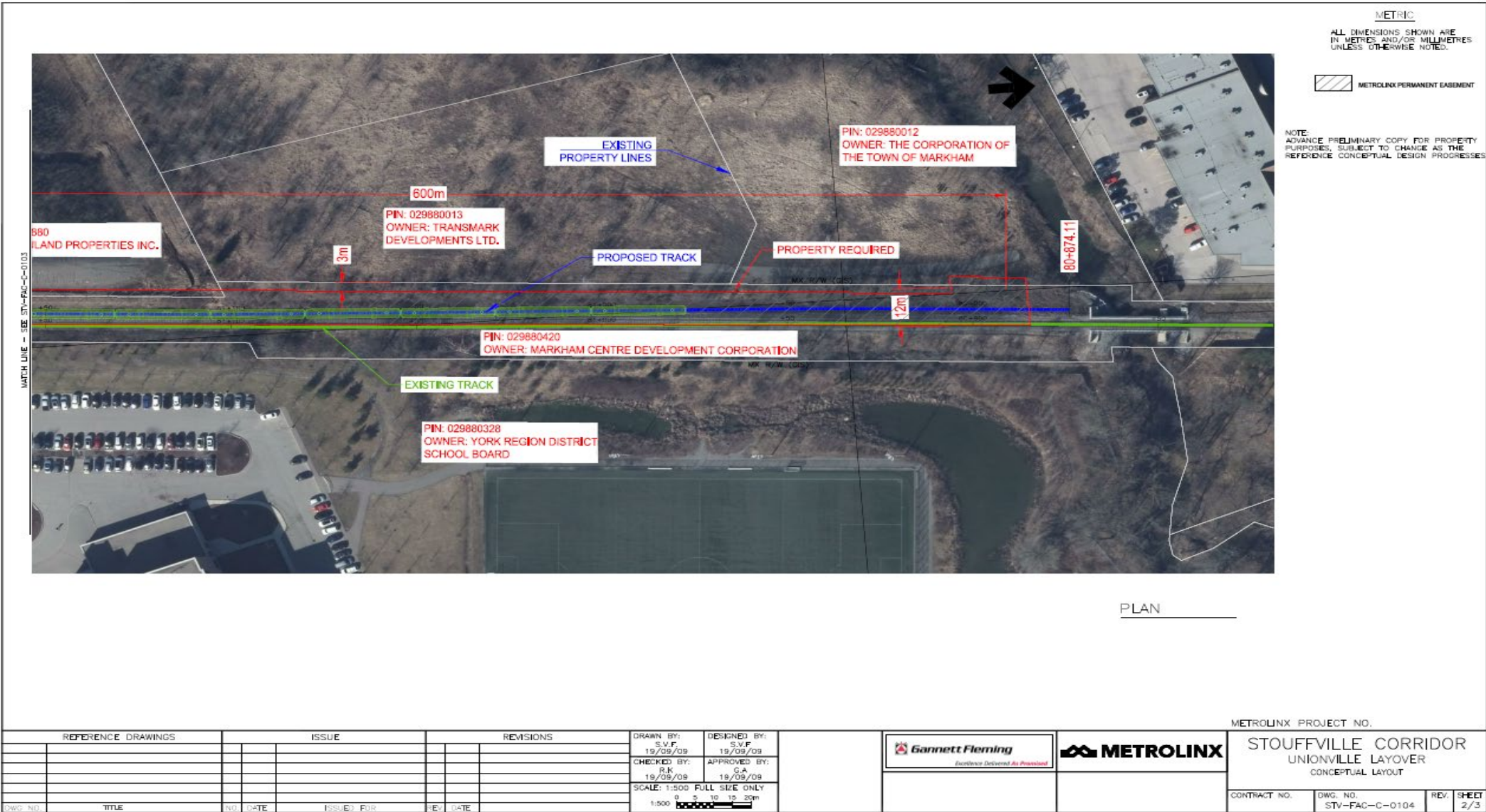


UNIONVILLE STORAGE FACILITY PROPERTY REQUIREMENT PLAN - SHEET 1 OF 2



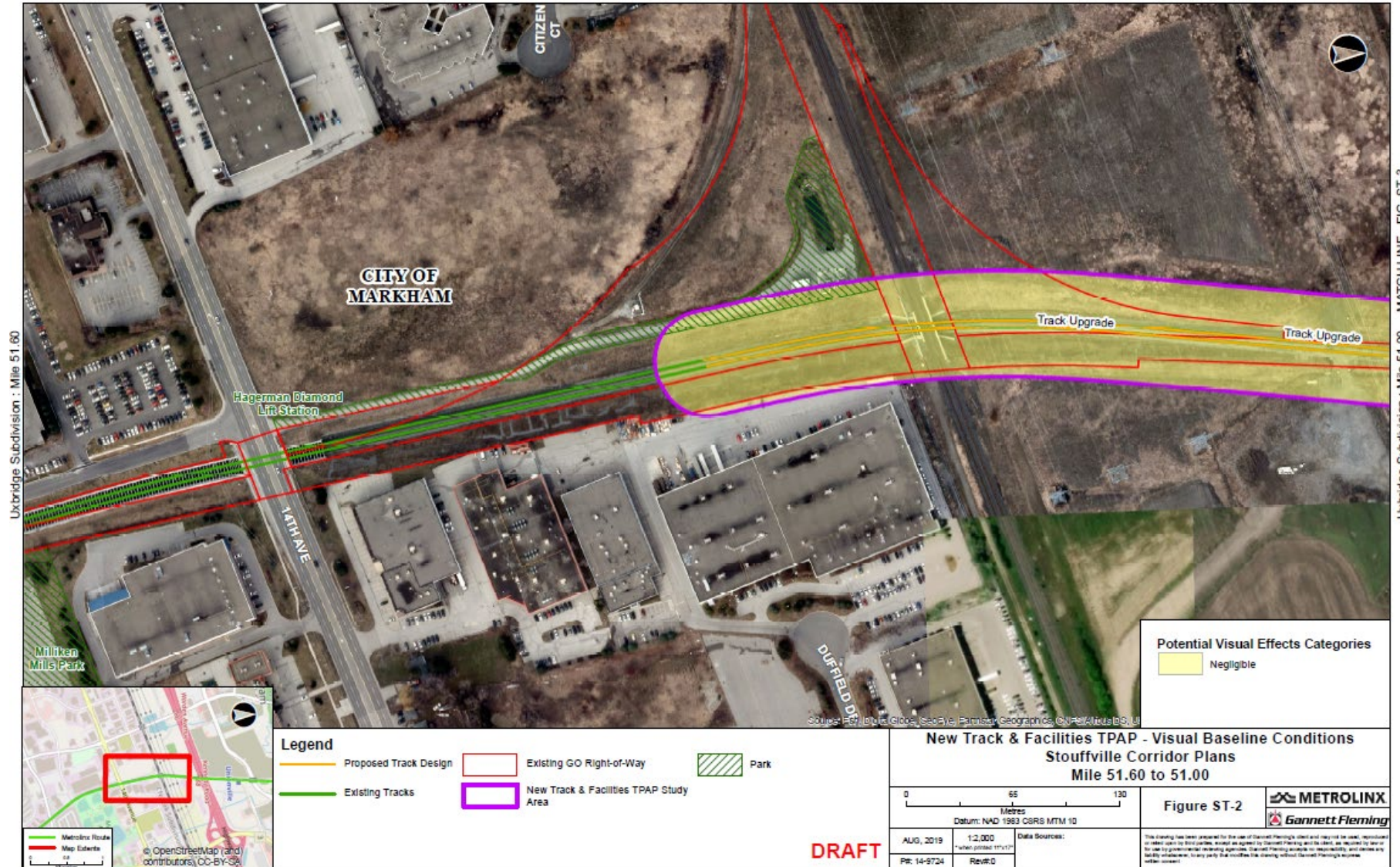


UNIONVILLE STORAGE FACILITY PROPERTY REQUIREMENT PLAN - SHEET 2 OF 2



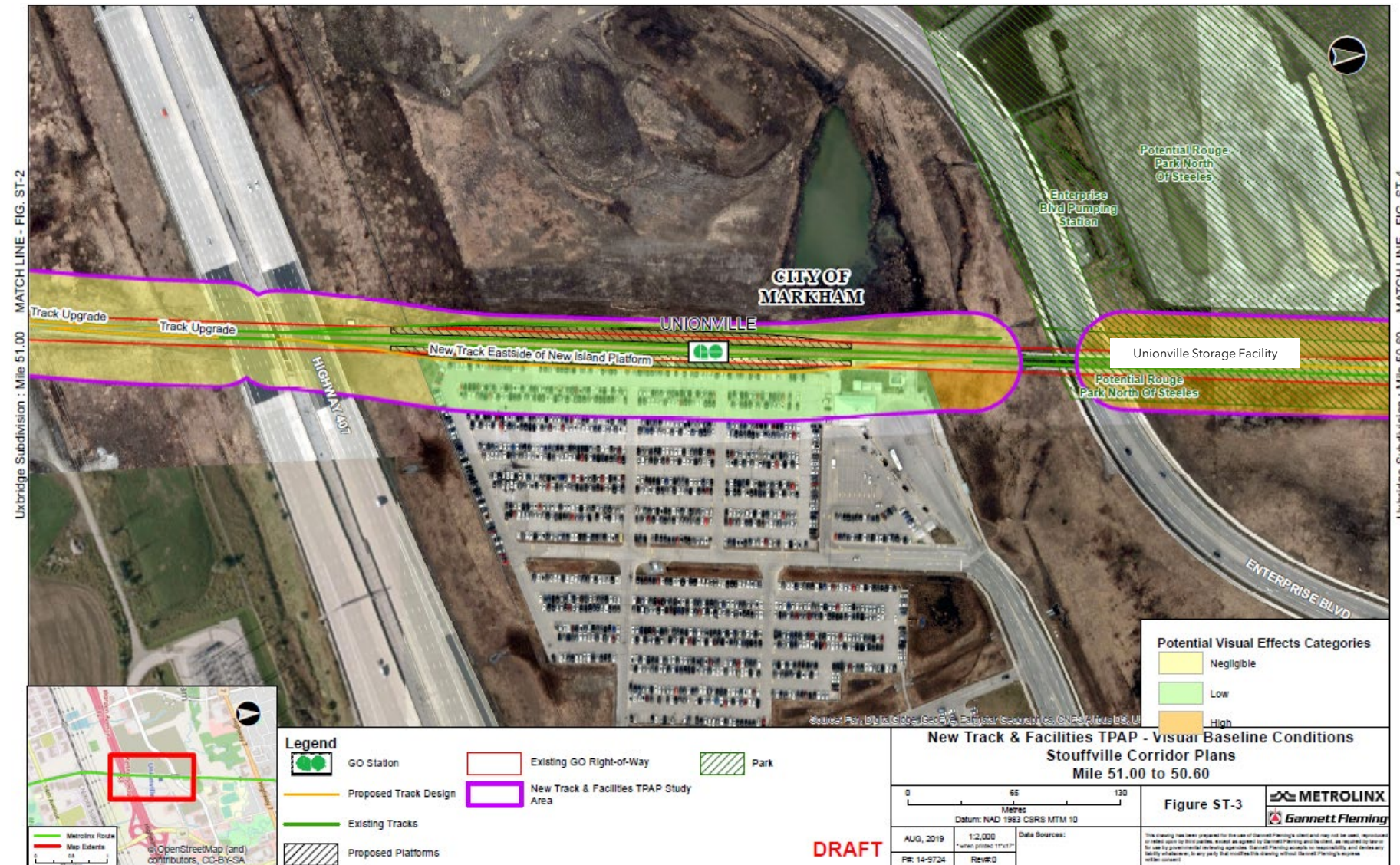


NEW TRACK & FACILITIES TPAP



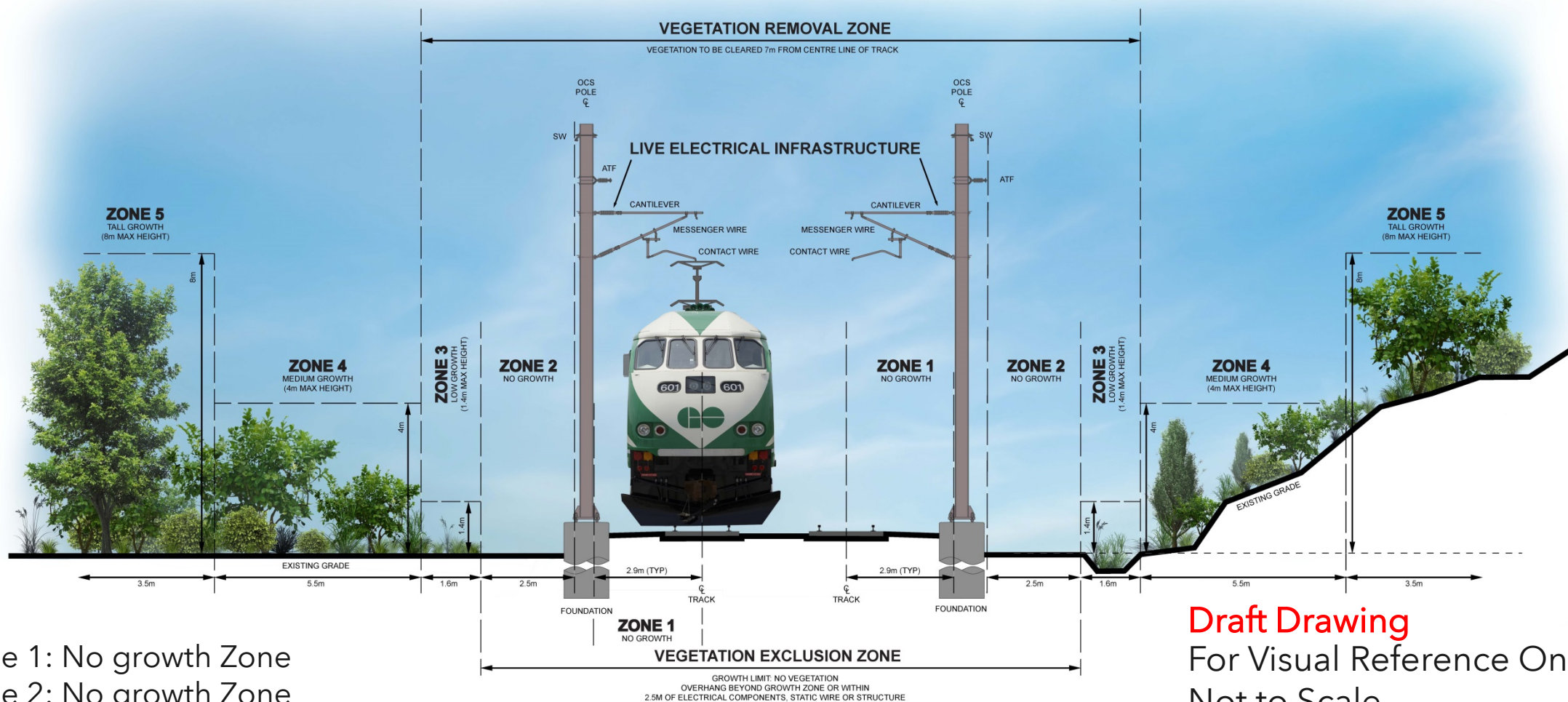
- Track upgrade eastside and westside of Mile 51.01 to Mile 52.0
- There are currently no anticipated property impacts related to these proposed improvements.

NEW TRACK & FACILITIES TPAP



- Track upgrade eastside and westside of Mile 51.01 to Mile 52.0
- There are currently no anticipated property impacts related to these proposed improvements.

INTEGRATED VEGETATION MANAGEMENT (IVM) STRATEGY



Zone 1: No growth

Zone 2: No growth

Zone 3: Low growth zone comprised of non-woody vegetation.

Zone 4: Medium growth zone comprised of shrubs and non-woody species that grow up to 4 m high when mature.

Zone 5: Tall growth zone comprised of trees, shrubs, and non-woody species that grow up to 8 m high when mature.

VEGETATION INVENTORY: MARKHAM WARD 3

The following tree removal numbers are based on the 7m-wide Electrification zone for the Vegetation Removal and Compensation Program. Metrolinx will also identify trees needed for other On Corridor work such as new tracks, noise walls, etc.



40 Municipally-owned trees to be removed



0 Provincially-owned trees to be removed (non-Metrolinx lands)



71 Privately-owned trees to be removed

Trees will be removed using permits under:

Town of Markham's Tree Preservation Bylaw (2008-96)

Compensation will be provided as per the By-law, as well as per Metrolinx's ecological compensation policy where applicable.

Tree removal numbers may be altered through subsequent Arborist Reports.

TREE REMOVAL STRATEGY

- **Vegetation Removals** will be completed using various mechanical equipment from the railway. There is potential that access to trees will be needed on non-Metrolinx owned lands.
- **Tree Removal Work** may be completed outside of daylight hours, on weekends, and will be scheduled around the train schedules.
- **Compensation:** Metrolinx will be implementing ecosystem restoration projects to off set the trees being removed



ONCORR PROGRAM - REVISED NOISE & VIBRATION, AIR STUDIES

A lot has changed since the 2017 system-wide Noise & Vibration study. Therefore a study update is needed to compare the 2015 baseline levels against GO Expansion.

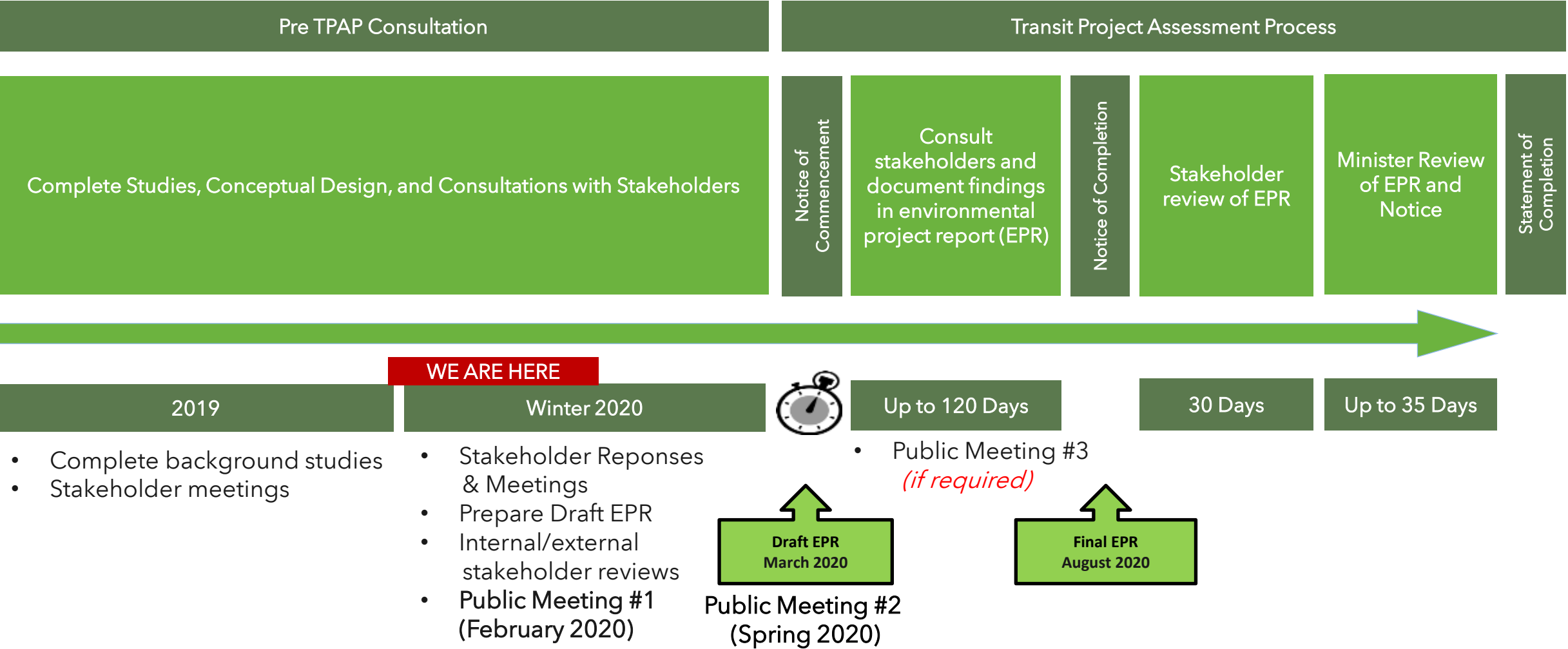
The study update will model and assess the following:

- Future service concepts (train size and frequency);
- New tracks, switches and layover infrastructure;
- Proposed source control measures;
- Additional feasibility studies for mitigation.

Draft study results are expected in Q1 2020 and will be shared with the public at a future public meeting in Spring 2020.



ANTICIPATED TPAP TIMELINE



APPROACH – PUBLIC CONSULTATION

Public Information Centres (PICs) – February 2020

Weeknights 6:30pm - 8:30pm

Weekends 11:30am - 1:30pm

- Venues are selected by proximity to the proposed infrastructure (grade separations, layovers)
- Open-house, drop-in format
- Information to include:
 - Update on GO Expansion
 - Proposed plans, impacts and mitigation
 - Updates on network-wide technical studies (noise, air, vegetation management)
- Materials for consultation:
 - Information Panels
 - Discussion Guide and Information handout sheets
 - Comment Forms
 - Roll Plans & Project-Specific Maps

PIC	Venue	Date
Markham	Markham Village	Tue Feb 18
Barrie	South Shore Community Centre	Wed Feb 19
Aurora	Aurora Community Centre	Mon Feb 24
Scar. South	Scarborough Civic Centre	Mon Feb 24
Don Valley	Evergreen Brickworks	Tue Feb 25
Burlington	Central Recreation Centre	Wed Feb 26
Agincourt	Metropolitan Centre	Wed Feb 26
Downtown	George Brown College	Thu Feb 27
Vaughan	Vaughan City Hall	Sat Feb 29
Whitby, Pickering & Oshawa	Abilities Centre	Sat Feb 29

