



Office of the President & Chief Executive Officer

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September 3, 2024

Kristyn Wong-Tam
Member of Provincial Parliament for Toronto Centre
120 Carlton Street, Suite 401

RE: Excessive Construction Noise at the Don Yard Site

Dear MPP Kristyn Wong-Tam,

Thank you for your letter dated August 27, 2024, regarding Canary District and Corktown residents' concerns with overnight construction noise at the Don Yard. Metrolinx is sympathetic that the current work underway in the Don Yard to deliver the Ontario Line is loud and disruptive for the community living near the site.

Unfortunately, this is critical work to building the Ontario Line and we are moving as quickly as practical so that the disruption being caused from the drilling is not prolonged further than planned.

While noise and vibration levels are constantly monitored and fall **within acceptable limits**, we are taking a number of actions to further mitigate the disruption.

First, while some overnight work is necessary, we have collaborated closely with the contractor to ensure the loudest activities occur **between 7:00am and 7:00pm**. There are **instances** where the drilling does need to occur later into the evening and we **expect** that work to wrap up before 11:00pm.

High speed auger shaking is the standard practice to remove soil from the auger and typically causes louder noise levels and excess banging. We have asked our contractor to no longer shake augers **during the night**, rather the contractor will use spinning (rotating in one direction) and manual cleaning methods which is slower but less disruptive. The contractor will also test the addition of lubricant to the auger with polymer slurry to reduce friction between the machine and soil.

We have also **installed a large-scale noise screen on the north side of the drilling operation**. **This noise screen provides a barrier between the pile drilling within the termination block and the residential units to the north**. Temporary, moveable noise barrier walls have been added to the site to move alongside the drill and equipment.

We are installing additional noise monitors at sensitive receptor locations to not only ensure we have more readings near the site that inform our real-time monitoring to ensure there are no noise exceedances, but they will also give us a sense of whether the added mitigation measures are having a noticeable impact.

Laydown and staging areas have been planned to operate in the safest and most efficient way possible. Construction traffic is limited to one-way within the staging area, and all equipment is in good working order with an active maintenance program in place with weekly maintenance and daily checks on machinery. All equipment is required to have silencers and/or mufflers where applicable.

To further mitigate noise from truck traffic, a no idling policy aims to reduce unnecessary noise and exhaust when equipment is not in use, and engine covers must be in place when engines are running. Lastly, noise reduction techniques such as slow-tipping of tri-axle trucks is encouraged and monitored by site staff.

Finally, upon request from residents, we have also provided noise canceling headphones and white noise machines. Our Community Engagement team continues discussions with residents to see if there are any other mitigation measures that might reduce the noise and vibration they are experiencing.

While we are making every attempt to reduce impacts to residents, we must continue this critical work to build the Ontario Line, which does include some overnight works in and adjacent to our rail yard. We will continue to listen to concerns and explore other options to reduce noise and vibration across our work sites.

Sincerely,



Phil Verster
President & Chief Executive Officer