1.0 RECOMMENDATION:

1. That Public Works Report PW 35-12 be received for information.

2.0 EXECUTIVE SUMMARY:

Metrolinx is currently in the latter stages of the detailed design for a new East Rail Maintenance Facility (ERMF), which will be located south of Victoria Street, between South Blair Street and Thickson Road (See Attachments 1 and 2). It is currently anticipated that ERMF will be fully operational in 2017. In order to enable the construction of the ERMF, the existing Hopkins Street bridge over the CN-GO railway corridor requires removal, a new grade separation crossing of the railway corridor on South Blair Street is proposed and new east-west road would be constructed from South Blair Street in order to continue to provide access to the existing businesses. The project would also include full signalization of the Victoria Street/South Blair Street intersection.

The new grade separation crossing at South Blair Street would increase safety for both motorists and pedestrians, eliminate the need for train whistles when approaching this crossing, and enhance railway operations along this vital corridor. In order to construct the South Blair Grade Separation, a temporary 20-month closure of South Blair Street between Victoria Street and Watson Street would be required (Fall 2013-Fall 2015).

In order to determine the most feasible traffic detour during closure of South Blair Street, Metrolinx undertook a Detour Impact Assessment Study, which included (i) Detour Alternatives/Recommended Alternative, ii) Traffic Impact Assessment, (iii)
Safety Assessment, (iv) Noise Assessment; (v) Pavement Assessment Program; (vi) Public Communications Plan and a (vii) Construction Specifications and Enforcement Plan.

Based on this Study, Metrolinx’ recommended alternative is to detour heavy trucks along Water Street to Brock Street. Cars/light trucks would be permitted to use Water Street and Watson Street as a means of access to Brock Street and Victoria Street. In addition, several mitigative measure/commitments are being proposed and to be 100% funded by Metrolinx, including:

1. Monitor traffic conditions (observations and traffic data collection) at a frequency to be determined through further discussions with the Region of Durham and Town of Whitby.
2. Develop and recommend optimized signal timings at the Brock Street/Victoria Street intersection in response to changes in traffic over the course of the Construction period (developed plan to be reviewed and implemented by the Region of Durham).
3. Engage in discussions with Durham Region Transit to determine the preferred changes to the Bloor Victoria 922 bus route.
4. Signalization of the Victoria Street/South Blair Street intersection (through an agreement between the Region of Durham and Metrolinx).
5. Development and implementation of a Traffic Management Plan incorporating signage (i.e. informational, warning, temporary regulatory, directional), pavement markings, road modifications and a monitoring/maintenance plan as necessary. The plan would be developed as part of the design, and provided to the Town of Whitby and Region of Durham for review and comment prior to the detour.
6. Installation of MTO-approved roadside protection barrier or curb and gutter at the foot of Brock Street (on the turn to Water Street) and install larger, and more, warning signage advising of the sharp turn (chevron signage).
7. Installation of temporary streetlighting along Water Street, from the Rotary Park entrance to Brock Street.
8. Installation of sharp curve warning signs and chevron signs on the three Water Street curves and re-paint faded centerline and lane edge markings.
9. Elimination of pavement edge drop-off's by grading the gravel shoulders in required areas.
10. Trimming back roadside vegetation to improve sightlines where possible / practical.
11. Construction of the South Blair Street grade separation to eliminate all safety deficiencies between Watson Road and Victoria Street.
12. Re-painting pavement markings on Watson Street and crossing road intersections.
13. Paving the south shoulder on Watson Street (as part of the road restoration during storm sewer installation), to provide a walkway for pedestrians.
14. Installation of signage and changeable message boards advising/warning drivers that they are entering a pedestrian zone and must slow down.
15. Reduced posted speeds on Water Street (to 40 km/hr).
16. Installation of No-parking restrictions on the north side of Water Street from Brock Street to South Blair Street.
17. Enforcement of posted speed limits on the detour routes.
18. Installation of specialized signage advising vehicles that they are entering a residential zone, and to slow down.
19. Working hours for construction would comply with municipal noise bylaws.
20. Complaints regarding construction noise would be handled directly by Metrolinx and their appropriate representatives. Residents would be provided with contact information prepared through informational site signage and notifications to nearby businesses and residents.
21. Monitoring, restoration and repair of pavements on Water Street and on Brock Street (from Victoria St. to South Blair St.) that are damaged during the South Blair closure period and completion of a pre-condition and post conditional analysis of pavement structures. *Note: A Letter of Credit would be required from Metrolinx as security towards potential damage on Water Street.*
22. Removal of the spring season half-load restriction on Water Street to accommodate the traffic detour and minimize inconvenience to area businesses during the spring.
23. Assessment of the Brock Street Bridge over Pringle Creek to confirm its ability to handle additional truck traffic prior to its use as a detour route; If it is determined through the analysis the existing bridge is unable to accommodate the additional detour traffic, the bridge would require repair work prior to the detour (through an agreement between the Region of Durham and Metrolinx).
24. Modifications to the Brock Street bridge to facilitate safe pedestrian/cyclist movement.
25. A detailed and comprehensive communications strategy that would include a combination of local media advertising, signage, direct public and stakeholder notifications, as well as a Public Information Centre.

3.0 ORIGIN:

Public Works Report PW 35-12 originates from a Request from Metrolinx to comment on the proposed South Blair grade separation design, the required traffic detour during construction, and the required land conveyances.

4.0 BACKGROUND:

In June 2007, the Ontario government announced MoveOntario 2020, a multi-year $17.5 billion rapid transit action plan for the Greater Toronto and Hamilton Area that proposes to build 902 km of new or improved rapid transit. Through the MoveOntario 2020 initiative, the government announced a list of 52 rapid transit improvements and expansion projects, including the GO Lakeshore East rail line extension from Oshawa to Bowmanville. The plan calls for 66% of the projects to be completed by 2015, and 95% to be completed by 2020. In this capacity, Metrolinx will hold the responsibility for
evaluating, prioritizing and recommending an implementation action plan and alterations to the MoveOntario 2020 project list.

In April 2009, GO Transit completed two feasibility studies: one for the extension of GO Transit’s rail service, and one to determine a preferred location for a heavy rail maintenance yard. The Town of Whitby provided comments on the feasibility studies in October of 2009 through Report PL 95-09. The study area extends from 500 metres west of Brock Street in Whitby to 500 metres east of Regional Road 42/Darlington Clarke Townline Road in Clarington.

As a result of the feasibility studies, in March 2011 GO Transit finalized an Environmental Assessment and Preliminary Design Study in accordance with Ontario’s Transit Project Assessment (OTPA) Process. The Town of Whitby provided comments on the EA study through Report PW 18-11.

Metrolinx’ recommended improvements as contained in the EA study included:

1. To expand GO rail services from 500 m west of Brock Street in the Town of Whitby to 500 m east of Regional Road 42/Darlington-Clarke Townline Road in the Municipality of Clarington (approximately 25km in length)
2. A new maintenance facility (in Whitby)
3. Opportunity to add up to five potential new GO stations

**East Rail Maintenance Facility**

The East Rail Maintenance Facility (ERMF) will be located south of the future alignment for Victoria Street and will stretch from South Blair Road to Thickson Road (See Attachment 2).

The ERMF will be designed to Leadership in Energy and Environmental Design (LEED) standards by utilizing environmentally friendly building practices during design and construction. This facility will be developed to significantly increase GO Transit’s ability to handle the rail equipment maintenance requirements for the future. Initially GO Transit established one such rail equipment maintenance facility in Etobicoke. With the present and future plans for expansion of the GO train system, it is now necessary to establish a second maintenance facility.

The location of this site enables GO Transit to develop a balanced approach to rail equipment maintenance. In addition, GO Transit will be in a better position to manage the regulated inspections and maintenance on the entire train fleet once these two facilities are in operation. This facility will cover approximately 30 ha of land and will employ approximately 300 people in many types of work from heavy mechanics to cleaning staff to train operators and other types of work.
The design of this facility will enable GO Transit to rebuild its engines and coaches, paint its equipment, wash its equipment on a regular basis, undertake regulated inspections and light maintenance and repair, and repair and replace train wheels. The facility will have stores for supplies and office space for the management of this facility. Trains will be fuelled here and approximately 18, 12-car train sets will be able to be stored here and put onto electrical land lines and turned off when not in use. From this rail yard, locomotives will be started and the trains sent into revenue service. This will enable train operators or crews to start and end their day from the crew center in this facility.

**South Blair Grade Separation and New Access Road**

In order to enable the construction of the ERMF, the existing Hopkins Street bridge south of Victoria Street requires removal. In order to continue to provide service to the existing businesses (Gerdau and Hanson Pipe and Precast) that are currently accessed by Hopkins Street, a new access road from South Blair Street is proposed.

In addition, a new rail/road grade separation at South Blair Street is also proposed in order to accommodate existing track requirements as well as lead track requirements into the future ERMF site. The new grade separation at South Blair Road will also improve existing conditions and eliminate the need for train whistles at the current at-grade crossing.

Design of the ERMF and South Blair Grade Separation is currently underway. Early works, including Site Clearing and Grading for the ERMF began in August 2012; and the in-service date for the ERMF is scheduled for 2017.

**Rail Expansion to Bowmanville**

The extension of GO Train Service from Oshawa to Bowmanville will be developed with the associated four (4) new GO Train Stations to be opened upon the opening of this new extended train service. In addition, one (1) potential future GO Train Station is proposed to be opened when demand warrants the need for the additional station. The proposed GO stations are identified at the following sites:

- Thornton Road GO Station Site (Thornton’s Corners)
- Ritson Road GO Station Site (Oshawa GO Station NEW)
- Bloor Street GO Station Site (Grandview GO Station) - Potential future site
- Courtice Road GO Station Site (Darlington GO Station)
- Martin Road GO Station Site (Bowmanville GO Station)

The timing for construction of the rail expansion to Bowmanville (and the associated Stations) is currently undetermined.
5.0 DISCUSSION/OPTIONS:

As the EMRF project involves the removal of the existing Hopkins Street/GO-CN Railway corridor overpass (Town owned), a new access road is proposed from South Blair Street in order to access the existing Gerdau and Hanson Pipe and Precast properties. This new roadway is approximately 800m in length, of which approximately the western 400m+/- portion would become a public Town-owned 20m local industrial roadway and the remainder would be a private access road owned/maintained by Gerdau and/or Hanson.

The grade separation crossing at South Blair Street would involve South Blair being re-constructed to underpass the GO-CN rail corridor which would generally remain at its current elevation. As the existing rail is currently elevated as compared to the surrounding topography, the option of having South Blair going over the tracks was determined to be not feasible by Metrolinx as it would result in excessively steep grades in order to tie-into the Victoria/South Blair intersection, along with significant additional property requirements.

South Blair Street would be urbanized, illuminated, constructed to 4-lanes, and include a sidewalk on the west side with protection for a future sidewalk on the east side. In addition, the project would also include the installation of traffic signals at the intersection of South Blair and Victoria Street (Region of Durham infrastructure).

Temporary Closure of South Blair Street/Traffic Detour

Due to the current all-day GO Train Service along the Lakeshore East Corridor and CN Freight and VIA Rail corridor usage, rail service must be maintained, thus rail detours would be required during construction.

In order to construct the grade separation of South Blair and the GO/CN Railway in a safe and efficient manner, a temporary closure of South Blair between Victoria Street and Watson Street for a period of approximately 20 months from the fall of 2013 through the fall of 2015 would be required.

In order to determine the most feasible traffic detour during closure of South Blair Street, Metrolinx undertook a Detour Impact Assessment Study, which included:

- Detour Alternatives/Recommended Alternative
- Traffic Impact Assessment
- Safety Assessment
- Noise Assessment
- Pavement Assessment Program
- Public Communications Plan
- Construction Specifications and Enforcement Plan
Detour Alternatives/Metrolinx Recommended Alternative

Alternative 1 – Construct a temporary road at-grade railway crossing.

The first phase of the project would include the construction of a rail detour of the 2 GO Tracks to the north of the existing crossing at South Blair Street. The existing 3 CN Tracks would remain in their existing location. Due to the track detour, the existing rail corridor would be expanded from approximately 30m to 60m. Given the excessive width of the railway crossing, an at-grade road detour would not meet governing railway and safety regulations and would result in an unsafe route for public traffic. As such, Metrolinx does not recommend this Alternative.

Alternative 2 – Construct a temporary road between Watson Street and Victoria Street

Alternative 2 considered the possibility of constructing a roadway between Dufferin Street and Pringle Creek. This Alternative would result in severely substandard sight lines on Victoria Street (due to proximity of the existing Victoria Street underpass), additional property requirements from private property owner(s), and the need for heavy vehicles to travel on a section of Watson Street where trucks are currently prohibited (west of Harbour Street). As such, Metrolinx does not recommend this Alternative.

Alternative 3 – Detour all traffic via new Access Road/Hopkins Street

This alternative considered utilizing the new proposed east-west access road, the existing Hopkins Street grade separation, and required a segment of the detour to cross private properties (owned by Gerdau and Hanson Pipe & Precast) until such time as the South Blair Street grade separation was completed. Gerdau and Hanson were strongly opposed to public traffic traversing the proposed detour route through their private properties for reasons of safety, security, liability, and integrity of their operations. As such, Metrolinx does not recommend this Alternative.

Alternative 4 – Detour all Traffic via Watson Street

As this Alternative would require heavy vehicles to pass through an existing residential neighborhood and would violate the existing truck prohibition currently in place on Watson Street west of Harbour Street, and would also require some potential upgrade/property impacts to the intersection of Watson Street/Brock Street in order to accommodate turning movements of large vehicles – this Alternative was not recommended by Metrolinx.
Alternative 5 – Detour all traffic via Water Street

Both Water Street (Town of Whitby jurisdiction) and Brock Street (Region of Durham jurisdiction) are arterial roads (though Water Street has a spring half-load restriction). Both Water and Brock Streets currently service businesses primarily on Water Street, and are available for use by businesses on South Blair Street. The main concerns related to this alternative is the interaction with pedestrian activities associated with the Waterfront, Rotary Park, Kiwanis Heydenshore Park, and the potential noise impact to the existing residential community in the vicinity of Watson Street. As such, this Alternative was refined by Metrolinx, resulting in the creation of Alternative 6.

(METROLINX RECOMMENDATION) Alternative 6 – Detour Heavy Trucks via Water Street

Alternative 6 represents a hybrid of alternative 4 and 5. Under this alternative, heavy vehicle traffic would be detoured to utilize Water Street and cars/light trucks would not be formally detoured and utilize Water Street or Watson Street – dependant on their origin/destination.

From the evaluation of the proposed detour alternatives, Alternative 6 has been identified by Metrolinx as the recommended Alternative. By including a separate detour route for heavy vehicles, Alternative 6 minimizes inconvenience to area road users; and light vehicles are still afforded a relatively short, direct route to Victoria Street, while heavy vehicles are directed away from residential areas to existing arterial roadways.

Additionally, separating heavy vehicle traffic would have the effect of spreading the increased traffic volumes between Watson and Water Street. Further, Alternative 6 has no requirements for new/temporary railway crossings, additional property requirements from private property owners, or complex agreements to allow passage through private property.

Traffic Impact Assessment

A Transportation Impact Study was undertaken by Metrolinx to assess the impact of the South Blair Street closures. The Study examined existing conditions, as well as anticipated traffic conditions during the closure of South Blair Street.

Table 1 identifies the potential increase in Daily Traffic Volumes on various road segments due the proposed closure of South Blair Street and the associated detour.

Water Street would potentially have an increase of 550 - 625 of heavy trucks per day. With the increased heavy vehicles, Water Street daily volumes would still be within the typical threshold for an arterial road. The increase in truck traffic on weekends would
be significantly lower than during the weekday. It is estimated that an increase of 60 – 70 heavy trucks per day would occur on a Saturday or Sunday.

Watson Street would see traffic volumes increase by up to 2,000 vehicles daily. However, the daily volumes would still be within the typical volume threshold for a collector road, as per Transportation Association of Canada guidelines.

<table>
<thead>
<tr>
<th>TABLE 1 - WEEKDAY DAILY TRAFFIC VOLUMES WITH REASSIGNMENT OF EXISTING TRAFFIC</th>
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<tbody>
<tr>
<td><strong>Daily Traffic (two-way)</strong></td>
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<tr>
<td>Road Section</td>
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<tr>
<td><strong>Existing</strong></td>
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<tr>
<td>All Vehicles</td>
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<tr>
<td>Brock Street: North of Watson Street</td>
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<tr>
<td>Brock Street: South of Watson Street</td>
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<tr>
<td>Water Street: Brock Street to South Blair Street</td>
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<tr>
<td>Watson Street: Brock Street to South Blair Street</td>
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</tbody>
</table>

¹ Existing truck volume – with truck prohibition, assumed to represent local deliveries by medium sized trucks only (i.e. two to four axle single unit trucks).

The key conclusions within the Transportation Impact Study are as follows:

- The existing traffic conditions are generally good with the exception of the southbound right turn (a.m. peak) and eastbound left turn (p.m. peak) at Brock Street/Victoria Street, and the northbound movement at South Blair Street/Victoria Street.
- The existing daily volumes, as well as the projected daily volumes during Construction are within typical thresholds for the associated road classification.
- The closure of South Blair Street would require modifications to existing transit routes.
- During Construction traffic conditions would be exacerbated with the reassigned traffic, however, additional traffic would not be assigned to critical movements.
Based on the results of the Traffic Assessment, the following is a summary of proposed mitigative measures that would be undertaken by Metrolinx:

1. Monitor traffic conditions (observations and traffic data collection) at a frequency to be determined through further discussions with the Region of Durham and Town of Whitby.
2. Develop and recommend optimized signal timings at the Brock Street/Victoria Street intersection in response to changes in traffic over the course of the Construction period (developed plan to be reviewed and implemented by the Region of Durham).
3. Engage in discussions with Durham Region Transit to determine the preferred changes to the Bloor Victoria 922 bus route.
4. Signalization of the Victoria Street/South Blair Street intersection (through an agreement between the Region of Durham and Metrolinx).
5. Development and implementation of a Traffic Management Plan incorporating signage (i.e. informational, warning, temporary regulatory, directional), pavement marking and road modifications and monitoring/maintenance plan as necessary. The plan would be developed as part of the design, and provided to the Town of Whitby and Region of Durham for review and comment prior to the detour.

Safety Assessment

A Safety Assessment of the Detour Routes was undertaken by Metrolinx and was based on both a review of collision records and a field review of existing road safety deficiencies conducted by an experienced transportation safety engineer. Safety deficiencies on the existing roadway were assessed for the potential to be exacerbated by the additional number and type of vehicles attributable to the detour. Based on the projected increase of trucks on Water Street and Brock Street, safety enhancements to these roads would be warranted to protect all road users, including pedestrians and cyclists. The following is a summary of the proposed mitigative measures/commitments that would be undertaken by Metrolinx:

1. Installation of MTO-approved roadside protection barrier or curb and gutter at the foot of Brock Street (on the turn to Water Street) and install larger, and more, warning signage advising of the sharp turn (chevron signage).
2. Installation of temporary streetlighting along Water Street, from the Rotary Park entrance to Brock Street.
3. Installation of sharp curve warning signs and chevron signs on the three Water Street curves and re-paint faded centerline and lane edge markings.
4. Elimination of pavement edge drop-off’s by grading the gravel shoulders in required areas.
5. Trimming back roadside vegetation to improve sightlines where possible / practical.
6. Construction of the South Blair Grade Separation to eliminate all safety deficiencies between Watson Road and Victoria Street.
7. Re-painting pavement markings on Watson Street and crossing road intersections. 
8. Paving the south shoulder on Watson Street (as part of the road restoration during storm sewer installation), to provide a walkway for pedestrians.
9. Installation of signage and changeable message boards advising/warning drivers that they are entering a pedestrian zone and must slow down (see recommendation of Traffic Management Plan in Traffic Impact Assessment Recommendations section above).
10. Reduced posted speeds on Water Street (to 40 km/hr).
11. Installation of No-parking restrictions on the north side of Water Street from Brock Street to South Blair Street.

Noise Assessment

The existing 2012 traffic volumes, as well as projected 2015 (peak construction) traffic volumes were provided in the form of Average Annual Daily Traffic (AADT) from the Traffic Impact Study for the proposed detour. The projected 2015 traffic volumes represent the maximum detoured traffic. The daytime and nighttime traffic splits, the total number of trucks, and breakdown of medium and heavy trucks, were also provided.

Based on this background information, the noise assessment has identified that Increases in sound levels at the outdoor living areas (OLA) of the residences, and at the building facades (“receptor locations”) are predicted to be in the range of 0 to 3 dBA due to increased traffic during the proposed detour period. This is considered to be an imperceptible increase and does not warrant noise mitigation according to the Ontario government criteria (MTO/MOE protocol for road expansion). Considering the temporary nature of this detour, the marginal predicted exceedance, and the infeasibility of noise barrier installation, the following Metrolinx mitigation measures/commitments are proposed:

1. Enforcement of posted speed limits within detour routes.
2. Installation of specialized signage advising vehicles that they are entering a residential zone, and to slow down.
3. Working hours for construction will comply with municipal noise bylaws.
4. Complaints regarding construction noise will be handled directly by Metrolinx and their appropriate representatives. Residents will be provided with contact information prepared through informational site signage and notifications to nearby businesses and residents.
Pavement Assessment Program

Metrolinx has committed to the following Pavement Assessment program related to the proposed truck route:

1. Monitoring, restoration and repair of pavements on Water Street and on Brock Street (from Victoria St. to South Blair St.) that are damaged during the South Blair closure period and completion of a pre-condition and post conditional analysis of pavement structures. *Note: A Letter of Credit would be required from Metrolinx as security towards potential damage on Water Street.*
2. Removal of the spring season half-load restriction on Water Street to accommodate the traffic detour and minimize inconvenience to area businesses during the spring.

Brock Street/Pringle Creek Bridge

Metrolinx has committed to the following mitigative measures to be undertaken on the Brock Street/Pringle Creek Bridge:

1. Assessment of the Brock Street Bridge over Pringle Creek to confirm its ability to handle additional truck traffic prior to its use as a detour route. If it is determined through the analysis the existing bridge is unable to accommodate the additional detour traffic, the bridge will require repair work prior to the detour (through an agreement between the Region of Durham and Metrolinx)
2. Modifications to the Brock Street bridge to facilitate safe pedestrian/cyclist movement.

Public Communications Plan

A Communications and Outreach Plan has been prepared to support the construction of the EMRF site, grade separation and proposed traffic detour. Metrolinx’s Strategic Communications, Media Relations and Stakeholder Relations teams would utilize a combination of local media advertising, signage, direct public and stakeholder notifications, as well as a Public Information Centre (Open-House) to engage and educate the community on the ERMF project.

Construction Specifications and Enforcement Plan

Appropriate construction and detour signage would be in place during the construction period. To address concerns regarding heavy trucks infiltrating on to residential streets during the detour period, spot enforcement of truck traffic would be conducted on Watson Street (as the most likely street to experience truck infiltration), and offenders’ license plate numbers reported to Regional police. If the problem became pronounced or chronic, additional on-site enforcement by Regional police and MTO, at Metrolinx’
expense, would become necessary to stop offending drivers and issue warnings or tickets.

On-going monitoring and maintenance of the detour route and added improvements would be incorporated into the contract specifications as well as addressed through the proposed Traffic Management Plan.

Construction vehicles would be directed, in the contract specifications, to use Victoria Street as the main access route to the site. Heavy equipment would not be permitted to access the site from the south. All staff parking and material/equipment laydown would occur on Metrolinx-owned property, or within the closed portion of South Blair Street right-of-way.

A regular program of inspecting South Blair Street, Victoria Street and Brock Street for mud, dust or other construction-related debris would be managed by Metrolinx’ contract administrator during the detour period, and infractions brought to the attention of the contractor or other offenders, who would be held responsible for cleanup. The contract would contain provisions for site cleanliness measures to regularly inspect and clean the detour roads where necessary.

Any complaints from the public regarding mud, dust or other construction-related disturbances would be addressed to the Metrolinx communications team and handled by Metrolinx representatives and contract administrator, through enforcement of the contract specifications.

Land Conveyance/By-law Requirements

It is proposed that the existing Hopkins Street public road allowance south of the future Victoria Street be conveyed to Metrolinx/CN/Gerdau/Hanson as appropriate, as the lands would no longer be required by the Town.

In addition, it is proposed that a 20m right-of-way be obtained by Metrolinx and conveyed to the Town of Whitby in order to accommodate the new public portion of the east-west access road.

The Town would be required to bring forward the applicable by-laws to close Hopkins Street, south of the future Victoria Street/Hopkins Street intersection and to dedicate the public portion of the future access road as public highway at such time the new access road and South Blair Street is completed.

6.0 PUBLIC COMMUNICATIONS/PLAN:

See Discussion under Section 5.0
7.0 CONSIDERATIONS:

A. PUBLIC

Representatives from Gerdau and Hanson Pipe and Precast have been involved at key decision points throughout the study. It is the Town’s understanding that both businesses are generally satisfied with the overall project. Representatives from the Linde Group (property at the northwest corner of Watson Street and South Blair Street) are also involved in ongoing discussions with the Metrolinx Team. Representatives from all 3 businesses have been invited to this Operations Committee.

B. FINANCIAL

The infrastructure commitments contained within this report are to be borne 100% by Metrolinx and/or others.

C. IMPACT ON & INPUT FROM OTHER DEPARTMENTS/SOURCES

N/A

D. CORPORATE AND/OR DEPARTMENT STRATEGIC PRIORITIES

- Improve Municipal and Community Infrastructure
- Strive for balanced, attractive and environmentally responsible development

8.0 SUMMARY AND CONCLUSION

Public Works Report PW 35-12 is an information report on Metrolinx’ proposed South Blair Street/GO-CN Rail Grade Separation and East Rail Maintenance Facility (ERMF) projects.
9.0 **ATTACHMENTS**

Attachment 1 – Key Plan  
Attachment 2 – ERMF Plan

For further information contact:  
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Suzanne Beale, Commissioner of Public Works, Ext. 4311

Robert Petrie, Chief Administrative Officer, Ext. 2211