The Honourable Glen Murray
Minister of the Environment and Climate Change
11th Floor, Ferguson Block
77 Wellesley Street West
Toronto, Ontario M7A 2T5

27 June 2016

Dear Minister Murray,

Options For Davenport would like to take this opportunity to share with you our objections to the Environmental Project Report submitted by Metrolinx with respect to the Davenport Diamond Grade Separation.

We are a grassroots community group that formed early last year in response to the Province's surprise announcement that its transportation agency, Metrolinx, would be constructing an unprecedented 1.4 kilometre overpass through the heart of our neighbourhood. To date, we have knocked on more than 4,000 doors, held monthly community meetings, distributed over 200 lawn and window signs, conducted our own environmental assessment and noise study — you have been sent a copy of this report — and at present, we represent approximately 1,500 residents in the Junction Triangle area. You can read our official position statement on the Overpass on our website (optionsfordavenport.ca).

Metrolinx has undertaken a Transit Project Assessment Process (TPAP) with respect to the Davenport Diamond, rather than a more robust Environmental Assessment. In doing so, they have avoided studying and answering the hard questions about its project, such as: is this project even appropriate for the context in which it is being proposed?

As you are aware, a true Environmental Assessment requires the proponent take into consideration the impact of the project on the environment as a whole, including the human and social environment (i.e. the impacts on well-being and quality of life). A TPAP does not. While Metrolinx's Environmental Project Report does consider certain impacts on the social environment of the Davenport community, the mitigation recommendations it offers are limited and most require significant further study and consultation. The fact remains that they are proposing to build a 1.4 kilometre elevated Overpass within a largely residential neighbourhood, metres from people's homes, businesses and parks, sending trains up and over our community every seven and a half minutes.

We acknowledge that the Overpass option likely satisfies the very limited regulatory hurdles under the TPAP regulations, namely that it raises no "matter of provincial importance" relating to the "natural" environment or a constitutionally-protected aboriginal or treaty right. We understand that a TPAP does not require the proponent to study other options that might address separation of this level crossing, including a trench, tunnel or other strategic changes to moderate train traffic at this crossing. We have no doubt these limited regulatory hurdles were key considerations when Metrolinx chose a TPAP over a full Environmental Assessment. As a result, hundreds of important questions have gone unanswered.

Following its TPAP, Metrolinx invited the community to submit questions regarding the Environmental Project Report. Options For Davenport canvassed its members and submitted questions on their behalf. These questions, along with Metrolinx's answers, are included as an appendix to this letter.[1]

In its response to questions about their experience and readiness to undertake a project of this scale, Metrolinx candidly admitted: "Metrolinx has never attempted such an ambitious city building initiative as is being proposed for the Davenport Diamond Grade Separation project."[2]

Yet Metrolinx failed to study all the available options, and failed to truly consider the impact this Overpass will have on the community once it is operational. While the attention currently being paid by Metrolinx to aesthetic details of the Overpass design is not unimportant, this overlooks the fundamental issue of the impact of an Overpass for heavy rail that is perhaps better-suited to an industrial corridor than to a residential neighbourhood.

Metrolinx believes it will mitigate the negative social impacts of the Overpass by contributing to building parks and public spaces under and adjacent to the Overpass. Yet Metrolinx officials don't think that decibel readings in the parklands directly adjacent to the corridor ought to be measured in their predictions of noise impacts.[3] The agency simply didn't bother to even study them. In "Our EA, Our Say," Options measured the sound of a GO Train passing overhead. It was akin to a jet taking off nearby. Imagine shopping at a farmer's market with a jet taking off every 7 minutes. Our concerns are shared by a number of other community groups and by the City of Toronto. In April of this year, nine community groups, including Options For Davenport, came together to write a letter to Metrolinx outlining the community's most significant concerns with the Overpass project[4]. Most recently, these groups collaborated to create a community petition calling for measurable action on these same concerns, which garnered over 2,000 signatures and was read by our MPP Cristina Martins in the Ontario Legislature on June 9, 2016.[5]

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1 Questions for Metrolinx submitted by Options For Davenport on behalf of the community, Appendix "A".

2 Appendix "A", Question 3.10.

3 Appendix "A", Question 1.2.2.

4 Letter to Metrolinx written by community groups, Appendix "B".

5 Petition submitted to the Ontario Legislature, Appendix "C".

The community has indicated that they are willing to work with Metrolinx toward a better Overpass project once outstanding concerns have been answered. At this point, however, many of the most pressing community concerns, namely, those related to the human and social impact of the Overpass, have yet to be sufficiently resolved.

In conclusion, we urgently request that the Ministry of Environment and Climate Change give notice to Metrolinx to take further steps, including further study and consultation, to ensure the shortcomings of the TPAP are addressed before moving forward. This Overpass is meant to be part of our community for the next hundred years. We ask that Metrolinx and the Province consider the immense impact this project will have on Davenport for generations to come.

Respectfully,

Laura Zeglen
Chair, Options For Davenport

Cc: Premier Kathleen Wynne, Minister of Transportation Steven Del Duca, Director of MOECC Environmental Approvals Branch Kathleen Hedley, Metrolinx CEO Bruce McCuaig, Davenport MPP Cristina Martins, Davenport MP Julie Dzerowicz, Ward 18 City Councillor Ana Bailao, Ward 17 City Councillor Cesar Palacio

1. Noise and Vibration

1.1
Options for Davenport conducted their own Sound and Noise study, as part of their independent study "Our EA, Our Say" (link to study: http://optionsfordavenport.ca/wordpress/wp-content/uploads/2016/04/Our-EA-Our-Say-Sound-and-Noise-Study.pdf), where we found that the sound levels beneath a bridge with a passing train were up to 106.1 dB (LCSMax reading). Metrolinx claims a concrete bridge will be quieter. Can Metrolinx give a comparable example to the proposed overpass, where under-bridge sound measurements can be taken?

Metrolinx used the Winston Churchill Boulevard overpass on the Lakeshore West line to take noise measurements as this structure is comparable to the one being proposed for the Davenport Overpass.
Noise measurements taken show maximum sound levels of 77 to 78 dBA. However, this structure has not been designed to minimize noise as will be done with the Davenport Overpass.

1.2
For the following questions, please provide both average decibel exposures over daytime and nighttime time spans (i.e. LAEQ and LCEQ measures), and also the maximum decibel exposures for northbound trains, southbound trains, and the noise of two trains passing at the same time (i.e. LASMax and LCSMax measures).

This information is outside the scope of the noise and vibration study that was completed

1.2.1
What noise will be experienced by a resident at Sarnia Avenue located 8.5 metres away from the tracks? Someone living in the upper levels of a condo at 812 or 816 Lansdowne?

6 Sarnia Avenue

The noise and vibration study modelled the noise increase for the sensitive receptor at 6 Sarnia Avenue (Receptor 33). Here are the results of noise assessment with increased service and noise mitigation (e.g. noise wall).

Receptor	Existing Sound Levels Scenario 1		Future With-Project Sound Levels Scenario 2 (36 Diesel)				Future With-Project Sound Levels Scenario 3 (180 Electric)			
	Day (dB, $L_{eq,16h}$)	Night (dB, $L_{eq,8h}$)	Day (dB, $L_{eq,16h}$)	Day Impact (dB)	Night (dB, $L_{eq,8h}$)	Night Impact (dB)	Day (dB, $L_{eq,16h}$)	Day Impact (dB)	Night (dB, $L_{eq,8h}$)	Night Impact (dB)
R33	58.2	53.3	55	-3.2	50	-3.3	55	-3.2	50.3	-3

As you can see by the results above, the noise levels are expected to decrease for the 36 diesel and 180 electric train scenarios. You can read more in the noise and vibration study by visiting metrolinx.com/RERDavenport.

812 and 816 Lansdowne Avenue

The noise and vibration study modelled the noise increase for the sensitive receptor at 812 Lansdowne Avenue (Receptor 57) and 816 Lansdowne Avenue (Receptor 58). The "b" versions of these receptors measures noise from heights of 44.5 metres and 46.5 metres respectively. Here are the results of noise assessment with increased service and noise mitigation (e.g. noise wall).

Receptor	Existing Sound Levels Scenario 1		Future With-Project Sound Levels Scenario 2 (36 Diesel)				Future With-Project Sound Levels Scenario 3 (180 Electric)			
	Day (dB, $L_{eq,16h}$)	Night (dB, $L_{eq,8h}$)	Day (dB, $L_{eq,16h}$)	Day Impact (dB)	Night (dB, $L_{eq,8h}$)	Night Impact (dB)	Day (dB, $L_{eq,16h}$)	Day Impact (dB)	Night (dB, $L_{eq,8h}$)	Night Impact (dB)
R57	59.4	57.2	60.5	1.1	52.8	-4.4	58.6	-0.8	55.5	-1.7
R57b	61.2	59.8	60.8	-0.4	54.5	-5.3	63.2	2	60	0.2
R58	61.9	60.2	61	-0.9	53.8	-6.4	59.3	-2.6	56	-4.2
R58b	63.6	62.4	61.5	-2.1	56.5	-5.9	63.6	0	60.7	-1.7

As you can see by the results above, the noise levels are expected to decrease for the most part for the 36 diesel and 180 electric train scenarios. You can read more in the noise and vibration study by visiting metrolinx.com/RERDavenport.

1.2.2

What noise will be experienced by someone spending time 15 metres away from the tracks, 30 metres away from the tracks and 100 metres from the tracks in Edwin Krickhahn Park? Campbell Avenue Park? Davenport Village Park?

Guidelines for operational noise and vibration assessment are used for evaluating the noise and vibration effects of GO Transit's projects and are contained in the MOECC/GO Transit Draft Protocol for Noise and Vibration Assessment (Draft #9, 1995). Under the protocol, sound and vibration levels are typically evaluated at a residential dwelling or place where people sleep or a commercial/industrial operation that is exceptionally sensitive to noise or vibration.

Parks and green spaces are not considered noise-sensitive receptors. Municipal practices often use parks and green spaces as buffers between residential areas and noisy uses such as industrial areas or transportation corridors. There is no provincial or federal

policy that considers such spaces noise sensitive receptors unless they are used to host noise-sensitive uses such as trailers and camps.

1.2.3
What noise will be experienced under the bridge?

Noise measurements from a recently constructed concrete bridge (Winston Churchill Overpass on the Lakeshore West line) show maximum sound levels of 77 to 78 dBA. Such structures have not been designed to minimize noise as will be done with the Davenport Overpass. However, it indicates the upper levels of expected noise.

1.3
Canada has established guidelines for exposure to sound at their workplace. Federal guidelines state people are at risk of permanent hearing loss if exposed to sounds higher than 105 dBA for five minutes or more, or 85 dBA for 8 hours or more. (See Noise - Occupational Exposure Limits in Canada : https://www.ccohs.ca/oshanswers/phys_agents/exposure_can.html; Noise-Induced Hearing Loss: http://www.hc-sc.gc.ca/hl-vs/iyh-vsv/environ/hearing_loss-perte_audition-eng.php)

The federal guidelines highlighted in section 1.3 are for indoor workplace environments and do not apply to outdoor conditions.

1.3.2
How long could one stay under the overpass without the risk of hearing loss?

Sound levels below the Overpass will be lower than they are today for locations adjacent to the rail corridor.

1.3.3
What are the guarantees that residents under the bridge will not be exposed to sounds higher than 105 dBA, for example if two trains are passing?

Noise measurements from a newly constructed concrete bridge at Winston Church Boulevard shows maximum sound levels of 77 to 78 dBA. This bridge has not been designed to minimize noise as will be done with the Davenport Overpass. However, it indicates the upper levels of expected noise.
In order to reach sound levels of 105 dBA under the bridge, the trains would have to produce almost 500 times more sound energy than what was measured underneath the bridge overpass at Winston Churchill Boulevard. The overpass structure acts as a noise barrier to areas below the structure. This will result in lower sound levels below the structure than adjacent to it. Metrolinx has committed to building a modern concrete structure with integrated noise barriers that will serve to help reduce the sound levels not only at nearby residences and buildings but also for areas below the overpass itself.
1.3.4

In the event that the noise levels generated by the overpass are higher than the averages predicted by Metrolinx, who will be responsible for the health and safety concerns generated by constant loud sounds for area residents?

Metrolinx is responsible for mitigating increases in noise and vibration above the threshold in the MOECC/GO Transit Draft Protocol for Noise and Vibration Assessment where required.

1.4
Noise bylaws (see City of Toronto noise bylaw: http://www.toronto.ca/legdocs/municode/1184_591.pdf):

1.4.1
Although Metrolinx is not bound to City of Toronto bylaws regarding noise, to what extent is correspondence with these standards considered by Metrolinx?

Metrolinx respects all municipal by-laws where possible.

1.4.2
If signal noise becomes a part of regular operations of this line, is Metrolinx prepared to honour municipal standards for limiting noise is evenings, nights and weekends?

Metrolinx operates within all federal and provincial regulations.

1.4.3
If Metrolinx chooses not to comply with the City of Toronto noise bylaw, what does Metrolinx consider to be an appropriate standard of care that it owes to residents?

Metrolinx works hard to mitigate impacts from its projects or service as much as possible.

1.5
Metrolinx is downplaying the noise impacts of increased diesel train service, alluding to the upcoming promised electrification of the line. Can Metrolinx provide a date commitment for electrification of the line?

Metrolinx is committed to electrifying the core areas of the GO network over the next 10 years. A phasing plan will be developed after the electrification environmental assessment is complete to identify the sequencing of electrification construction.

1.6
Local businesses, including Ubisoft (a major employer in the area, which also supports local businesses such as cafes and restaurants), have been assured that the bridge will be built with state of the art vibration mitigation technology to ensure their vibration-sensitive work is not impacted by the increased train traffic.

1.6.1
Please describe the vibration mitigation technology that is being proposed, and confirm whether it is included in the $210 million budget for the project.

With regards to Ubisoft, a more detailed analysis of impacts is currently being completed by Metrolinx to confirm that the recommended mitigation provides the necessary reductions for Ubisoft's film and motion capture spaces.
As mentioned on Page 32 of the Environmental Noise and Vibration Report, the mass of the elevated structure and the vertical stiffness of the pier will mean that modest vibration isolation measures such as bridge bearing pads would be quite effective. It was recommended in the report that these measures should be confirmed during detailed design to address potential vibration issues near the piers and also to provide further vibration isolation at Ubisoft.

1.6.2
Please indicate whether this same technology will be applied throughout the entirety of the structure, so that homes located close to the overpass (some as close as 8.5 metres away) will also be protected from vibration impacts.

The entire overpass structure is being treated in the same way to minimize vibration as much as possible.

1.6.3
Metrolinx's draft vibration report indicates the increase in vibration from the overpass is 14% which isn't enough to require additional mitigation and that it is optional. Does this take into account the promises already made to Ubisoft regarding vibration mitigation? Is this vibration minimal enough to impact the vibration-sensitive operations of Ubisoft?

The modelled 14% increase in vibration is at the bermed ends of the overpass structure. It does not reflect the condition at Ubisoft. We have taken noise and vibration readings from inside Ubisoft and continue to work with Ubisoft to identify potential impacts and appropriate mitigation. Outdoor sound levels are predicted to decrease with the noise barriers in place as will the vibration levels since they are located near the guideway.

1.7
Metrolinx has been touting its public realm space beneath the overpass as the major community benefit of this project. What is the rationale for not providing a study of noise levels beneath the bridge?

The environmental studies followed the protocols and guidelines set out by the Ministry of Environment and Climate Change that asks for noise and vibration modelling for what is considered a "permanent receptor" or a house or business that will experience a constant level of noise and vibration from the proposed infrastructure. This means that we modelled for receptors or locations below the overpass. Results show that overall sound and vibration levels decrease with the recommended noise mitigation which will be built into the structure (i.e. concrete, pillars and noise walls on the bridge of the

Overpass). As these measures are part of the structure, they will also work to mitigate noise and vibration below the underpass.
In addition, we continue to look at other materials and technology as part of the detailed design process that could further mitigate noise and vibration.

1.8
Metrolinx has said in previous meetings that there will be no more than 36 trains per day while the corridor remains diesel, but the noise study indicates that up to 60 diesel trains were tested for noise. Can Metrolinx commit in writing that there will be no increase beyond 36 trains per day before electrification?

As previously publicly stated, Metrolinx has committed to limit the number of diesel train trips to 36 per day prior to electrifying the rail corridor.

1.9
Metrolinx has indicated its sound mitigation is designed for electric trains only. How will noise from diesel trains, including engine noise above the noise wall, be mitigated before electrification?

The greatest reduction in noise is from the elimination of the Davenport Diamond. The noise increase from increasing diesel service up to 36 train trips per day is not significant and does not require mitigation beyond what is being proposed.

1.10
The noise studies conducted by Metrolinx indicate a future increased speed for GO trains of 80 kph.

1.10.1
What speed assumptions did Metrolinx use in the measurements for its noise study?

Railway Noise assumptions are detailed in the Noise and Vibration Assessment, Section 4.1.2 on Pages 9 to 11. Railway Traffic Characteristics including speed assumptions are outlined in the Noise and Vibration Assessment, Section 4.3 on Pages 13 and 14.

1.10.2
How does a speed of 80kph impact the noise impacts?

The average sound level (Leq) takes into consideration the maximum sound level of an event, the duration of the event (i.e. how fast it is going) and the number of events. If trains travel at slow speed with the same maximum sound level, the Leq will increase. Similarly, if trains travel faster with the same maximum sound level the Leq will decrease. Therefore, the noise assessment captures the different effects of duration, number of events, and maximum sound level.

1.10.3
How does a speed of 80kph impact the generated vibration impacts?

The results of the vibration assessment are found in Section 5.0 on Pages 29 to 33 of the Environmental Noise and Vibration Report.

1.10.4
If high speed is found to be a factor in increased noise, can this be designated as a slow zone for trains to help mitigate the sound?

The posted speed currently is approximately 80 km/h in most areas (72 km/hr on the approach to the Diamond) and Metrolinx is not planning to increase the speeds beyond the posted limit of 80 km/h. This is noted in Tables 7, 8, and 9 in the Environmental Noise and Vibration Report. Note that in some cases, slowing down the trains can actually result in higher sound levels as the trains are present for a longer period of time.

1.11
What noise mitigation strategies will be taken to protect the residences of condominiums along the overpass who live above the proposed short noise mitigation walls?

The 2.0m tall barrier along the guideway and bermed sections was recommended since it provided significant benefits to most low-rise receptors as well as several lower floors of high-rise receptors. Taller barriers would increase the visual intrusion and are less practical when elevated into the air due to wind loads and structural requirements.

Metrolinx will conduct a more detailed assessment once a specific electric train has been selected that will seek to maximize the noise benefits while minimizing the visual intrusion.

Guidelines enforced by the City of Toronto, Ministry of the Environment and Climate Change, and Ministry of Transportation for noise typically do not recommend noise barriers to attenuate transportation noise above the first floor. Noise barriers are typically recommended to protect the outdoor living area of residences. In this case, Metrolinx has gone above and beyond provincial and municipal policy by also attempting to provide as much mitigation as possible to not only the first floors of residences but also the 2nd and 3rd floors. The noise barriers will also be installed in areas where noise impacts are not predicted.

1.12
At a public meeting on April 27, 2016, Metrolinx advised local residents that in order to mitigate the significant increase in noise from the overpass that windows could be kept closed. Is this an internationally recognized best practice noise mitigation strategy used in other transit projects being built in residential neighbourhoods?

Many of the considerations that have been raised by the community have been investigated within the framework of the Ministry of the Environment and Climate Change/GO Transit Noise and Vibration Protocol. We will continue working through detailed design to further mitigate any residual noise and vibration impacts as much as

possible and we are investigating new rail technologies and additional mitigation methods to integrate in to the design.
The proposed noise mitigation will help reduce any noise increases from the proposed service expansion for high-rise residential units.
To clarify, Metrolinx stated at the April 27 public meeting and subsequent communication that noise modelling is done for the exterior of a noise receptor. The high-frequency noise level from the electrified service will be significantly less for the high-rise residential units with the windows closed.

1.13
In its noise modelling projections, has Metrolinx included the noise of:

1.13.1
Station bells?

Bells are needed at stations. Stations are not evaluated as part of this project. Bells and whistles are needed at grade crossings which will be eliminated with this project.

1.13.2
Train horns?

Horn noise was not included in the modelling as it is not associated with regular train operations.

1.13.3
Trains not in neutral throttle (i.e. those travelling up a grade)?

The throttle settings for diesel GO Trains that were incorporated into the modelling for both North and South bound trains are detailed in the "Throttle Setting" column in Table 7 and Table 8 on Page 13 to 14 of the Environmental Noise and Vibration Report.
CP trains used the lowest throttle setting as a conservative estimate of the project's impact.
For the electric train scenario, Table 9 on Page 14 indicates that under the FTA procedures, throttle-settling corrections are only applied to diesel-propelled vehicles and are therefore not applicable under this scenario.

1.13.4
The noise of the overhead catenaries once the line is electrified?

Metrolinx has included the noise of the overhead catenaries once the line is electrified. Further information will be provided as part of the Electrification EA.

1.14
On page 3 of the Metrolinx Noise and Vibration Study, the term "adjusted noise impact" is used. Please define "adjusted noise impact".

The "Adjusted Noise Impact" is the incremental increase in the pre-project equivalent sound level resulting from the introduction of a GO Transit project. The Adjusted Noise Impact is calculated by adjusting the value of the noise impact to indicate greater impact at higher pre-project sound levels. See Appendix C: Guidelines Pages 1-2, Definitions Section 3.0.

1.15
According to Metrolinx's Noise and Vibration Study, the area is going to experience significant noise increases even after electrification is complete. What mitigation measures will Metrolinx use to bring noise and vibration impacts to insignificant or noticeable?

With 180 electric trains, there are significant noise impacts (5 dB or greater increase in noise) predicted in the north and south sections of the study area, away from the areas benefitting from the removal of the Diamond noise. Noise impacts are not expected near the Diamond itself, where the reduction in noise will still be significant. Metrolinx will be reviewing mitigation options to help further reduce noise in these areas in detailed design. This could include installing noise walls on sections of the bermed ends of the Overpass.

1.16
On page 5 of the Metrolinx Noise and Vibration Study, Table 3 lists sound receptors within the study area. Are the estimated levels of sound based on a computer model or field measurements at the various locations?

The noise assessment is based on modelling of future service increases using Ministry of the Environment and Climate Change approved methodology.

2. <u>Air Quality</u>

2.1
For air quality measurements, we would like clarification and comparison numbers, such as:

2.1.1
How clean are the current trains compared to a transport truck?

2.1.2
How many trucks is equivalent to the current 14 trains, and to 36 trains?

It is difficult to make comparisons on air emissions between a diesel locomotive and diesel truck. However, the MP40 diesel locomotive engine is 4000 hp. The typical diesel delivery truck has an engine of about 750 hp.

2.2

Metrolinx is downplaying the air quality impacts of increased diesel train service, alluding to the upcoming promised electrification of the line.

2.2.1
Will the carbon emissions from power generation for electrification impact on the study area near the overpass?

2.2.2
If so, have these been taken into account in air quality measurements?

There are no power generation sources of electricity within the project study area. The vast majority of Ontario's electricity is carbon emission free.

2.3
Diesel trains:

2.3.1
What is the maintenance schedule for diesel trains to ensure they are running at maximum efficiency and not emitting additional diesel fumes?

2.3.2
In Metrolinx's air quality study, what was used to determine diesel emissions- computer software or field measures taken in areas near the trains?

GO trains operate within acceptable provincial and federal standards and receive regular maintenance. Metrolinx used the CAL3QHCR specialized transportation dispersion model to model air emissions.

3 Design of the Overpass

3.1
Metrolinx have proposed stainless steel panels for the sides of the noise walls on the bridge.

3.1.1
What other materials have Metrolinx explored to use on the sides of the bridge, besides the stainless steel?

3.1.2
At several points, the overpass passes metres away from existing and upcoming residential developments. Has any thought or testing been done to review how reflected light shining into people's houses will affect quality of life?

3.1.3

How did Metrolinx come to the conclusion this is the most appropriate material and design for our neighbourhood?

3.1.4
What are the limitations of using this material?

3.1.5
What are alternatives to this material?

3.1.6
The renderings show houses so close to the overpass that windows of houses are reflected in the shiny overpass cladding. How will the reflectivity be studied?

3.1.7
Has the proposed steel cladding ever been used as siding to an overpass of any kind? If so, is this overpass within a residential neighbourhood?

3.18
What strategies does Metrolinx have in place to prevent graffiti on the steel cladding?

The stainless steel will not be reflective in areas with the potential to reflect light into residences. We are taking this into consideration when planning the type of finish to be used. Different levels of reflectivity can be achieved by brushing the surface – polished stainless steel is the most reflective, burnished stainless steel would reduce reflectivity as well as pillowing the surface of the steel. The use of stainless steel is a concept and will be reviewed during detailed design. Community input will inform the particulars of how this material will be used in different areas of the neighbourhood. Stainless steel has the advantage of being easier than concrete to clean off graffiti. The upfront costs can be more than other options, but it will cost less in the long run to maintain. Examples where this material is used include Central Park Bridge in London, U.K.; Mirage Underpass in Toronto (used in the underside of the bridge). You can review the sun shade assessment by visiting
www.metrolinx.com/en/regionalplanning/rer/20160118_Davenport_Public_Meeting_Handout_EN.pdf.
Metrolinx will establish an anti-vandalism strategy for the multi-use path and the Overpass structure to try and prevent vandalism (graffiti) from taking place. The strategy will be developed in consultation with the Davenport Diamond Grade Separation Community Advisory Committee. It will include a public art strategy as one of the key elements to help prevent graffiti.

3.2
Can Metrolinx do a pilot test of the stainless steel material by erecting a prototype of the material, in the actual size and at the height it would actually be once the bridge is in place, in Campbell Park and at other test sites along the proposed overpass route? This would offer both a test of the material as well as give perspective to the community about what it will look like once built.

Installing a pilot of the stainless steel is an interesting idea. We will certainly review your idea to see if it feasible to do so.

3.3
Previous versions of renderings show berms south of Wallace. In the latest version, Metrolinx discusses MSE walls which are the solid concrete retaining walls shown in the examples supplied by Metrolinx previously as part of the overpass option. What happened to the berms?

In residential areas, the retaining wall takes the form of a green wall – a sloping, modular, planted retaining wall set in front of the structural wall of the Guideway. Where there is no space to slope and plant, an architectural pre-cast patterned wall system will be used. Two different types of retaining wall (mechanically stabilized earth wall – MSE) are located at the north and south end of the Guideway: green walls and patterned walls. At Paton Road, a sloping green landscape berm will flank the new connection, seamlessly integrating it into the existing berm at Erwin Krickhahn Park.

3.4
Describe how lighting locations and light fixture selection take into account the distance between the overpass and people's bedroom windows.

The lighting strategy is to use focused LED lighting for up and down lighting within the Overpass and multi-use path. Metrolinx is very cognizant of not allowing light to impact neighbouring residences.

3.5
The draft report provides elevational heights of the underside of the bridge only.

3.5.1
What is the thickness of the guideway deck?

The thickness of the guideway deck ranges from 1 to 1.5 metres and will be reviewed further during detailed design. For more information, please see Figure 4 and 5 Plan and Profile Part 1 and 2 on Pages 13 and 14 of the Davenport Diamond Grade Separation Transit Project Assessment Process Environmental Project Report by visiting metrolinx.com/RERDavenport.

3.5.2
What is the total height of the guideway from the ground to the top of the catenary at its highest point?

The rail corridor will begin to rise north of Bloor Street West and reach a maximum height of 8.5 metres as it crosses the CP tracks just north of Dupont Street. The rail corridor will then begin to descend, reaching ground level as it crosses the Davenport Road bridge. Add 7.4 m vertical clearance for electrical overhead catenary system.

Please see www.metrolinx.com/en/regionalplanning/rer/davenport.aspx FAQ #8 for additional information.

3.6
Planning for Electrification:

3.6.1
When will the catenary be installed?

3.6.2
Will provisions be made at the time of construction of the guideway for the future electrification?

3.6.3
How can this be accomplished effectively if there is no confirmed system, or type of electrification strategy in place?

3.6.4
Who will be responsible for the design and construction of the catenary system?

Metrolinx is in the process of completing an electrification environmental assessment. A staging plan for construction will be developed soon after the environmental assessment is completed to identify electrification phasing. The construction of the overpass will include preparations for electrification including building the bases for the electrification overhead catenary system. This work is being co-ordinated between both the Electrification and the Davenport Diamond Grade Separation project teams. For more information, please visit gotransit.com/electrification.

3.7
Signals and signalling equipment:

3.7.1
How many signaling locations will be installed along the guideway?

3.7.2
Where will the signaling equipment be installed along the guideway?

3.7.3
Will the signaling equipment be directly attached to the guideway or to the ground below? If attached to the ground below, how will it be attached?

3.7.4
If the equipment is mounted to the ground, what will be the footprint of the base of the equipment within the linear park?

3.7.5

If the signaling equipment is mounted to the guideway, what change will this make to the overall width and dimension of the guideway?

3.7.6
How high above the guideway will the signaling equipment be?

3.7.7
Will the signaling equipment be located above or below the catenary used for electrification?

3.7.8
Will any additional support for the signaling equipment be required outside of the ROW, for instance guide wires, ballasting or other buttressing?

3.7.9
Will any additional support for the electrical catenary be required outside of the ROW, for instance guide wires, ballasting or other buttressing?

3.7.10
If space outside of the ROW is required for support of the catenary or the signaling equipment, where will this be required?

3.7.11
When will the signaling equipment be installed?

No signalling equipment will be installed on the guideway. The overhead catenary system will be built with in the right of way.

3.8
Does the design of the overpass and surrounding corridor allow for a future multimodal GO station at Bloor?

3.9
Connections to a multiuse trail as part of an active transportation network:

3.9.1
Does the design of the overpass and surrounding corridor allow for connecting the trail to the West Toronto Rail Path to the south, and to Earlscourt Park and the future Green Line in the north?

3.9.2
If so, please describe what provisions are being made to allow for this.

3.9.3
If not, please describe why such provisions cannot be made.

In regards to alignment of the track, the final alignment of the tracks will be determined as part of the ongoing Barrie Rail Corridor Expansion environmental assessment, to seamlessly incorporate a possible new station and the extension of the multi-use path south of Bloor Street West. This will include widening the Bloor Street West bridge. Information on this alignment will be shared with the community and partners as soon as it is completed.
A preliminary review of the corridor shows that a multi-use trail can be accommodated south of Bloor Street West. However, more work needs to be done to better understand if the entire length meets the City's minimum Multi-use Trail Design Guidelines. It's not clear that Metrolinx has enough rail corridor property to deliver this extension south without support from the City of Toronto. We look forward to getting confirmation from the City that this opportunity meets the City's cycling network growth plans and that the City is interested in partnering on this extension.

3.10
Past experience:

3.10.1
What experience (if any) does Metrolinx have with designing and building an overpass structure that creates vibrant and attractive spaces underneath? Please describe.

3.10.2
What experience (if any) do Metrolinx's partners and consultants have with designing and building an overpass structure that creates vibrant and attractive spaces underneath? Please describe.

Metrolinx has never attempted such an ambitious city building initiative as is being proposed for the Davenport Diamond Grade Separation project. Our consultants and partners have a variety of experience in building award-winning public realm spaces.

3.11
As per Metrolinx's report (p.15 of the Land use planning and socioeconomic analysis report), Point 5 "Create an emphasis on design excellence that carries across all elements of the structure" is an important point on the outlined design principles. What steps is Metrolinx taking to ensure that the designed overpass can also serve as a "visually interesting element of the transit infrastructure network that can support community pride and identity" that will also mitigate the potential impacts of the overpass?

Metrolinx is using a design excellence lens to drive the design of both the overpass and the multi-use pathway to ensure that they complement one another. The design will evolve during detailed design and will be shaped by feedback received from the Community Advisory Committee.

3.12

Given the size and scope of this project, its potential impacts on the future of the community, and Metrolinx's lack of experience undertaking a comparable project, there have been demands from the community for a design competition.

3.12.1
Is a design competition one of the steps being considered in the design and planning for this overpass?

3.12.2
If so, please describe the process for the design competition (i.e. who will be invited to participate, parameters of the competition, etc.)

3.12.3
If not, what are the reasons why not?

We are currently considering the request to have an international design competition and what parts of the project might best fit this request. An international competition on an infrastructure project of this scale and complexity offers some challenges for international designers and architects which include being able to work directly with engineers who can provide direction on local conditions, climate, and site constraints that determine if a design concept can actually be built in the location that it is needed. The design of this structure requires a significant amount of technical expertise and support which was part of the design process to date and enlisted international design talent.
In addition, as part of the design process we will continue to work with the City of Toronto's Design Review Panel to seek independent third party review and recommendations on how to evolve the initial design concept that has been put forward for the Davenport Overpass and multi-use path.

4. Active and Multimodal Transportation

4.1
The draft active transportation report indicates that there are many options for cycling and pedestrian connections and notes that the West Toronto Railpath is less than 800m away across Wallace Ave. Metrolinx will be doing substantial construction work on Wallace - utilities, lowering the street, closures. Is a proposed streetscape connection (e.g. bike lane on Wallace) to the West Toronto Rail Path in the plan? This would also allow for cyclists to connect to the GO and UPX station at Bloor.

Metrolinx does not manage the City of Toronto's on street cycling network infrastructure. Metrolinx is supportive of all City of Toronto initiatives to expand active transportation options. Access on Wallace Avenue for cyclists and pedestrians will be maintained at all times across the rail corridor. There may be a few times where there will be a temporary disruption for safety reasons.

5. Rail Safety

5.1
Metrolinx's noise studies indicate a future increased speed for GO trains of 80 kph. How does this affect the possibility for accidents and derailment?

Track speeds are a function of the track alignment design. These designs have a factor of safety built in, similar to how highways are designed for higher speeds than what is posted.

5.2
In the Metrolinx Davenport Diamond Grade Separation Feasibility Study Update (2015) report, prepared by Hatch Mott MacDonald, there is no reference to issues concerning derailment. Hatch Mott MacDonald prepared a similar report for the City of Toronto in 2014 and extensively reviewed derailment issues.

5.2.1
Did Metrolinx ask Hatch Mott MacDonald to remove reference to derailment in the Metrolinx Davenport Diamond Grade Separation Feasibility Study Update (2015) report?

5.2.2
If so, why? If not, why did Metrolinx not require more detailed derailment information to be included?

We are not familiar with what was prepared for the City of Toronto by Hatch Mott MacDonald.

5.3
Metrolinx has made reference to a Jordan rail as a safety measure guarding against possible train derailment from the overpass.

5.3.1
What research has Metrolinx conducted to ensure the safety guiderail (Jordan Rail) designed as a failsafe will be effective in such close proximity to residential and commercial properties?

5.3.2
Have there been incidents where the Jordan Rail has not been effective as a failsafe? If so, what were the consequences?

5.4
During development of the residential high-rise units at 812 and 816 Lansdowne, developers were required by Metrolinx to erect a crash wall running along the length of the property, as well as being required to build at a grade above the level of the tracks. This combination of the crash wall and the soil behind is intended to absorb the force of a wayward train and protect the people in 812 and 816 Lansdowne. Given the large

mandatory cost borne by the developers to provide this safety measure for residents, how does Metrolinx justify the Jordan rail, which is arguably less robust, as an acceptable safety measure?

Safety of our customers, workers and surrounding communities is our top priority which has been demonstrated through our safety standards and record. Transport Canada safety regulations are strictly adhered to for all Metrolinx infrastructure and the overpass structure must be assessed for safety before operation. In the case of the overpass structure, the design includes a safety guiderail (Jordan Rail) designed as a failsafe that will keep trains on the overpass in case of a derailment. This is a standard safety feature used on bridges and overpasses. The two-metre high noise walls that will be built into the structure will also help to contain any potential issues. Pedestrian safety was flagged as a critical element of the Overpass and multi-use path concept which resulted in the skylight deck, slimmer pillars and lighting installments.
The Ontario Planning Act requires development applications within 300 metres of rail corridors must be circulated to the rail operator(s). The Metrolinx Adjacent Development Guidelines, which sets out a range of requirements that are similar to those maintained by other rail operators, outlines that there must be a 30 metre setback from the rail corridor for any development next to a rail corridor. It also requires developments within 300 metres to complete noise and vibration assessments based on current and future train service levels. It is up to the developer to mitigate for any increase in noise and vibration from the expansion of train service.

6. Land Use and Socioeconomic Analysis

6.1
Is there a precedent for any other such overpasses for comparable trains (i.e. 1.5 km double-track commuter rail overpasses constructed predominantly within a residential neighbourhood), either existing or currently being planned?

6.1.1
If so, please provide these examples in writing, including a detailed description of the neighbourhoods through which these overpasses run, as well as the actual distance from the overpass to existing homes.

Here are some examples of elevated rail projects that exist/are being built around the world.
• Melbourne, Australia - http://levelcrossings.vic.gov.au/media-library/news/proposed-designs-unveiled-for-caulfield-to-dandenong-corridor There are existing elevated sections of rail corridor already.

Elevated train tracks would not be a new departure for the Melbourne network. *Photo: Craig Abraham*

• *Brightline – Miami to Orlando train service: www.gobrightline.com; www.allaboardflorida.com*

6.1.2

Please also cite any research you have done about the impacts of such structures (theoretical or based on experiences of residents) on surrounding neighbourhoods.

Metrolinx completed noise, vibration and air quality assessments to identify impacts on the surrounding community and to mitigate any impacts. We will continue to engage the community during detailed design to try to mitigate any residual impacts as much as possible.

6.2
Linear park:

6.2.1
What species of plants are proposed for the linear park?

6.2.2
Will irrigation be provided in the linear park?

6.2.3
Will water fountains be provided as part of the linear park?

6.2.4
Will bathrooms be provided as part of the linear park?

6.2.5
Has a Design Team been selected to design and manage the construction of the linear park?

Metrolinx is planning to have native species planted which are low-maintenance. As such, there will be no need for an irrigation system. The final design of the multi-use trail is not complete. However, the design so far has been inspired by the City of Toronto's West Toronto Railpath which does not provide for washrooms or water fountains within the linear park.
We are working to procure a design team to lead the detailed design component of the project.

6.3
Guideway maintenance:

6.3.1
When maintenance is required on the guideway, will the linear park be closed?

6.3.2
If so, who will be responsible for signage and detours of cyclists and park users?

6.3.3

After the line becomes operational what will the schedule be for overnight maintenance work?

6.3.4
How much notice will residents be given in advance of overnight maintenance work?

6.3.5
Which residents will be notified in advance of overnight maintenance work (i.e. how far away from the guideway must they live to receive notice)?

6.3.6
The draft report indicates that snow will be removed from the guideway with snow blowers and shovels used by Metrolinx staff from the guideway. This will result in snow and debris being removed from the tracks and deposited on private property, public thoroughfares, and public parks. Will Metrolinx provide an allowance or staff to remediate these areas after their "maintenance?"

When maintenance is required for any Metrolinx asset, stakeholders are consulted in advance of the work taking place. A plan will be developed which includes public notification and directional signage if there are any temporary closures of paths, sidewalks or roadways. Metrolinx tries to provide as much advance notice as possible. Depending on the work, the area of notification tends to be about 100 metres away from the rail corridor. This area can expand depending on the work.

6.4
Metrolinx has identified the potential impacts of vibration on Ubisoft, a major employer and supporter of small businesses in the area. Please explain how Metrolinx plans to work with Ubisoft to ensure the vibration mitigation is acceptable, so that the community does not lose this important cornerstone of the local economy.

We have committed to working with Ubisoft to identify any potential noise and vibration impacts and working towards mitigating any impacts. A more detailed analysis of impacts is currently being completed by Metrolinx to confirm that the recommended mitigation provides the necessary reductions for Ubisoft's film and motion capture spaces.

7. Project Funding and Management

7.1
Given that the CP tracks are the reason for the grade separation requirement at the Davenport Diamond, will CP (or the Federal government by which CP is regulated) make any financial contributions to the completion of this project? If so, how much?

7.2
If the construction work goes over the allotted budget, will Metrolinx use money earmarked for the linear park to complete the overpass?

7.3
Is the money set aside for the linear park separate front the construction budget for the overpass?

7.4
As Ontario policy dictates that all publicly funded projects accept the lowest bidder, what pre-qualification requirements will be put in place to ensure a qualified contractor is selected?

7.5
Will Metrolinx use in-house staff for project management of this work or will an outside proponent be selected?

7.6
If an outside proponent is selected, what requirements will they be expected to meet in order to qualify to do this work?
7.7
Prior to 2010, what studies did Metrolinx (or any predecessor owner of the Barrie corridor) commission or undertake with respect to creating grade separation at the Davenport Diamond? If the studies came to a conclusion as to a recommended type of grade separation, what were these conclusions?

To clarify, CP Rail is not the reason for grade separating the Davenport Diamond. Metrolinx needs to remove the rail-to-rail intersection at the Davenport Diamond to ensure service reliability and maintain the safety of the GO service. There is no funding from CP Rail at this time for the Davenport Diamond Grade Separation project. Metrolinx's standard is to set aside public realm funding that will be safeguarded to ensure that plans are fully funded during the construction phase of this project. At the last public meeting we committed to fully funding the design enhancements that are depicted in the renderings of the initial design direction for both the structure and the Greenway.
It's too soon to discuss project procurement. We are reviewing several project procurement methods to get the best possible project.

8. Other Long Term Project Impacts

8.1
Which properties, if any, will be required for partial or complete permanent expropriation for operation of the line?

The Davenport Diamond Grade Separation project TPAP has not identified any property that is needed to be acquired within the study area.

8.2
Lifespan of the overpass:

8.2.1
What is the expected lifespan of the proposed overpass?

8.2.3
What is the expected maintenance schedule for the overpass once built (i.e. when are the earliest major maintenance works expected to be needed, and how often will major repairs need to be made)?

8.2.4
Has Metrolinx calculated or obtained calculations as to the complete cost of the overpass, including construction, maintenance and repairs and any other expected costs, over the next 10 years? 20 years? 50 years? The full lifespan of the overpass? If so, please provide these projected cost figures for 10 years, 20 years, 50 years, and the lifespan of the overpass, as well as supporting calculations.

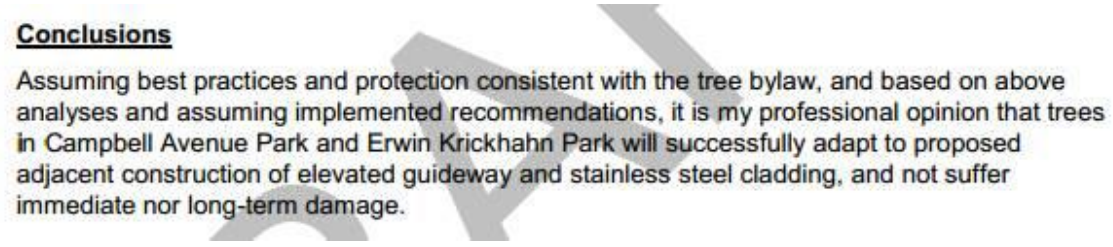
The expected lifespan of the overpass is between 80 to 100 years. The overpass will be inspected annually by our bridge engineers. Based on the results of the inspection, maintenance is provided accordingly.

9. Natural Heritage

9.1
The arborist's report indicates that while the construction of the overpass won't kill the trees in Campbell Park, it will kill trees within 6m where the overpass is above 5m. Unfortunately the overpass is above 5m in height to the entire length of Campbell Park. The arborist report notes that these trees could be replanted but basically no trees will survive above 5m. Who is going to be responsible for the continuous replanting of trees?

9.2
What specific measures will Metrolinx take to ensure that the trees that border the rail corridor in Campbell Park will be saved, as promised in the Metrolinx meeting of January 18, 2016?

The arborist's report states the following:



Conclusions

Assuming best practices and protection consistent with the tree bylaw, and based on above analyses and assuming implemented recommendations, it is my professional opinion that trees in Campbell Avenue Park and Erwin Krickhahn Park will successfully adapt to proposed adjacent construction of elevated guideway and stainless steel cladding, and not suffer immediate nor long-term damage.

It's unclear where the idea that trees within 6 metres of the corridor would be at risk. The arborist's conclusion above is quite clear.
As outlined in the arborist's report, Metrolinx will:
• Minimize or avoid heat effects
• Use permeable pavers and non-limestone bedding courses within critical root zones
• Use low-albedo paving and concrete treatments to mitigate building up heat adjacent to trees

10. Construction Impacts

10.1
The construction staging plan indicates access to the build site across Wallace, Paton and Jenet with temporary closures and staging for up to 30 construction trucks. 30 trucks won't even fit on these streets, which are predominantly residential. Is there really no better access route than this? With work scheduled from 7am-7pm 6 days a week, trucks will start arriving on these streets at 6 or 6:30am, outside of bedrooms and homes. Please revisit this plan. It simply doesn't work for our neighborhood.

Your feedback is helpful when we begin to develop the construction plan after completing detailed design. What is included in the TPAP is a placeholder draft for what could take place. Any haul/delivery routes will be developed in consultation with City of Toronto Transportation staff.

10.2
The proposed property purchase at the former TTC Lansdowne Yards (Staging Area 2) currently faces soil remediation issues. As per Item 6.2(2) on Page 11 of the Construction Staging report, there will be up to 30 trucks a day.

10.2.1
Has it been confirmed that the soil has been decontaminated?

10.2.2
What is the risk of the contaminants being spread in the air?

10.2.3
What specific measures does Metrolinx propose to contain these issues to avoid impact to local residents?

The TTC Lansdowne Yards was listed only as a potential site. All the due diligence will be performed, including a site condition assessment, prior to any decisions being made on using this site as staging area.

10.3

In both the construction schedule and the noise and vibration draft studies there are indications overnight work that may exceed 80dB throughout construction and during maintenance.

10.3.1
Why is this not outlined? This would be extremely disruptive to a residential neighborhood.

The construction noise assessment found that, based on preliminary equipment usage factors and locations, the sound levels during construction along the corridor would range from 70 to 76 dBA on average excluding existing railway traffic noise. This is in line with previous construction noise from building the Georgetown South Project.

10.3.2
How far in advance of this maintenance will residents be notified of this work?

10.3.3
How many residents (up to what distance away from the tracks) will be notified?

When maintenance is required for any Metrolinx asset, stakeholders are consulted in advance of the work taking place. A plan will be developed which includes public notification and directional signage if there are any temporary closures of paths, sidewalks or roadways. Metrolinx tried to provide as much advance notice as possible. Depending on the work, the area of notification tends to be about 100 metres away from the rail corridor. This area can expand depending on the work.

10.4
Wallace Avenue is one of the only existing east-west crossings of the Barrie Corridor in the neighbourhood. During construction to lower Wallace Avenue, Metrolinx has indicated that the street will need to be closed to traffic for a minimum of one month.

10.4.1
How will this impact on pedestrian and cycling traffic?

10.4.2
Will temporary crossings be built to accommodate foot and bicycle traffic during this time, so that the neighbourhood is not literally cut in half?

There will need to be a temporary closure of the Wallace Avenue crossing. Metrolinx has committed to maintaining pedestrian and cycling access during the temporary road crossing closure.

10.5

What specific mitigation strategies does Metrolinx have in place to reduce the negative impact on local businesses from the haul routes during the construction phase? Specifically:

10.5.1
The businesses at 1444 Dupont have been asking about road closure - how long? Many rely on non-local clients and services and worry about their survival if Dupont becomes closed for lengths of time. There is no alternative access to this site as it sits in the corner of both railway lines, the underpass and enters via Campbell, a small street that is ended at the east- west tracks.

There are no plans to close Dupont Street for any length of time. However, there may be a temporary closure to install the Overpass bridge span. There will also be lane restrictions as we plan to bring up the sidewalk back to grade to connect with the multi-use trail.

10.6
What are the implications for minor utility relocations along Antler St, Lappin Ave, Paton Rd and Wallace Ave.

10.6.1
Does Metrolinx anticipate service disconnections for residents while work takes place?

10.6.2
If so, for how long and at what time of year is this anticipated?

Third-party utility relocations are usually completed by the owner of the utility. It's difficult to predict timing until a schedule is received from the third-party utility owner.

10.7
What plans does Metrolinx have to mitigate graffiti for fences that will be constructed during the lengthy construction period?

As Metrolinx has done with previous projects, any solid hoarding in public areas can be treated with public art to deter graffiti. Previously, we have worked with local artists and school children to make the hoarding into a public art project.

10.8
What are the specific safety plans Metrolinx will implement for the significant volume of construction trucks used in the construction of the proposed overpass?

Metrolinx works with City of Toronto Transportation staff to develop haul/delivery routes to ensure public safety at all times.

10.9
Construction site access:

10.9.1
Where will the site entries be located?

10.9.2
Where will the site exits be located?

It's too early to confirm project staging areas or construction site access/egress locations. This will be developed later when a construction contractor is on board.

10.10
During nighttime construction activity, what specific mitigation strategies does Metrolinx have to reduce the impact of excessive lighting on local residents in town houses and condominiums directly adjacent to the corridor?

During any nighttime construction, all lighting is directed away from adjacent residences as much as possible to ensure the construction area is properly lit to ensure worker safety.

10.11
During the construction of the nearby Union Pearson Express, there were many instances where work continued past the prescribed hours. What are the proposed hours of work for this project?

Work hours for this project have not yet been determined. This will be determined once a construction contractor is on board. Traditional work hours are Monday to Friday from 7 a.m. to 7 p.m. and Saturdays from 9 a.m. to 7 p.m. There will be times where work will take place outside of these hours when necessary.

10.12
The journey to school during construction:

10.12.1
Will there be crossing guards and flag men for exporting people around the job site?

10.12.2
How exactly will kids use Wallace? It's very busy and parents will not want their kids using Bloor and Dupont for safety reasons.

10.12.3
Bloor and Dupont are also a long way for parents and their children to walk around. Can Metrolinx ensure that one of Antler, Paton or Wallace will always be crossable?

10.12.4
Will local schools be consulted to ensure the safety of children during peak school drop off and pick up times?

The construction is confined mostly to the rail corridor. When work spills out into the road right of way (e.g. Wallace Avenue), a construction mitigation plan will be developed to mitigate any impacts from the work. This will involve consulting with local stakeholders including local schools if there are any concerns.
Construction flagging will be used when appropriate to ensure safety around any work within the road right of way.

10.13
Construction parking:

10.13.1
Will construction workers park within the ROW or on city streets?

10.13.2
Will designated parking, loading and staging areas be created for contractors?

10.13.3
How will this impact on local parking? Many residents here have on-street parking and will need access to spots.

10.13.4
Will construction workers be incentivized to use public transit to reduce the negative impact on the local neighbourhood?

These questions will be answered once a construction contractor is on board. Traditionally, the contractor makes arrangements for their workforce when on the job site. Metrolinx requires that any construction workers follow municipal by-laws and respect the surrounding community.
Metrolinx regularly completes job site safety audits to ensure that all construction staff are adhering to the project safety plan. This includes monitoring that the approved haul/delivery routes are followed.

10.14
How will Metrolinx monitor contractors who will determine their own routes throughout the city to ensure safety mitigation plans are followed?

NO ANSWER

10.15
Which properties, if any, will be required for temporary expropriation during construction?

Any property that is required for construction staging will be determined once the construction contractor is on board. The TPAP has only identified possible locations that may be available.

10.16
According to the Metrolinx Phase One Environmental Site Assessment report, Acardis recommends "conducting subservice investigations along the rail corridor to evaluate soil and groundwater conditions at and in the vicinity of the identified areas of potential environmental concern. If adjacent properties are required by Metrolinx during the detailed design and construction stages, additional due diligence subservice investigation on these properties may also be required" (p. Iviii).

10.16.1 Has Metrolinx begun these investigations?

The Phase Two Environmental Site Assessment is currently being undertaken and will be completed during detailed design.

10.16.2
If the land is found to be contaminated, what measures will be taken to remediate the soil on and around the corridor?

On Page 93 of the Davenport Diamond Grade Separation Environmental Project Report, the mitigation requirements regarding the disturbance of contaminated soil during construction are described and include the following:
• Prepare a soil and groundwater management plan by a Qualified Person as per O. Reg. 153/04, as amended, prior to construction for managing soil materials onsite (including excavation, location of stockpiles, reuse, and offsite disposal). The soil and groundwater management plan shall be prepared in accordance with Management of Excess Soil - A Guide for Best Management Practices (MOECC 2014), and industry best practices. A copy of the soil and groundwater management plan will be provided to MOECC, Toronto District office for comment.
• A Record of Site Condition (RSC) for the Greenway will be completed and filed with the MOECC demonstrating that the soil and groundwater meet the applicable Standards. The work necessary to obtain the RSC may involve conducting a risk assessment, completing remediation, or a combination thereof. If a risk assessment is conducted it will involve rigorous review and approval by the MOECC and there will be requirements for clean fill caps and/or hardscape barriers to ensure that human and ecological health is protected in a manner equal to what would be achieved through a generic remediation approach.

10.16.3
If adjacent properties are required, what measures will be taken to remediate the soil there?

When Metrolinx acquires property we undertake a Phase One Environmental Site Assessment (ESA) to determine the likelihood of potential soil and groundwater impacts. If there is sufficient risk of impacts we then undertake a Phase Two ESA to determine whether or not those impacts are actually present and, if they are, at what levels. The approach to remediation or management of the impacts is based on regulatory requirements, proposed use of the lands and the protection of human and ecological health.

10.16.4
How will residents be protected from potential health hazards of disturbed contaminated soil?

Page 93 and 95 of the Davenport Diamond Grade Separation Environmental Project Report, the monitoring requirements for potential air quality, soil and groundwater effects include the following:
• Prepare and implement a dust management plan for construction activities based on industry best practice to mitigate impacts through the use of proper controls
• Recommendation that mitigation measures detailed in "Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (March 2005)" be implemented, where practical.
• Regular inspection of construction work zones to ensure that dust suppression measures are being adequately applied. If dust suppression measures are not functioning properly, alternative measures shall be implemented immediately and prioritized above other construction activities.
• Perform regular inspections to ensure that equipment and stockpiles do not extend beyond construction areas.
• Erosion and Sediment Control (ESC) measures shall be inspected to ensure they are functioning and are maintained as required. If ESC measures are not functioning properly, alternative measures shall be implemented immediately and prioritized above other construction activities.
• Monitor the movement of soils to ensure the Soil Management Plan is followed.

11. Community Engagement and Public Support

11.1
With respect to public support of the impacted community:

11.1.1
Since 2015, how many public points of contact (i.e. emails and telephone calls) has Metrolinx received regarding the Davenport Diamond Grade Separation project?

11.1.2
Of these public points of contact, how many (or what percentage) expressed a negative or unfavourable view of an overpass?

11.2
Options for Davenport's independent environmental assessment, "Our EA, Our Say" (available at optionsfordavenport.ca) raises many questions and concerns not directly covered by Metrolinx's TPAP. While not all of the concerns within that report technically fall within the scope of the Metrolinx TPAP, they undoubtedly are relevant to the long-term impacts on the community of the proposed infrastructure.

11.2.1
What is Metrolinx's position on "Our EA, Our Say", which was released by Options for Davenport on April 27 2016?

11.2.2
Does Metrolinx plan to incorporate into its future plans any of the ideas and feedback collected in the "Our EA, Our Say" community survey? If so, what specific feedback, and why? If not, why not?

11.2.3
Does Metrolinx have plans to respond to and/or use the data collected in the "Our EA, Our Say" sound and noise study? If so, which aspects of that study will be responded to and/or used? If not, why not?

Metrolinx has documented its engagement and feedback in the environmental project report which was published on May 26 and made available at metrolinx.com/RERDavenport.
We thank Options for Davenport and the community members who spent hours preparing the "Our EA, Our Say" document. It's clear that a lot hard work went into to producing the document and gather community feedback. The document has been received as community feedback and is included in the environmental project report. Unfortunately, the report methodology and findings have not been validated by the Ministry of the Environment and Climate Change as the Metrolinx environmental studies have been. However, the report will help provide guidance during detailed design.

April 26, 2016

Open Letter to Metrolinx Regarding the Davenport Diamond Grade Separation Project

We the undersigned community organizations have been working to advocate on the issues and concerns that many area residents have outlined regarding the Davenport Diamond Grade Separation project. To be clear, our community recognizes and supports the expansion of public transit across Toronto and the GTA to create a stronger region.

However, when this project was announced, we feel that our community was robbed of the opportunity to consider the risks, benefits, and opportunities between a bridge, tunnel, or trench. We have recently met with the City to discuss this project and we have come to the conclusion that we share many of the same issues and concerns including but not limited to:

A Comprehensive Vision: There is a need to create a comprehensive vision for this project which mitigates impacts and improves the local community by establishing a single plan with a separate dedicated budget for public realm improvements. This plan must also take into account Metrolinx's intermodal mandate throughout the project. We also believe that an overarching vision would be best accomplished by conducting an international design competition.

Noise and Vibration: We have serious concerns with the level of noise and vibration that this project will bring to our community and are not satisfied with the lack of detail contained within current studies. While electric trains may be considered quieter, there is no certainty when electrification would take place – resulting in an increased amount of diesel trains travelling through our community. It is our understanding that the City has also outlined a list of concerns that needs to be addressed.

Safety: We also have major safety concerns related to this project and feel that Metrolinx has not been able to explain why an overpass is safer in comparison to the other options considered. The risks of derailments and related crash wall issues have not yet been addressed in a satisfactory manner for us and the City. We also need to think of safety as it pertains to the greenway and how animating the various sections will make it safer.

Multimodal Station: The creation of a multimodal station on the Barrie Line at Bloor St is necessary to provide greater transit access for the community and better connections to the existing TTC network, in accordance with Toronto's Official Plan. Such a station must also protect for a southward multi-use trail connection to the West Toronto Railpath.

Cycling/Walking Connections: The community has established a set of requirements that cycling/walking connections should be established to not only the West Toronto Railpath at Dundas St W at the south end, but also to the Green Line and an elevated connection to Earlscourt Park at the north end, and other connections to east-west cycling/pedestrian networks throughout.

Dupont Street: There are serious community concerns where the proposed overpass meets Dupont St, including the proximity of existing and future buildings to the overpass, presenting serious questions about what would happen if a derailment were to take place and other noise/vibration impacts on buildings. We also have concerns about the "bridge on bridge" concept at this location and feel that a redesigned pedestrian and cycling bridge would be more appropriate.

Greenway and Parks: A long-term maintenance plan needs to be developed in conjunction with the City and community regarding the proposed greenway and more work needs to be done to ensure that the community's wants and needs are incorporated in the overall design and how the greenway interacts with parks along the route.

The current proposed plans fall short of implementing a city building project that truly benefits all communities along the corridor. As the community groups who have been engaged throughout this process, we strongly feel that these are major issues that must be addressed and we are hoping that Metrolinx staff will be able to provide answers at the April 27, 2016 public meeting.

Sincerely,

Bloordale BIA
Bloordale CIA
Bloor Improvement Group (BIG)
Davenport Village Community Association
DIGIN
Friends of the West Toronto Railpath
Junction Triangle Rail Committee
Options for Davenport

Petition: To the Legislative Assembly of Ontario:

WHEREAS the Davenport community is a strong, vibrant, diverse and engaged community committed to improving the well-being of all community members;

WHEREAS Metrolinx has proposed a 1.5km elevated rail bridge through the Davenport community to bypass the current Davenport Diamond crossing where the Barrie GO Line intersects with the CP Main Line;

WHEREAS our community recognizes and supports the expansion of public transit across Toronto and the GTA to create a stronger region;

WHEREAS we feel that the Davenport community was not given the opportunity to consider the risks, benefits, and opportunities between a bridge, tunnel, or trench when this project was announced;

WHEREAS the signing of this petition is not an endorsement of Metrolinx's plan to build an overpass but rather an understanding of the issues and concerns that need to be addressed before proceeding;

WHEREAS our community has been clear in calling for the Davenport Diamond Grade Separation Project to be a city building exercise that truly benefits all communities along the corridor;

WHEREAS numerous community organizations have been working to advocate on the issues and concerns that many area residents have with this project;

AND WHEREAS we share many of the same issues and concerns as the City and community organizations with this project which have been previously outlined in an Open Letter to Metrolinx.

We the undersigned, petition the Legislative Assembly of Ontario:

To ensure that the Government of Ontario and Metrolinx meet the requirements of the Davenport community as outlined in the Open Letter dated April 26, 2016 including but not limited to **developing a comprehensive vision** with a separate budget for public realm improvements and a design competition; **addressing noise, vibration, and safety issues and concerns** to the community's satisfaction; **creating a multi-modal station at Bloor**; **establishing cycling and walking connections throughout** including connections to the West Toronto Railpath, the Green Line, and an elevated connection to Earlscourt Park; **devising a long-term maintenance plan and an endowment fund for community programming** in conjunction with the community and City; **resolving concerns relating to Dupont St**; and additionally to **provide the community with a date commitment to electrify the corridor** and a **guarantee that no more than the proposed 36 trains per day will be in use until electric trains are operational on the corridor**.

Name	Address	Email	Phone	Signature

This petition is an initiative of BIG, Bloordale BIA, Bloordale CIA, Davenport Village Community Association, DIGIN, Friends of the West Toronto Railpath, How We Live In Cities, Junction Triangle Rail Committee, Options for Davenport, and Councillor Ana Bailão. Please mail or deliver *(do not fax)* the **original** signed petition *(no copies)* to your MPP Cristina Martins,| 1199 Bloor St W | Toronto, ON M6H 1N4.