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## DAVENPORT COMMUNITY RAIL OVERPASS

### 1. What is Metrolinx?

Metrolinx was created in 2006 as an agency of the Government of Ontario to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area (GTHA). The organization's mission is to champion, develop and implement an integrated transportation system for our region that enhances prosperity, sustainability and quality of life. Metrolinx also operates GO Transit, the Union Pearson Express and the PRESTO smart card system.

### 2. What are our plans for getting people moving?

New Regional Express Rail (RER) services are part of the Ontario Government's commitment to invest \$29 billion in infrastructure across Ontario over 10 years, with \$15 billion dedicated to transit expansion in the GTHA.

This will include:

- a. Electrified service with 15-minute frequencies in core areas
- b. Service in both directions, throughout weekdays, in evenings and on weekends
- c. A mixture of all-stop and limited-stop service to meet demand and reduce travel times

### 3. What is the Davenport Diamond?

The Davenport Diamond is one of North America's busiest train intersections located just northwest of the Dupont Street and Lansdowne Avenue intersection. It consists of two lines, Canadian Pacific Railway's (CP) North Toronto corridor, and GO Transit's Barrie rail corridor. Service reliability for both freight and commuter trains on these routes is already impacted. The removal of this crossing is an important part of our region-wide plan to alleviate road congestion by increasing commuter rail service.

### 4. What are our plans for removing the Davenport Diamond crossing?

To remove the Davenport Diamond rail crossing, Metrolinx has reviewed several options including going over and under the CP Rail tracks. Based on the findings of a recent feasibility study in 2014, Metrolinx has determined that the best solution is to build a new elevated GO corridor above the CP corridor. A 1.6 km overpass will extend from north of Bloor Street West to just south of Davenport Road. This option offers the most potential community benefits by unlocking lands within the current rail corridor for other uses, poses the least impact during construction, and is the most cost effective.

The proposal has several benefits including:

- a. The potential to reconnect the local street grid and cul de sacs, create new public spaces and increase access to parks such as Erwin Krickhahn Park and Campbell Avenue Park
- b. Construction completed 2+ years sooner
- c. Less noise, less dust and truck traffic, and fewer impacts to existing road crossings and traffic disruption during construction
- d. An estimated \$500 million in savings compared to digging under the CP tracks — savings which will be invested in expanding transit elsewhere in the region

## **5. How high will the elevated rail corridor be?**

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.

## **6. How will Davenport residents be involved?**

The creation of the Residents' Reference Panel is our first step towards engaging local residents. Its members will study the proposal and advise Metrolinx on the development of the overpass. If you are not selected to join the panel, there will be other opportunities to participate and stay informed, including a series of public meetings and regular community updates. Following the Residents' Reference Panel, we will launch our formal six-month environmental process in late summer in order to get further input from local residents.

## **7. What is a Residents' Reference Panel?**

A Residents' Reference Panel is a forum of residents who agree to volunteer and represent the interests and perspectives of their community. Reference Panels typically meet over a series of Saturdays to learn about a particular public policy issue and provide careful and informed advice to public authorities and decision-makers. Residents' Reference Panels encourage participants to learn from one another as well as from experts as they work towards a consensus concerning their preferences and priorities.

## **8. Why is this Residents' Reference Panel taking place?**

This Residents' Reference Panel is being convened as part of Metrolinx's commitment to involve local residents in the design of new infrastructure projects. The Panel will provide an important opportunity to learn about the project, determine how best to incorporate community-friendly amenities and features, and provide detailed guidance to Metrolinx concerning their expectations for the Davenport Community Rail Overpass.

## **9. What will the Panelists do?**

The Residents' Reference Panel will work on behalf of their community to ensure that the Davenport Community Rail Overpass benefits the neighbourhood. Members of the Panel will meet during four full-Saturday sessions from April to June 2015. Panelists will hear from transit and infrastructure experts, learn about the project and its implications for the

community, and consider important international examples of successful elevated rail projects. Panelists will also examine possibilities for people who walk, ride bicycles and use local parks. Ultimately, Panel members will work together to advise Metrolinx on their priorities for the area and the project.

Members of the Residents' Reference Panel will advise Metrolinx on the potential for:

- a. Creating newly accessible public space that is functional, connected and safe
- b. Restoring connections across the rail corridor
- c. Developing new paths and trails for walking, riding bikes and recreation
- d. Improving landscaping and parks adjacent to the rail corridor

## **10. What is the population of the study area?**

There are approximately 19,000 households in the study area, and approximately 45,000 residents. Note that the Residents' Reference Panel invitation is transferable to any member of the household over the age of 18.

## **11. How many people received invites to participate on the Davenport Residents' Reference Panel?**

Typically, reference panels are selected from a 5,000 or 10,000 household lottery. In this case, 10,000 represents slightly more than half the households in the study area and was chosen because it will yield more than enough volunteers to randomly select 36 participants who will roughly match the demographic profile of the community. The higher number was also selected to increase local awareness of the project.

## **12. How did Metrolinx randomly choose the 10,000 people to send invitations to?**

Canada Post is contracted to randomly select households from among the postal codes corresponding to census tracts in the study area. Neither Metrolinx nor its consultants sees or handles this list. It is conveyed to a bonded printer which is responsible for printing and posting the packages. This ensures that privacy is maintained and that the list cannot be manipulated.

## **13. Is there a City of Toronto representative on the 36-member Residents' Reference Panel?**

The Davenport Community Rail Overpass Residents' Reference Panel is made up of 36 community members randomly selected from those that responded to the invitation to participate. The Panel was purposely created for community members to work together on behalf of their community to ensure that the Davenport Community Rail Overpass benefits the entire neighbourhood.

The City of Toronto is invited to be at the table as a speaker to help inform the Panel on its view of the potential that this project brings to the City and the Davenport community. The City will share any issues that the Panel should take into consideration when deliberating to make their recommendations.

## 14. If I did not get chosen for the Residents' Reference Panel, can I still be involved?

Yes. You can contribute to the process by:

- a. Attending the public roundtable meetings hosted by the Residents Reference Panel on the evening of **Tuesday, May 12, 2015, from 7 p.m. to 9 p.m.**;
- b. Submitting your comments about this project for panelists to consider via the Residents' Reference Panel website [metrolinx.com/DavenportPanel](http://metrolinx.com/DavenportPanel);
- c. Following the progress of the Reference Panel on its website; or
- d. Staying connected to the Davenport Community Rail Overpass process by using our communications vehicles such as [@metrolinx](https://twitter.com/metrolinx) with [#davenportpanel](https://twitter.com/davenportpanel); [metrolinx.com/RERDavenport](http://metrolinx.com/RERDavenport); or [DavenportPanel@metrolinx.com](mailto:DavenportPanel@metrolinx.com), throughout the course of the project.

## 15. Does Metrolinx consider land-use planning and urban design when completing transit environmental assessments?

Yes. Land-use planning and urban design are cornerstones of Metrolinx's approach to planning, designing and constructing transit infrastructure expansion. In fact, we have a dedicated planning group led by a Chief Planning Officer along with a Design Excellence Team that reviews all infrastructure designs to ensure that they meet design excellence. As well, we regularly engage local municipal planning and urban design staff to ensure that our transit infrastructure co-ordinates as much as possible with the municipalities official plan and other capital initiatives.

## 16. How does the City of Toronto motion MM5.33 impact the environmental assessment for the Davenport Community Rail Overpass?

Metrolinx is expanding transit which requires the completion of a transit environmental assessment known as the Transit Project Assessment Process (TPAP). The TPAP requires that the proponent, in this case Metrolinx, complete a thorough review of the available options to review feasibility before the commencement of the TPAP. Metrolinx completed a feasibility study in late 2014 which reviewed the following options:

- a. Elevate CP Rail tracks over the GO Transit tracks
- b. Elevate the GO Transit tracks above the CP Rail tracks
- c. Lower the CP Rail Tracks below the GO Transit tracks
- d. Lower the GO Transit tracks below the CP Rail tracks
- e. Do nothing

The analysis clearly indicated that elevating the GO Transit tracks above the CP Rail tracks was the superior option to all others due to:

- a. Potential for increased connectivity and new public spaces
- b. Construction completion at least 2+ years earlier than the under option which is expected to take 5+ years longer
- c. Less noise, dust and truck traffic

- d. Fewer impacts to existing road crossings and less traffic disruption during construction – under option is over a kilometre longer and would be closed for long periods of time Dupont St., Davenport Rd., and St. Clair Ave. W.
- e. Estimated \$500 million in savings as opposed to going under to be reinvested in other transit initiatives to get even more people moving

As part of the protocol, we are presenting the preferred option of elevating the GO Transit rail corridor above the CP Rail tracks to remove the Davenport Diamond crossing during the TPAP process. We will also present the findings for the other reviewed options and the explanation of why they were not considered as feasible as the preferred option.

### **Panel Recruitment** (Archive)

#### **1. How do I become a member of the Residents' Reference Panel?**

First you must respond to this invitation no later than April 6, 2015 by either: calling 1-844-884-4482, registering securely online at [metrolinx.ca/DavenportPanel](http://metrolinx.ca/DavenportPanel), or by mailing the enclosed candidate response card back. On April 8, 2015 a special draw will be conducted to randomly select the members of the Residents' Reference Panel from among the respondents to this letter. This random selection process will also ensure that the Panel is balanced to match the gender, age, and population profile of the area.

#### **2. Who is eligible to serve on the Residents' Panel?**

To be a member of the Residents' Panel you must be aged 18 or over. You must either be a resident of, or own a business or property within, the defined Study Area surrounding the project (see map). Although all residents may register as volunteers, only one volunteer per household address will be eligible for membership on the Residents' Panel. You do not need to be a Canadian citizen to participate.

#### **3. For the purposes of the Residents' Panel, the Study Area is defined as:**

- **Northern Border:** South side of Rogers Rd.
- **Eastern Border:** West side of Harvie Ave.; South side of St. Clair Ave. W.; West side of Dufferin St.; South side of Davenport Rd.; West side of Dovercourt Rd.; North side of Dupont St.; West side of Dufferin St.; North side of Bloor St. W.; West side of Brock Ave.
- **Southern Border:** North side of Dundas St. W.
- **Western Border:** East side of GO Transit's Kitchener Rail Corridor

#### **4. But I am not an expert — can I still be involved?**

Absolutely. Panelists are not expected to have any specialized knowledge about transportation or community planning, urban design, or engineering. Knowledgeable staff and facilitators will always be on hand to answer questions. It's your perspective as a local resident that matters most.

**5. Will I get paid to serve on the Residents' Reference Panel?**

No. We are asking you to donate your time and volunteer as a member of the Panel. There is no cost to participate. Lunches and snacks are provided throughout the day. The meeting space is fully accessible. We will cover basic travel costs as required. Childcare or eldercare support, as well as hearing or visual assistance, will also be provided on an as-needed basis. If there are other barriers that you feel may prevent you from volunteering for the Panel, please call us and we will try to work them out.

**6. What languages will be used during the Residents' Reference Panel?**

The Residents' Reference Panel will work in English, however French translation services will be provided to panel members if requested.