



Davenport Diamond Grade Separation

Public Meeting Summary

Monday, January 18, 6:30 – 8:30 p.m.
Davenport Perth Community Health Centre
1900 Davenport Road

Meeting Context and Format

The public meeting was attended by about 300 local residents and stakeholders. The focus of the meeting was to give an overview of the current status of the project, provide information on the work that had been done to respond to concerns and requests made by residents, introduce the initial design concept for feedback and discuss intentions to start the Transit Project Assessment Process on January 28th with the overpass being moved forward as the preferred option.

As part of the agenda, Options for Davenport also was given the opportunity to present their concerns about the project and specifically the overpass option.

Major Themes and Key Points

- **Concerns about the process and the extra design work that had been completed on the overpass option as opposed to the tunnel or trench options.**

Participants at the meeting expressed concern with the Transit Project Assessment Process (TPAP) and that putting the overpass forward as the preferred option was not being responsive to their concerns. Many residents at the meeting expressed concerns that the community was not provided the opportunity to consider all of the options equally. The Residents' Reference Panel was used as an example of limiting the community to only focus on the overpass option.

[Metrolinx Comment] After doing an initial feasibility study as well as work to provide further detail in those areas residents expressed concerns about, Metrolinx is moving forward with the overpass option as the preferred option for the Transit Project Assessment Process, which it is required to identify under the regulation, because it offers the best balance between long- and short-term impacts on communities, affordability and opportunities for community benefits.

- **Community Trust**

Participants identified a lack of trust in Metrolinx given previous projects.



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The electrification and planning of the Union Pearson (UP) Express was cited as an example of why the work being done by Metrolinx could not be trusted. Some participants also felt that Metrolinx is 'spinning' information to its advantage when it could be spending that same effort on providing as much information as possible on the different options.

[Metrolinx Comment] We will be electrifying the Kitchener corridor and the UP Express as part of the current 10-year capital program. While UP Express is the introduction of a new service, GO train service is well established and service levels and modelling has a proven track record of success. Metrolinx continues to commit to providing as much information as possible and to continuing to work with the community to ensure that designs and projects are responsive to and reflect the communities they are a part of.

- **Safety**

The issue of safety was raised, in particular, concern about a possible derailment.

[Metrolinx Comment] At Metrolinx, the safety of customers, neighbours, and workers is our top priority. As with all the work Metrolinx does, on this project we will meet or exceed applicable safety standards. In the case of bridges and overpasses, they are equipped with a safety feature, that is like a redundant rail, that ensures any derailment is contained within the structure itself. GO Transit has one of the best safety records in North America and has been operating safely for over 48 years.

- **Residents See the Tunnel as the Better Option**

Many participants stated that they think the project should move the tunnel forward and not an overpass. Residents feel this is the best option to mitigate the project impacts in the immediate area of the Davenport community.

[Metrolinx Comment] The tunnel has significant impacts outside of the Davenport community and the portions that are not underground will impact almost twice as many people (about 6,600) as the overpass option. It would create sterilized trenches through communities that would otherwise not be impacted by removing the diamond and require Rogers Road and Wallace Avenue to be raised impacting adjacent residents and business. Metrolinx has a duty to balance all interests and make a decision that maximizes the project benefits and minimizes community impacts as much as possible which is why we are moving with an



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overpass option in the Transit Project Assessment Process.

- **The Project is Being Rushed**

Participants questioned why this project is proceeding so quickly, suggesting Metrolinx should take its time to get it right. Some people feel that they don't have all the information to make an informed choice of which option is best.

[Metrolinx Comment] Metrolinx has been working with the community and stakeholders to provide further information and details in response to questions. It is moving forward with the Transit Project Assessment Process because it is part of a capital program that includes a number of interrelated projects such as the electrification of the corridor and the timing of this project has a larger impact on the program and the 10 year program commitment. The six-month Transit Project Assessment Process includes additional opportunities for feedback and as well as a formal 30-day consultation period before it is submitted for decision.

- **Access to the Service: Station at Bloor Street West**

Participants expressed that a station at Bloor Street West would mean that the neighbourhood would be able to benefit from the increased service.

[Metrolinx Comment] Bloor Street West along with St. Clair Avenue West has been shortlisted as possible future stations as part of the ongoing New Station Analysis work. An update on this work will be available at a future Metrolinx Board meeting.

- **Electrification Timing**

Meeting participants expressed some skepticism on electrification timing given the process for UP Express. Concerns were raised about increasing diesel service and the impact on surrounding air quality and quality of life for local residents.

[Metrolinx Comment] Metrolinx committed to capping the service increase at 36 train trips until the corridor is electrified. Electrifying corridors requires Metrolinx to build power sources and infrastructure that will support it. This is part of the 10 year capital plan and Transit Project Assessment Process public meetings are being held through February-March across the region.



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- **Design Renderings Should Reflect Residential Impacts**

Some residents expressed that the renderings presented are not 'real' and do not clearly show the proximity of adjacent residential properties.

[Metrolinx Comment] This feedback is helping refine the design process and how we will illustrate the concepts through renderings going forward.

- **Moving in Right Direction, but More to Do**

Participants, including Options for Davenport, recognized that Metrolinx has made an effort to respond to community concerns and incorporate feedback but that there is more that needs to be done.

[Metrolinx Comment] Community feedback has made this project stronger and we look forward to continuing to work with residents as the project moves forward.

Q&A

Note: Some questions have been combined or shortened to avoid duplication.

1. **Has Metrolinx looked at the global warming, noise, First Nation, etc. impacts of the project?**

Metrolinx completes a full assessment of the natural, socio-economic, and cultural environments.

2. **Why is the multi-use pathway appear to be under the Guideway and not adjacent to it?**

The location of the multi-use pathway can be either below or adjacent to the Guideway or a combination of both. The alignment will be reviewed further during detailed design and can be adjusted.

3. **Resident commented on the use of a conveyer belt in Niagara Falls to transport soil during tunnel construction. Did not impact the local community. Why is Campbell Avenue Parks designated as a staging area for tunnel construction?**

The project in Niagara was different as a conveyor belt was used to transport spoils out of the tunnel to an adjacent storage site (see photo below). Because there was a large area of land available for use, there

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was no need to truck the material offsite for disposal. The excavated material was piled at this site and was left there.



4. Resident commented that two of the precedents Metrolinx shared were not yet built and asked that Metrolinx use precedents that are similar to the location of the project.

We appreciate the feedback and will look at precedents that more closely resemble the local environment and will post to the project website.

5. Has the stainless steel cladding been tested for sound mitigation by the City?

The stainless steel cladding is simply attached to the concrete structure and does not replace the need for a noise wall. The Guideway design



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includes noise walls as well.

6. Is Metrolinx really prepared to work with the City of Toronto? How can Metrolinx ignore the December 2015 City motion?

We respect the concerns that have been expressed by the City of Toronto and are actively working with city colleagues to continue to address those concerns and bring our perspectives closer together.

7. Has Metrolinx engaged the school community?

Metrolinx has engaged with several stakeholders and community groups in the community. Thank you for the feedback. We are looking for opportunities to engage with the school community going forward.

8. Why has Metrolinx skipped a step by not consulting with the community before choosing a preferred option?

Metrolinx chose a preferred option as it is required to do under the Transit Project Assessment Process. While this brings clarity to some parts of the project, we understand that explaining how this decision was made and having a project that reflects community feedback is important to our role in community building. We are continually looking at ways to improve how we work with communities and balancing these responsibilities.

9. Why is the Guideway closer to residences on the west side?

The Guideway is being built to the west side of the rail corridor to straighten the Guideway as much as possible. The corridor turns to the west as it travels north.

10. Where are the ridership projection numbers? Where are all the people coming from to achieve these projections? Is this project part of the Transportation Plan review?

Metrolinx has shared that the current 4M annual ridership is projected to grow to 22M. We will take this back and work to provide more details on how we arrived at this projection. The Transportation Plan review will look at what should be included in the transit vision for the region for the next 10 year. The capital program that we are working on is reflected in the existing Transportation Plan.