

ITEMS TO BE RESOLVED THROUGH DESIGN OF THE DAVENPORT GRADE SEPARATION PROJECT

A number of items have been raised by our partners, including the City of Toronto and residents, about the Davenport Grade Separation project as important areas to be considered as we continue to evolve the Overpass and Greenway concept. Below is a status update on outstanding items that we will continue to work through with residents and the Community Advisory Committee.

Comprehensive Vision

We have been clear about our commitment to ensuring the design of both the physical overpass and the public realm are integrated into the surrounding neighbourhood and that impacts will be mitigated as much as possible. The initial design concept demonstrates this commitment which incorporates feedback from residents and the City of Toronto. The design will continue to evolve with Ministry of Environment and Climate Change approval and ongoing community feedback.

To support these investments, 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.

We are committed to a comprehensive vision for the Davenport project that also responds to the need for a comprehensive vision for the regional transit expansion that is underway. There are a number of layers of work and expertise that are required to deliver 15-minute, two-way electrified service on the GO network and these processes are important to also understanding local impacts and opportunities.

Multi-modal Station and Cycling Connections

We have recently completed joint consultations with the City of Toronto on the New Station Analysis that included the proposed station at Bloor Street West and will be bringing a shortlist of recommended stations to the Metrolinx Board meeting in June. The timing of this process aligns with the completion of the environmental assessment for the Davenport Grade Separation project. Work is also underway on an Area Plan to incorporate a possible new station at Bloor with plans for the area.

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 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.

Dupont Street

We are supportive of the City's work plan aimed at normalization of Dupont Street and understand concerns about the "bridge on bridge" design concept at the Dupont Street underpass. We are addressing the road grade issue caused by the Dupont Street underpass by proposing to raise the south side sidewalk to connect at grade to the proposed Greenway multi-use trail. We regard this as the minimum to be done to address this priority and are committed to a joint feasibility and staging analysis with the City. We are open to looking at further measures to 'normalize' the north side of Dupont Street and collaborating on a City-led effort or alternately to study a focused set of potential changes to Dupont Street in our planning within the confines of the current rail crossing agreement.

The Greenway and Parks

We agree that further work is required to advance the public realm plan. The current preliminary design of the Greenway reflects low maintenance native plantings with similar maintenance requirements as the existing West Toronto Railpath. We look forward to further discussion about integration with local parks, maintenance and any constraints that should be considered.

As we move forward with detailed design, we welcome confirmation that the City of Toronto views this unlocked public space as a City asset to be integrated into the existing cycling/trail/park network and that they are open to discussing specifics related to maintenance and governance and Greenway integration with local parks.

Noise and Vibration

In line with all Regional Express Rail Environmental Assessment studies, we have modelled the existing condition by comparing the increase in noise from the current 14 daily trips to the planned 36 future daily trips that will be delivered by a diesel service on the current infrastructure.. The Noise and Vibration study along with the other technical reports can be found at metrolinx.com/RERDavenport.

Electrification of the GO-owned network has been approved and fully funded with a commitment for full implementation by 2024. This includes electrification of the entire Barrie rail corridor. Work to electrify the network has started, Gannett Flemming has been awarded a contract and EA work is underway which will also lead to a more detailed schedule of when specific corridors will be electrified. We have also committed to running no more than 36 trains on the Barrie corridor until it is electrified.

Many of the considerations that have been raised by our partners have been investigated within the framework of the MOECC/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 are investigating new rail technologies and additional mitigation methods to integrate in to the design.

Safety

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 Greenway concept which resulted in the skylight deck, slimmer pillars and lighting installations.

Community Committee

As announced at the January community meeting, a Community Advisory Committee process will bring together residents and partners such as the City of Toronto as we move in to detailed design and construction of the project. Detailed design is an iterative process that evolves over time and requires the ongoing commitment and collaboration of all partners to make it a community building opportunity and a lasting community asset. We are committed to continuing to work with our partners to ensure that this project is as strong as it can be.