



*Preliminary design direction for the Guideway (above) and multi-use Greenway (below)*

## **Public Meeting Summary**

Wednesday, April 27, 6:30 – 8:30 p.m.  
St. Sebastian Catholic School  
717 Brock Avenue

## **Meeting Context and Format**

The public meeting was attended by about 150 people. The focus of the meeting was to review and receive community feedback on the results of the environmental studies with a focus on the noise and vibration assessment findings. New rendering views that were requested by residents were also presented.

## **Major Themes and Key Points**

- **Concerns about the assessed increase in noise (in some locations) from the expansion in service and the fear that the noise increase will make the multi-use path unusable.**

The Community EA was referenced by some at the meeting as it showed large increases in noise at other existing infrastructure (e.g. rail bridges) in the area.

**[Metrolinx Comment]:** Across the City of Toronto, and the regional network, the increase in noise that will come with 15-minute, two-way electrified GO service will bring changes in noise and vibration to residents who live along a rail corridor.

The environmental studies that are currently underway look at ways to reduce, or mitigate, that impact as much as possible. In the case of the proposed Overpass to eliminate the Davenport Diamond, the design of concrete structure which includes pillars and noise walls effectively mitigates noise and vibration.

However, there is no question that there is an increase in noise and vibration from the increase in trains. If the rail-to-rail crossing remained as it is today, and a second track was built at ground level, residents located beside the corridor would experience significant noise and vibration due to the increase in service. With the Overpass this impact is absorbed and lifted to a higher level impacting fewer residents.

- **Concerns about lack of mitigation for high-rise residential units above the second floor.**

Some attendees said that closing windows is not sufficient noise mitigation and questioned what more could be done to mitigate the noise increase that would be experienced.

**[Metrolinx Comment]:** Noise studies confirm that with the Overpass, increased noise levels will now be experienced by residents living in high-rises instead of at ground level. The Overpass does mitigate vibration and some of the noise at the level of wheels and tracks for residents living in high-rises but residents at higher levels will experience greater noise levels than they currently do both because of the height of the overpass as well as the planned increase in rail traffic.

The reference to standard building materials, such as windows and doors, was to point out that for existing buildings there is an increased level of mitigation offered by these materials when the corridor and overpass is electrified. This is because the type of noise is different when the corridor is electrified though the increased number of trains will mean an overall increase in noise levels.

- **Concerns about safety.**

Attendees expressed concern about a possible derailment on the overpass.

**[Metrolinx Comment]:** Safety of communities, workers and surrounding customers is a top priority which has been demonstrated through GO Transit's safety standards and record. Transport Canada safety regulations set out requirements for infrastructure that are strictly followed for all Metrolinx projects. There are federal regulations that apply to the Overpass and once built it must be inspected for adherence to these regulations and 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.

In addition to rail safety, we also understand that pedestrian safety has been flagged as a critical element of the Overpass and Greenway concept and our initial integration of this feedback in the design resulted in the skylight deck to allow for natural light beneath the structure during the day, slimmer pillars that provide open sightlines to be able to see who else is on the path and lighting installments on the structure to light the path in the evenings while minimizing light pollution for adjacent residents.

- **Concerns about agreement on maintenance, the importance of a partnership with the City of Toronto and a funding commitment for long-term maintenance.**

Some attendees are concerned that there isn't a clear agreement/fund for ongoing maintenance of the proposed multi-use path.

**[Metrolinx Comment]:** We agree that the success of the multi-use path needs clarity and partnership with the City of Toronto that maximizes this new community asset by connecting with existing City parks and multi-use trails which are under City of Toronto Jurisdiction.

We are committed to continuing to work with the City of Toronto to develop a long-term plan for integration with local parks and maintenance of the Greenway. The Community Advisory Committee will also help to develop a stewardship model which will include ongoing maintenance of any public space. We also acknowledge that should a multi-use path be built, it would have to be maintained by Metrolinx.

## Q&A

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

1. **How long will the short-term closure of Wallace Ave. be and will you be considering biking and other modes of transportation through that area during the closure?**

The temporary closure of Wallace Ave. is anticipated to be up to one month in length. A plan for pedestrian and other active transportation access during the closure will be developed in partnership with the City of Toronto.

2. **Will noise increase with this service? How loud will it be under the overpass? How much louder is a 10 dB increase vs. a 5 dB increase?**

Noise and vibration levels will increase due to the increased number of

trains that will be running on the corridor however; specific noise levels will depend on the location in question. For example, for residents closer to the Diamond, or the rail-to-rail crossing, the increase in noise levels resulting from increased train service will be offset by removing the Diamond and an overall decrease in noise from what is experienced today. While further away from the Diamond, noise levels increase as a result of the increased train service.

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. When applied to the Davenport studies, 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 in to 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.

**3. Where is stainless steel used on bridges? How is this material maintained? How is reflection from the sun managed?**

Several examples of stainless steel in use, both domestic and international, are available. Please visit [www.metrolinx.com/en/regionalplanning/rer/20160118\\_Davenport\\_Public\\_Meeting\\_Handout\\_EN.pdf](http://www.metrolinx.com/en/regionalplanning/rer/20160118_Davenport_Public_Meeting_Handout_EN.pdf) to review stainless steel examples in use. There are different types of finishes that make the stainless steel less reflective where sun reflection is of concern.

**4. Why is Metrolinx not committing to an international design competition?**

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 who are also working on a number of local projects like the park space that is being developed by the City of Toronto under the Gardiner.

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 Greenway.

**5. Why is there no mention of bells/whistles in the noise and vibration study?**

While high-level plans to expand GO service include a scope of the infrastructure that is needed to support the program, we are currently working through a number of studies that are needed to provide the details about what we need to build and how we should build it. These studies include an analysis of new stations and an environmental assessment to understand the impacts of adding an additional track along the entire corridor which are currently underway.

Should a station at Bloor Street West be committed to coming out of the station analysis work, a full environmental assessment on the station that looks at noise, vibration, soil conditions etc., will need to be done and will consider bells/whistles.

**6. How did Metrolinx arrive at its ridership numbers for the Barrie service increase?**

The Regional Express Rail initial business case with details about ridership and modelling is available at [metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/benefits\\_case\\_analyses.aspx#gorer](http://metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/benefits_case_analyses.aspx#gorer).

**7. Are the renderings shown done to scale?**

The City of Toronto provides the mapping details on its website. This information is then overlaid with Google Maps. The information depicted is accurate using these two sources of information. However, there is a regular distortion in the 360 panoramic views that were generated similar to panoramic photographs or other wide-lens applications.