

Appendix K – Davenport Diamond EPR Public Comment and Response Table – Updated June 14, 2016

Theme	Comments	Response
Air Quality / Human Health	<ul style="list-style-type: none"> • Electrification of trains should occur before bringing them into our neighbourhood and parks. • Negotiate to have electrification occur as soon as possible. • Is the Davenport bridge / Barrie line the top priority and first in line to be electrified out of all the GO lines? If not, why isn't it on the top of the list? If it is on the top of the list, why is there no way of building the bridge so that it is fully electric from the get go? 	<p>MetroInx has committed to electrify the GO network that it fully owns over the next 10 years. The current GO service will continue to be diesel powered until the Barrie corridor is electrified.</p> <p>As you may know, we are in the process of formally beginning the environmental assessment for electrifying the GO service. We will have a better idea with regards to electrification phasing once the assessment is completed. What I can tell you is that both the Kitchener and Barrie lines are the top lines to be considered for being electrified first.</p> <p>Electrifying the rail corridor involves more than simply installing poles and wires. We need to build traction power stations to bring the power from Hydro One and convert it for use on the electrical network, that needs to be built, to power the GO electric service. This is not an insignificant job and will require a lot of co-ordination with the existing infrastructure expansion (e.g. Davenport Overpass) and maintaining the existing service across the network. Stay tuned for more details on the electrification phasing plan.</p>
Air Quality / Human Health	<ul style="list-style-type: none"> • Shorten and endanger the lives and health of children and seniors, along with the rest of us. 	<p>For more information on human health please see Appendix F – Air Quality Assessment of the Davenport Diamond Grade Separation Environmental Project Report.</p>
Air Quality / Human Health	<ul style="list-style-type: none"> • Concern about the increase the amount of carcinogens from diesel trains (level one carcinogen) in close proximity to homes, schools and parks • Lack of consideration to long term costs of exposure to a carcinogen that the World Health Organization has declared not acceptable for use in cities 	<p>For more information on air quality please see Appendix F – Air Quality Assessment of the Davenport Diamond Grade Separation Environmental Project Report.</p>
Air Quality / Human Health	<ul style="list-style-type: none"> • A recent report was released indicating that commuter cyclists are at a much higher risk for lung cancer because they breathe much more deeply than pedestrians • Concern that the project proposes that this would be a good place to cycle. 	<p>For more information on air quality please see Appendix F – Air Quality Assessment of the Davenport Diamond Grade Separation Environmental Project Report.</p>

<p>Air Quality / Human Health</p>	<ul style="list-style-type: none"> • With increased train service in 2017 and with the potential bridge in future, how much dust pollution could I expect to find on my balcony, outdoor furniture, glass guard and the façade of the building? During construction? Post construction from the diesel trains? Wind gusts generated by the fast-moving diesel and future electric trains? 	<p>A dust mitigation plan will be in plan to manage dust from construction activities.</p>
<p>Air Quality / Human Health</p>	<ul style="list-style-type: none"> • How clean are the current trains compared to a transport truck? • How many truck is equivalent to the current 14 trains , and to 36 trains? • Will carbon emissions from power generation for electrification impact on the study are near the overpass? • In Metrolinx air quality study, what was used to determine diesel emissions – computer software or field measures taken in areas near the trains? 	<p>For more information on air quality please see Appendix F – Air Quality Assessment of the Davenport Diamond Grade Separation Environmental Project Report.</p> <p>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. Metrolinx used the CAL3QHCR specialized transportation dispersion model to model air emissions.</p> <p>There are no power generation sources of electricity within the project study area. The vast majority of Ontario's electricity are carbon emission free.</p>
<p>Air Quality / Human Health</p>	<ul style="list-style-type: none"> • Given our commitments made in regards to the reduction of Carbon Emission at the Paris Climate Conference of 2015, how do we justify the intensification of a diesel based transit network today? • What studies specifically are we referencing and relying on in respect to the health effects of more diesel in local environments that conclude increased exposure is not dangerous to the health of local populations - especially given the increasing prevalence of Air Quality warnings that specifically suggest our youth, elderly, and ill stay inside? 	<p>For more information on air quality please see Appendix F – Air Quality Assessment of the Davenport Diamond Grade Separation Environmental Project Report.</p> <p>Metrolinx is committed to electrifying the GO network within the next 10 years and expand GO service to deliver up to 15 minute service across the network. Metrolinx has committed to not increasing diesel service on the Barrie line beyond 36 train trips a day until the corridor is electrified. The result of the air quality assessment shows that there are no significant air quality impacts caused by the project. You can review the results of the study at metrolinx.com/RERDavenport.</p> <p>The plan is to get people out of their cars and onto transit to get people moving within the City of Toronto and the region. The electrification and expansion of the GO service over the next 10 years is a significant part of that plan</p>

<p>City of Toronto Coordination</p>	<ul style="list-style-type: none"> • Why are you deferring the gardening and maintenance under the bridge to the City but not respecting their authority in building the overpass? 	<p>As part of detailed design Metrolinx will continue to work with the City of Toronto on determining responsibilities of maintenance of the greenway.</p>
<p>City of Toronto Coordination</p>	<ul style="list-style-type: none"> • What is the city doing to accommodate the increased train frequency and the increased noise and potential damage to all our homes? 	<p>Metrolinx cannot speak to what the City is doing to mitigate impact from train frequency and increased noise.</p>
<p>Community Impacts</p>	<ul style="list-style-type: none"> • What is Metrolinx prepared to do if any residents in the community have psychological conditions as a result of the bridge? • How would you feel if this project was being built in your backyard? • How would you feel if this bridge and all these trains were going to be coming through your neighbourhood? • Are there also studies from third parties who don't have a vested interest in this on how a giant bridge in a residential area affects that area in terms of crime, property value, mental health, etc? 	<p>Metrolinx is in the process of developing a Community Advisor Committee for the Davenport Diamond project. The role of the committee is to help inform the design brief and evolve the preliminary design during detailed design. The Committee will also have a critical role to play in providing advice on implementation, stewardship and construction planning. The Committee is made up of representatives from community groups/associations, local businesses, local condo boards, Cycle TO Ward 18, members of the public, and the Residents' Reference Panel.</p>
<p>Community Impacts</p>	<ul style="list-style-type: none"> • Concerned that the parameters of studies conducted do not consider quality of life. • Data presented from studies completed do not focus on the reality of living near the bridge (i.e. not just averages; instead actual noise with diesel trains, diesel trains going up the incline, the piercing bells, the actual levels of sound and the impact on air quality). 	<p>For more information on noise and vibration impacts and mitigation please see Appendix E – Noise and Vibration Assessment of the Davenport Diamond Grade Separation Environmental Project Report.</p>
<p>Community Impacts</p>	<ul style="list-style-type: none"> • The number of people impacted by the tunnel vs. the overpass are shared on the Metrolinx website. • Concern that the number of people each option would affect is incorrect. Does not take into account long term impacts of increased crime or vibrations resulting from the overpass. 	<p>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.</p> <p>For more information on noise and vibration impacts and mitigation please see Appendix E – Noise and Vibration Assessment of the Davenport Diamond Grade Separation Environmental Project Report.</p>

Community Impacts	<ul style="list-style-type: none"> Seeking clarification about impacts to Rogers Road. 	<p>For more information on impacts to Rogers Road please see the Davenport Diamond Grade Separation Environmental Project Report and Appendix E – Noise and Vibration Assessment.</p>
Community Impacts	<ul style="list-style-type: none"> Received correspondence from families in the Davenport area who are concerned about the impact of the rail overpass, including obstacles and diesel fuels. Schools are working to encourage students to walk or ride to school (consistent with TDSB and City’s focus on active transportation). No perceived benefit to families, shops, community or schools with commuter trains passing through the neighbourhood and will affect the quality of life. 	<p>Metrolinx is committed to working with the community to minimize impacts and maximize benefits of transit expansion. The feasibility study identifies the overpass as the option that best minimizes impacts and maximizes benefits for the community. One of the impacts related to the tunnel option would have a trench through the Rogers Road community by approximately 7.5m, which means a school adjacent to the rail corridor would be impacted by construction and potential shadow from the raised road. Metrolinx considers active transportation and local connectivity as one the key strategic objectives. As such, the overpass provides opportunity to reconnect streets and neighbourhoods currently separated by the rail corridor.</p>
Community Impacts	<ul style="list-style-type: none"> Who will address the socio-economic impact on the overall neighbourhood if businesses/residents decide to leave the area because of construction or as a direct result of the overpass? 	<p>For more information on socio-economic impacts please see Appendix D – Land Use and Socio-Economic Analysis of the Davenport Diamond Grade Separation Environmental Project Report.</p> <p>Metrolinx will work with local businesses and the City of Toronto during construction to deal with any impacts from the project.</p>
Community Impacts	<ul style="list-style-type: none"> When will a sun shade study be shared to show the effects of shadows cast by the bridge onto 816 and 816 in the late afternoon and evening when the sun is setting in the west? As well as for all Davenport residents bordering the project? 	<p>You can review the sun shade assessment by visiting www.metrolinx.com/en/regionalplanning/rer/20160118_Davenport_Public_Meeting_Handout_EN.pdf.</p>

<p>Community Impacts</p>	<ul style="list-style-type: none"> On June 23rd of 2015 the DVCA released our Five Point Diamond Plan to both Metrolinx and our political leadership with the help of more than a dozen community members to express both areas of concern, but also potential opportunity. The document that follows will address both progress and lingering apprehensions in regard to Connectivity, Heritage, Respecting our Green space, a bridge to Earls court Park and Boldness of Vision along with other aspects of where we find ourselves more than a year later as we come to the conclusion of the Environmental Assessment for Metrolinx Davenport Diamond Grade Separation Project. 	<p>The planned Overpass structure to remove the rail-to-rail intersection known as the Davenport Diamond will be back to grade south of Davenport Road and north of Powerhouse Street.</p> <p>There is a significant grade differential between the existing rail corridor and Davenport Village. At Brandon Avenue, the rail corridor will be about 6 metres above the current rail corridor grade. However, it will be at the same height of the Davenport Village grade. In other words, the train won't be above the homes in this area as they continue to make their descent back into the lowered rail corridor to cross Davenport Road.</p> <p>Davenport Village will benefit from north-south connectivity with plans to work with the City of Toronto to extend the multi-use path to connect with the West Toronto Railpath. The next of the project will focus on continuing to work with the community through the Community Advisory Committee and we look forward to your participation.</p>
<p>Community Impacts</p>	<ul style="list-style-type: none"> Options for Davenport submitted a series of questions to be included in the Davenport Diamond Overpass TPAP. Options for Davenport "Our EA, Our Say", prepared by members of the Davenport community. We would like to confirm that this report will also be included as feedback for this TPAP. What is Metrolinx position on "Our EA, Our Say" which was released by Options for Davenport on April 27 2016? Does Metrolinx have plans to respond and to use data collected in "Our EA, Our Say" sound and Noise Study? If so which aspects of that study will be responded to and or used. Why and Why not? 	<p>Thank you for sharing these community questions. They will be included in the Environmental Project Report. Please refer to the Metrolinx response letter provided to Options for Davenport on June 8, 2016.</p> <p>To confirm, the Options for Davenport "Our EA, Our Say" will be included in the Consultation Appendix of the EPR.</p> <p>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.</p>

<p>Community Impacts</p>	<ul style="list-style-type: none"> Concerns for the privacy of residents along the Overpass route. Based on the information provided, it appears likely that the train will be at a similar level to second storey residences. Concerns that passengers on the GO train could foreseeably see into residents' homes. 	<p>Metrolinx understands and appreciates your concerns about privacy. It's important to feel safe and unobstructed in your own home.</p> <p>To provide some context, trains will be travelling at speeds of up to 55 mph through this area which means that it will only take seconds to pass by. There are no locations for trains to pause or hold through this area.</p> <p>There is a significant existing grade differential between the rail corridor and Davenport Village. At Brandon Avenue, the rail corridor will be about 6 metres above the current rail corridor grade. However, it will be at about the same height of the Davenport Village grade. In other words, the train won't be above the homes in this area as they continue to make their descent back into the lowered rail corridor to cross Davenport Road.</p> <p>Through detailed design, we will look to see if there are any other options to try deal with the concern of privacy from neighbouring properties.</p>
<p>Community Impacts</p>	<ul style="list-style-type: none"> Crash wall built by Fuse at the request of Metrolinx will be massive, ugly and obsolete. This wall will also be a major attraction for graffiti and may block off access to the pathway for the Fuse residents. Will the wall be a major source of sound pollution ricocheting back into the units on the west side at 1444 Dupont Street? Is more design attention being focuses here to resolve these concerns? 	<p>The development was considered as part of the noise assessment study. While the wall is not a major source of reflective noise, raising the tracks would actually reduce the noise reflections off of the crash wall. While we cannot alter the designs of a residential development, Metrolinx is proposing to construct a very absorptive noise barrier along the elevated guideway that will greatly minimize the effect of noise reflections. Further, the noise assessment shows that sound levels in the area of 1444 Dupont will decrease significantly (by as much as 19 dB) as the project eliminates the diamond and its associated noise.</p>
<p>Connections</p>	<ul style="list-style-type: none"> We have no objection to the current roadways. We don't need these roads connected. Major concern that this would disfigure two major parks located along its path. Residents do not want increased traffic with the proposal of reconnecting the east-west routes and this would destroy the very essence of the triangle as its own private pocket. 	<p>For more information on traffic impacts see Appendix I – Traffic Impact Assessment.</p>

<p>Connections</p>	<ul style="list-style-type: none"> • Vehicular connection between Antler Street and Lappin Avenue is anticipated to provide no benefit to traffic congestion along Dupont Street, Davenport Road or Bloor Street. Encouraged Metrolinx to create this connection as it will be perceived as a great value by residents within the area. • There is a lot of activity in Campbell Avenue Park and often a lot of congestion in the vicinity of the park. • The Antler Street and Lappin Avenue connection will alleviate some connection by facilitating entrance and exit for park activities. This connection will also provide an additional path into and out of the neighbourhood. • Encourage the Panel to reconsider the Antler Street and Lappin Avenue connection and report to Metrolinx that this connection be made. 	<p>Feedback recorded and indication that there will be plenty of opportunities to provide feedback throughout the TPAP process.</p>
<p>Connections</p>	<ul style="list-style-type: none"> • Request that you attach the streets underneath the bridge. • Vague proposal of a connecting path; concern that Metrolinx hasn't committed to linking it in a meaningful way to anything. 	<p>There will be two new east-west pedestrian/cycling connections at Paton Road and Antler Street/Lappin Avenue and a north-south connections between Davenport Road and Bloor Street West with the opportunity to extend further to connect with the West Toronto Railpath.</p>
<p>Connections</p>	<ul style="list-style-type: none"> • Enquired about the proposed grade changes to the Barrie Line, leading to an overpass of the main East West Lines above Dupont Street. 	<p>Provided an overview of the Project and the preferred solution (rail overpass). In another email, Metrolinx noted that there will no longer be any tracks at Wallace Avenue and Paton Road is a location where there may be a reconnection at grade and that other possible connections are being reviewed with the City of Toronto and other stakeholders. A construction timeline is not available at this time but the TPAP is expected to be completed by early 2016.</p>
<p>Connections</p>	<ul style="list-style-type: none"> • Residents have proposed idea of a pedestrian bridge connecting community to Earls court Park. 	<p>Noted.</p>

<p>Connections</p>	<ul style="list-style-type: none"> Request that the overpass integrate excellent cycling capability, further easing the traffic on our roads and providing more safe passage for cyclists. Great cycling path opportunities exist; possibly connect with the proposed Green Line: https://greenlinetoronto.wordpress.com/ryerson-opportunities-study/ 	<p>Noted.</p>
<p>Connections</p>	<ul style="list-style-type: none"> 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 Earls Court Park at the north end, and other connections to east-west cycling/pedestrian networks throughout. 	<p>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.</p> <p>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.</p> <p>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.</p>
<p>Connections</p>	<ul style="list-style-type: none"> 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. 	<p>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</p>

	<ul style="list-style-type: none"> • The Dupont Street underpass will subsequently be without a purpose. This dip is a major negative aspect to the area. Noisy and divisive, it encourages speeding traffic but it will be made obsolete by the overpass. Is Metrolinx working on design plans that will mediate this underpass. • Dupont on the north side has a dense population that bares the most intrusion with the overpass plan. The one seeming benefit will be access. Will there be access to the pathway on the north side: from the units directly adjacent to it? Will there also be access from Dupont Street? 	<p>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.</p> <p>Metrolinx is planning to raise the south side sidewalk on Dupont Street to create pedestrian connection with the multi-use pathway. Metrolinx has also identified this underpass as a location for integrated art with a "light-based" theme to help brighten and animate the condition underneath the existing bridge. The multi-use path will utilize the existing rail bridge as part of the overall multi-use path and greenspace.</p> <p>Access to the multi-use path will be provided from both the north and south sides of Dupont Street. To the south, the path will be accessed from the sidewalk which will be raised. From the north side, stair access will be provided from Dupont Street. This will be further studied during detailed design in consultation with residents.</p>
<p>Connections</p>	<ul style="list-style-type: none"> • Will Lappin Ave be extended west to the rail underpass? I believe it is currently privately owned and there is a parking lot there. Will the land be expropriated? • An important issue for me is access to Campbell Park. The renderings by Lappin and Antler, I couldn't understand how this would be a pedestrian walk way when the parking lot off of Lapin is private property. Can you please explain how pedestrians could safely use this passage way going through the parking lot? Is there any chance this land could be expropriated to create safer passage and public space? and what about the other parking lot on Ward that is used for Ubisoft employees? This is also private property. Will there be access off of Ward Street to Campbell Park through this parking lot? 	<p>Details on land expropriation and multi-use path connections will be determined during detail design.</p> <p>Campbell Avenue Park is one of three parks in the area that we have worked hard to ensure are well integrated into our public realm plan. Your questions about access from Lappin Avenue are good ones. We still have lot of work to do to resolve several issues with our preliminary public realm plan. We will be working with several private property owners along the rail corridor to open up access to the multi-use path. At Lappin Avenue, we are also working with the City of Toronto to finalize a plan to connect the multi-use path through this area. It requires conversations not only with the parking lot owner but also with 816 Lansdowne Avenue.</p> <p>With regards to access from Ward Street through the Ubisoft parking lot, again this will be part of the ongoing conversations we will be having with private property owners adjacent to the rail corridor about how the property line edge is treated to integrate the multi-use path with adjacent uses.</p>

		<p>We will keep the community updated as we move through detailed design on what accesses are possible to the multi-use path. We will add you to our e-mail distribution list to ensure that you stay up to date.</p>
	<ul style="list-style-type: none"> Have the lands that will make the linkages been secured? Lapping Ave. is of particular interest as it will provide Campbell Park access to the substantial community directly on the other side of the tracks and also offer a quiet, local alternative route to Dupont Street. 	<p>MetroInx will work with the City of Toronto to help implement the multi-use path. This includes creating connections such as the east-west pedestrian cycling connection at Lapping Avenue/Antler Street.</p> <p>There are still many unanswered questions. We are establishing a Community Advisory Committee to begin the work to help provide guidance during the detailed design phase to answer many of these questions.</p>
Connections	<ul style="list-style-type: none"> Are there any plans or commitment to allow access from St Helens to Sterling, either under or over the tracks? With the potential of a bike/pedestrian corridor being created that will connect with the West Toronto Railpath, will these streets have access to the pathways, and their neighbouring streets? 	<p>Work still needs to be done in partnership with the City to review the extension of the multi-use path south of Bloor St. W. to connect with the West Toronto Railpath. Once we have more details and answers, these will be shared with the community.</p>
Connections	<ul style="list-style-type: none"> When can we expect firm commitments to extend any multi-use path to include connections with green spaces to the north and south? Concern that a short trail only the length of the overpass will be underused, not have any meaningful connections, and possibly be unsafe due to lack of users. 	<p>MetroInx to respond.</p> <p>The design of this structure requires a significant amount of technical expertise and support which was part of the design process to date. We enlisted international design talent who are also working on a number of local projects in the City of Toronto.</p> <p>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.</p>
Connections	<ul style="list-style-type: none"> If a station is built at Bloor/Lansdowne Street on the Barrie line then a connected trail will help ensure its success as a mobility hub and also filter more users up and over to the Bloor Mobility Hub. It is our opinion that mobility hubs work best when people can access them without the use of a car and from as far away from the station as 	<p>It's exciting to see that work will soon begin to expand the West Toronto Railpath to the south. MetroInx is a proud partner in making this possible.</p> <p>We couldn't agree with you more, not connecting the multi-use path to the City of Toronto's existing bicycle and trail network would be a missed</p>

	<p>possible. A truly connected trail will do this. A trail that goes somewhere, will have vibrancy, safety, and people powered transit that will enrich all the communities that are connected. Think of it as “trail to rail - rail to trail”.</p> <ul style="list-style-type: none"> • Friends of West Toronto Rail believes that building a trail along the Barrie line that connects to West Toronto Railpath and to Davenport Road is a case of augmenting smart transit infrastructure with more smart infrastructure. • Will Metrolinx make a clear public statement that it wishes to support intermodal transit in the West End and is committed to making the Davenport Overpass multi use trail connected to Railpath and Davenport Road? 	<p>opportunity. 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. The design of the multi-use trail has certainly drawn on inspiration from the West Toronto Railpath and it will continue to offer opportunities to influence the detail design.</p> <p>In the case of the proposed Overpass to eliminate the Davenport Diamond, the design of the 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</p>
<p>Connections</p>	<ul style="list-style-type: none"> • Will Metrolinx ensure that the trail mirror the natural and indigenous design found on Railpath? • May Friends of the West Toronto Railpath keep in trust for the community the Wallace Level Crossing lights and barrier for use in a future historical display in the same way that we are already working with Metrolinx to preserve the West Toronto rail diamond? 	<p>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</p>

		<p>concept that has been put forward for the Davenport Overpass and multi-use path.</p> <p>We can certainly look into preserving the Wallace Avenue crossing signals for use in a future use as an historical element in the community.</p>
<p>Construction</p>	<ul style="list-style-type: none"> • Why is the proposed Construction Staging Area located just north of Davenport Road not included in the assessment? • Why was a potential construction staging area that will have 200 trucks a day moving in and out left out of this assessment area? 	<p>There is an identified possible construction staging area just outside of the current study area for this project. There is very limited space within the current study area for construction staging areas. This is simply a suggested alternative construction staging area. Construction staging areas will be confirmed during detailed design.</p> <p>The primary construction staging area is within the current study area.</p>
<p>Construction</p>	<ul style="list-style-type: none"> • Construction of the rail overpass may cause disruption to residents and businesses in the area. • Is there a clear plan to continue to address, throughout the construction process, concerns over safety, noise, changes to the neighbourhood and longterm maintenance of the overpass? 	<p>For more information on construction impacts see Appendix A – Construction Staging Report and Appendix I – Traffic Impact Assessment.</p> <p>A mitigation plan for construction noise, vibration, dust and any other impacts to the surrounding area will be developed prior to construction beginning.</p>

Construction	<ul style="list-style-type: none">• Questioned what the implications would be when construction begins and whether there is a possibility the building (or doors or windows) will have to be sealed off, or that part of the building will have to be removed. (at corner of Wade Avenue and Paton Road)	Construction is still a few years away, premature to speculate in specific construction impacts until the TPAP is completed. Metrolinx is willing to discuss further and link to project website was provided.
Construction	<ul style="list-style-type: none">• When is construction scheduled to begin?• Request for a Construction Schedule outlining which streets and walkways will be impacted, as well as an idea of how trains will be running while new tracks are being installed.	We expect to wrap up the TPAP for early summer and move into detailed design. Construction is expected to begin at the earliest for mid-2018.
Construction	<ul style="list-style-type: none">• Concern that construction contracts are being finalized as quickly as possible instead of working towards the best solution• Concern that construction contracts will be given out to contractor buddies	Metrolinx is committed to an open, fair and transparent procurement process for all Metrolinx projects.

Construction	<ul style="list-style-type: none"> Request that a foundational study be performed prior to construction for residents to have baseline information to measure against in the event impacts to private property foundation occur during construction of the overpass. 	It is common practice for pre-condition surveys of buildings be completed for homes near the rail corridor before the start of construction. This will be identified in the construction mitigation plan which will be developed down the road.
Construction	<ul style="list-style-type: none"> Understands that construction of the St. Clair Avenue West Bridge will be needed to accommodate the new rail overpass. Questioned the start date of construction, impact on St Clair Avenue West, and expected length of overpass construction. 	Advised that St. Clair Avenue west is not going to be impacted by the project.
Construction	<ul style="list-style-type: none"> What will the access point be in this area for construction workers/trucks, and who will be responsible for any damage done to our property during this time? 	The preliminary construction staging and construction access plans don't identify any use of the Davenport Village area. Metrolinx will be responsible for any construction damage caused by its work.
Construction	<ul style="list-style-type: none"> A condo resident inquired about possible additional structures required by law, to be installed where there are elevated rails and tall buildings. I would like to know if indeed there is such a requirement and whether discussions have been had with developers in the area on their installation. My personal experience with the developer of my condo tells me that he would be averse to paying for/installing such structures, and I would like a guarantee that due diligence will be done, and someone will commit to the installation of any necessary structures/supports PRIOR to construction of bridge. 	Metrolinx is not aware of any additional structures that would be required by adjacent properties with an elevated rail corridor.
Cost	<ul style="list-style-type: none"> Concern that the overpass is a waste of money, as was the UP Express. 	Noted.
Cost	<ul style="list-style-type: none"> Questioned lifespan and financial impacts of each option. 	Lifespan of the options that were reviewed are similar, however all options have different impacts. Overpass has the least amount of impact during construction but has the greatest visual impact.

<p>Cost</p>	<ul style="list-style-type: none"> • What will happen if the overpass goes overbudget? Will the focus on the public spaces become secondary? 	<p>Metrolinx is 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 multi-use path. 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.</p> <p>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. Metrolinx has publicly committed to fully funding the design enhancements that are depicted in the renderings of the initial design direction for both the structure and the multi-use path.</p>
<p>Design</p>	<ul style="list-style-type: none"> • Create open design competition and integrate ideas from the community. 	<p>Metrolinx is in the process of developing a Community Advisor Committee for the Davenport Diamond project. The role of the committee is to help inform the design brief and evolve the preliminary design during detailed design. The Committee will also have a critical role to play in providing advice on implementation, stewardship and construction planning. The Committee is made up of representatives from community groups/associations, local businesses, local condo boards, Cycle TO Ward 18, members of the public, and the Residents' Reference Panel.</p>
<p>Design</p>	<ul style="list-style-type: none"> • Please make the bridge less hideous. • The bridge as presented is ugly; an eyesore. • Concern of raised track in our view outside our house. 	<p>Noted.</p>
<p>Design</p>	<ul style="list-style-type: none"> • When can we see the renderings of the bridge by people's actual homes? • Request for 3D model and renderings of the guideway and residents homes/backyards. 	<p>Metrolinx has exhausted the resources within the current design contract to develop the preliminary design direction in response to community requests to see what we are committed to building. We are committed to updating the 3D model but we are also committed to following procurement processes to bring on further design resources as part of the detailed design phase. This will include evolving the design and providing the community with further views of what the design will look like. We are also finishing new views that were requested by the community to show what the overpass will look like from properties that back on to the corridor and will be able to share these shortly.</p>
<p>Design</p>	<ul style="list-style-type: none"> • Request for drawings and shadow studies for the Project. • Request for drawings or meeting. 	<p>Metrolinx is completing the shadow study for this project which will be completed during detail design. Renderings of the rail overpass can be</p>

		<p>found on the project website (website provided).</p> <p>Metrolinx noted that the project is in the early stages of the pre-engagement and offered to schedule a call to discuss the project further.</p>
Design	<ul style="list-style-type: none"> Where are there other options to move these tracks to? They don't belong in people's backyards. The barriers need to be higher, can the whole thing be enclosed? 	<p>The rail corridor known as the GO Barrie line has existed for over 150 years. The track in this corridor is maintained within the regulatory standards set out by Transport Canada.</p> <p>With regards to the planned two-metre high noise wall, this is the height that is required to effectively mitigate for noise from an electrified service. We will revisit noise wall heights during detailed design.</p>
Design	<ul style="list-style-type: none"> Have you looked at lowering one line and bridging the other, but that way not having to go as high with the overpass? Is it obvious that the GO line should be the one going on top? Would the other way around, having the CP line on top make it an easier sell? 	<p>Metrolinx has reviewed raising or lowering the CP Rail tracks. It has a footprint running from Runnymede Road to Christie Street impacting access to the CP Rail's Lambton Yard and impacts the recently built West Toronto Diamond Grade Separation.</p>
Design	<ul style="list-style-type: none"> What is the height of the bridge as it is planned to run adjacent to 640 Lansdowne Ave? 	<p>For more information on the bridge structure details see Appendix A – Construction Staging Report which includes plans and profiles of the overpass.</p>
Design	<ul style="list-style-type: none"> What will the visual of the tracks/trains be from Foundry Ave. Request for animatic renderings showing how close the overpass would be from homes at 812/816 Lansdowne and along Wallace Avenue. 	<p>We have completed several new rendering views including views from 816 Lansdowne Avenue.</p> <p>You can view all of the rendering views by visiting metrolinx.com/RERDavenport. It includes views from 816 Lansdowne Avenue.</p>
Design	<ul style="list-style-type: none"> I was impressed with the design enhancements that were presented. I think they will go some distance to mitigate the effects of the increased train traffic. 	<p>Noted.</p>
Design	<ul style="list-style-type: none"> With regards to the bridge itself, will other designs be proposed by firms outside of Canada? Would it not be possible that by opening up the design internationally, that we could gain more insight, expertise and recommendations that exist outside of Metrolinx's current design? Concern that people who have designed this project have no association or understanding of this neighbourhood and how this project will impact its current and future growth. What is your response to the community's request for the holding of 	<p>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.</p> <p>The design of this structure requires a significant amount of technical</p>

	<p>an international design competition to ensure a design that maximizes public realm improvements?</p>	<p>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 in the City of Toronto.</p> <p>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 preliminary design concept that has been put forward for the Davenport Overpass and multi-use path.</p> <p>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 multi-use path. 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.</p> <p>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.</p> <p>The design of this structure requires a significant amount of technical expertise and support which was part of the design process to date. We enlisted international design talent who are also working on a number of local projects in the City of Toronto.</p> <p>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.</p>
Design	<ul style="list-style-type: none"> • Will tracks be illuminated? Would eventual lighting interfere with 	<p>We do not currently have illumination within our rail corridors and do not plan</p>

	<p>nearby homes, condos?</p>	<p>to have any going forward. The issue you discuss a Mississauga was related to a bus station facility.</p>
Design	<ul style="list-style-type: none"> How much glare would residents at 812/816 Landsdowne Ave. experience as a result of rising sun in the east reflecting off of the proposed stainless steel finish into my unit and others facing west? There is currently minimal glare in the morning from glass on buildings in the distance but a closer, extremely reflective material is a major concern. 	<p>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.</p>
Design	<ul style="list-style-type: none"> Has Metrolinx come to a conclusion that stainless steel is the most appropriate material for the design of the overpass? What are the limitation of this material and what are the alternatives to this material? Can Metrolinx do a pilot test of the stainless steel material by erecting a prototype of the material, in the actual size and the height to would actually be once the bridge is in place, in Campbell park and at other test sites along the proposed overpass route? Who will be responsible for the design and construction of the catenary system? 	<p>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. The use of stainless steel is a concept and will be reviewed during detailed design. You can review the sun shade assessment by visiting www.metrolinx.com/en/regionalplanning/rer/20160118_Davenport_Public_Meeting_Handout_EN.pdf.</p> <p>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.</p> <p>Metrolinx is currently completing an environmental assessment to electrify core areas of the GO network. The design of the catenary will be completed to reflect the design of the Overpass structure.</p>
Design	<ul style="list-style-type: none"> Why can't you make a glass roof on top of the train so there will be less noise because the glass will keep air and pollution in? 	<p>Thank you for sharing these questions from your grade 2 class. I am more than happy to visit your classroom again to answer these questions in person.</p> <p>The questions have been included in the environmental project report.</p>
Design	<ul style="list-style-type: none"> Who approves the design plans? Will these designs be able to be approved by the public? 	<p>The detailed design phase is planned to begin once the Transit Project Assessment Process is completed. This will evolve the current design and</p>

		<p>formalize what the specifications will be for what will be built. The community will be involved through the detailed design phase through the Community Advisory Committee and Metrolinx will update the community throughout the design process.</p>
<p>Design</p>	<ul style="list-style-type: none"> • In new renderings of the overpass there is no gap between the two rail paths, has this been removed? Why? 	<p>The skylight has not been removed. This is a key element of the preliminary design concept which has been welcomed through most of the feedback received to date. There are no plans to remove it.</p>
<p>Design</p>	<ul style="list-style-type: none"> • An infill hill is being proposed under the railway line on the north side of Dupont Street: <ul style="list-style-type: none"> a) Will the 1444 Dupont Complex's first internal street – that dead-ends at the railwayline – preserve the view-line and access to the pathway or will the 1444 Dupont view and access be cut-off by the hill? b) How much space will there be between the overpass hill and the 1444 Dupont Units, considering there will be both the hill and a pedestrian system to overpass the east/west rail line located there. c) How will the pedestrian linkages over the east/west railway work and look? d) What landscaping considerations are being explored for the hill – what can grow on it considering light and slope? e) Why is the hill a better option than continuing with the pillars? 	<ul style="list-style-type: none"> a) This will be further studied during detailed design in consultation with residents. b) There will be about 5 metres of space between the berm on the units at 1444 Dupont Street. The Metrolinx rail corridor is 20m wide. The new guideway will run along the western edge of the right-of-way, and the pedestrian overpass will run along the eastern edge of the guideway. During detailed design, the slope and treatment along the western edge of the berm (facing 1444 Dupont) will be studied, and the treatment designed in consultation with residents. c) Currently, the conceptual plan proposes a pedestrian and cycle bridge that begins with a “switch-back ramp”, and crosses the CP Rail line running alongside the eastern edge of the guideway. This will be further studied during detailed design. d) The landscaping on the bermed sections will be native species that are low maintenance. The bermed section next to Erwin Krickhahn park will be grass to integrate with the park. Slopes that are too steep to be landscaped berms will be “Mechanically Stabilized Earth (MSE)” walls. There are some MSE walls that can be “planted”, if the space, slope and appropriate conditions exist. This will be further studied during detailed design. e) The hill, or berm, is a better option where headroom underneath the guideway is low. There are concerns about safety and litter collecting underneath lowered areas of the

		overpass.
Greenway and Parks	<ul style="list-style-type: none"> • Best possible retail and green space for community use. 	Noted.
Greenway and Parks	<ul style="list-style-type: none"> • Concerns that the public realm will not be developed with care or expanded in a meaningful way. 	Noted.
Greenway and Parks	<ul style="list-style-type: none"> • Concerned about children playing in the Davenport Village Park as trains pass by overhead. • Concerned about potential negative impacts with spaces below an overpass. 	Noted.
Greenway and Parks	<ul style="list-style-type: none"> • Questioned tree removal at Campbell Park. 	Identification of any tree removal would be identified during the detail design stage.
Greenway and Parks	<ul style="list-style-type: none"> • There is a little park in our development, Davenport Village Park. This is right beside the railway just south of Davenport Road. How will this affect the quality of life for our children using the park, for example the noise and air pollution. What will be done to keep this to a minimum 	Given the trains will be back to grade north of Brandon Avenue, the condition at the Davenport Village Park will not change much from what you have today with regards to the visual impact. There is a significant grade differential between the track and the Davenport Village which is above. The results of the noise and vibration assessment show that the Davenport Village neighbourhood is one of the primary beneficiaries of the removal of the Davenport Diamond. The majority of the neighbourhood will experience a decrease in noise with some areas closer to Davenport Road having a modest increase. Also, there will not be a significant change in vibration levels in your neighbourhood. There are no significant air quality impacts caused by this project and this becomes a non-issue once the service is electrified. We will be working hard through detailed design to further minimize any impacts where possible.
Greenway and Parks	<ul style="list-style-type: none"> • 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. 	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.
Greenway and Parks	<ul style="list-style-type: none"> • Are there clear dollar amounts attached to budget items, and documented legal accountability, in the matter of funds devoted to 	Metrolinx's standard is to set aside public realm funding that will be safeguarded to ensure that plans are fully funded during the construction

	<p>beautification and neighbourhood improvement initiatives, such as the square, the path and the landscaping under the so-called “guideway”?</p>	<p>phase of this project. Metrolinx has publicly committed to fully funding the design enhancements that are depicted in the renderings of the preliminary design direction for both the Overpass and the public realm underneath including the multi-use path.</p>
Greenway and Parks	<ul style="list-style-type: none"> Which arts organizations, artists and community groups will you engage in partnership to develop and sustain programming that animates spaces under the bridge? 	<p>Metrolinx is creating a Community Advisory Committee to help it develop a stewardship and implementation plan to activate and program the public space underneath the Overpass. It is premature to comment on what the Committee’s work will recommend with regards to possible third-party partnerships with arts organizations.</p>
Maintenance	<ul style="list-style-type: none"> Concerns that the bridge will not be maintained. Ensure to paint and maintain the pillars that are at risk of being tagged with graffiti. Suggest the best possible design and maintenance to ensure it remains clean. How much will it take to maintain these tracks? Is there a planned annual budget for cleaning and maintenance of the bridge’s appearance, i.e. graffiti removal or cleaning of the stainless steel façade? 	<p>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.</p> <p>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.</p>
Maintenance	<ul style="list-style-type: none"> Can Metrolinx share any information about maintenance cost for any of their other built infrastructure? Is it possible to know how much it cost to maintain the elevated tracks at the airport vs. how much it costs to maintain one of your underground tunnels? Does Metrolinx or GO Transit develop long term maintenance plans for these projects in the early phase of the project or is there someone I can contact to find out more about maintenance and how long term maintenance plans are developed? 	<p>I will have to get back to you on your maintenance questions. However, I can tell you that there is a lot more maintenance required with a tunnel or trench given the water infiltration issues than with an elevated rail corridor.</p>

Maintenance	<ul style="list-style-type: none">• Request for more details on maintenance of the multi-use path and who will be responsible for maintenance.• Request for schedule indicating when landscaping/maintenance of greenway is to be expected.	<p>We continue to meet with the City of Toronto to discuss how to integrate the multi-use path into other public assets. We respect the City of Toronto's jurisdiction over parks and recreation and we will continue to work with them to ensure that there is a long-term maintenance and programming plan for the space. This will continue to be Metrolinx property and will have to be maintained. The success of the multi-use pathway is dependent on working with the City of Toronto to create connections with existing City parks and multi-use trails. A partnership will lead to better results for the proposed multi-use path.</p>
Maintenance	<ul style="list-style-type: none">• If there is no consensus reached between the City, Province and Metrolinx regarding who will be financially responsible for the maintenance and landscaping required for the proposed "greenway" design, will construction of the "Guideway"/project still commence?• A sound realistic financial plan for the implementation and maintenance of the "Greenway" should be required before construction commences.	<p>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.</p> <p>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.</p> <p>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.</p>

<p>Maintenance</p>	<ul style="list-style-type: none"> • There has been talk about using stainless steel to prevent graffiti, however the columns seem to be made out of some type of concrete. How will graffiti be controlled on these and who will be responsible for cleaning them? • Can the support columns and bridge underside be greened to avoid graffiti and tagging (i.e., covered in plant material to create a non-friendly paint surface)? 	<p>One key pillar of the plan will be the use of public art to help deter graffiti from taking place in the first place. Using vegetation to screen the infrastructure is something that can be discussed and investigated during detailed design to identify opportunities for its use.</p> <p>The stainless steel cladding is a finish treatment that was recommended in our preliminary design to help minimize the visual impact from the overpass structure. It is planned to be affixed to the side of the structure where the 2 metre-high noise walls are located. The overpass piers (columns) are made of concrete and the preliminary design is calling for it to be tinted white to brighten up the structure.</p> <p>Vandalism is a concern for Metrolinx as well. We are proposing anti-graffiti strategies that focus on limiting the amount of canvas that can be vandalized and using public art at key locations to deter vandalism. As well, a lighting strategy will be developed to ensure the area is well lit and the space is activated to minimize opportunities for vandalism to take place. Unfortunately, graffiti and vandalism is a city-wide problem and you can't eliminate it completely. Metrolinx will ensure that a maintenance program is in place to address graffiti.</p>
<p>Natural Environment</p>	<ul style="list-style-type: none"> • Pleased to see the pictures of the trees intact at Campbell Park in your graphics. Have the design requirements changed as such that the trees will no longer need to be taken down to accommodate construction of the bridge? 	<p>With regards to tree removal, we have previously indicated that the Overpass would not require the removal of trees at Campbell Avenue Park. This has not changed.</p>
<p>Natural Environment</p>	<ul style="list-style-type: none"> • When will a sun shade study be shared to show the Siberian elms can survive with reduced sunlight on the eastern edge of Campbell Park? 	<p>The preliminary arborist's report reviewed the trees at Campbell Avenue Park and concluded that they will not be unduly impacted by the construction of the Overpass.</p> <p>You can review the sun shade assessment by visiting www.metrolinx.com/en/regionalplanning/rer/20160118_Davenport_Public_Meeting_Handout_EN.pdf.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • Interested in the noise and vibration studies. 	<p>Metrolinx followed up with a summary of the preliminary update on the technical studies, the June 23, 2015 public presentation and storyboards. A studio tour accompanied by engineers of relevant disciplines (structural and acoustic) and a meeting with Ubisoft was subsequently undertaken.</p>

Noise and Vibration	<ul style="list-style-type: none">• Current train schedule has vibration impacts on residents.• Concerns about increased noise and vibration from increased service (180 trains per day).• Request that noise and vibrations of the trains should be undetectable by the residents living within metres of the tracks.• Communities are almost all residential and residents have expressed concerns over their tolerance to noise and substantial increase in train service	<p>Metrolinx has reviewed the noise and vibration impact from increasing the GO service. For more information on noise and vibration impacts and mitigation see Appendix E- Noise and Vibration Assessment</p> <p>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 section of the Overpass). The design of the concrete structure which includes pillars and noise walls effectively mitigates noise and vibration. 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.</p>
Noise and Vibration	<ul style="list-style-type: none">• Request to ensure the berm behind our house is built high enough so as to further mitigate any noise pollution generated by the trains (particularly while the diesels are still operating).	<p>Noise walls are not designed to provide privacy. They are designed to mitigate for significant increases in noise. Trains will not be stopping on the overpass to cause a privacy issue.</p>

<p>Noise and Vibration</p>	<ul style="list-style-type: none">• Some of the current trains seem to have the large loud engine cars at the back and others didn't. Why?• For the 7 trains in the morning and night - is there a breakdown of how long each is and whether it has the engine car?• What is the order of trains per day?	<p>The trains travelling north on the Barrie line (in the afternoon/evening) have the locomotive at the back of the train consist. In the morning, the locomotive is at the front.</p> <p>As far as train lengths, here is a break down for the 14 daily trips:</p> <ul style="list-style-type: none">· 4 – six train cars + locomotive· 4 – ten trains cars + locomotive· 6 – 12 train cars + locomotive <p>The order of trains per day are as follows:</p> <p>Southbound</p> <ol style="list-style-type: none">1. 10 cars2. 12 cars3. 6 cars4. 12 cars5. 6 cars6. 12 cars7. 10 cars <p>Northbound</p> <ol style="list-style-type: none">1. 6 cars2. 12 cars3. 12 cars4. 12 cars5. 10 cars6. 10 cars7. 6 cars
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<p>Noise and Vibration</p>	<ul style="list-style-type: none">• Concerns with level of decibels under the bridge. Please provide levels and how it will mitigated.• What is the decibel difference between concrete and steel under the bridge in Campbell park - of moving trains - ambient and moving trains.. 5m and 100m?	<p>We appreciate your concern about noise levels below the overpass in the planned multi-use path.</p> <p>We will get back to you as soon as possible. As was mentioned at Wednesday night's meeting, noise from a steel bridge, such as the one that you reference, is much louder than a concrete structure.</p> <p>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 regular 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, but not directly underneath, the Overpass. Results show that overall sound and vibration levels decrease with the recommended noise mitigation (noise is reduced significantly for receptors below the Overpass – 14 dB or more) 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.</p> <p>Steel bridge structures are considerably more noisy than concrete structures. The overpass won't be as noisy. Metrolinx recently 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.</p>
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<p>Noise and Vibration</p>	<ul style="list-style-type: none"> I'm concerned with the sounds and vibrations that would resonate underneath the bridge. What are these measurements? 	<p>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 regular 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, but not directly underneath, the Overpass. Results show that overall sound and vibration levels decrease with the recommended noise mitigation (noise is reduced significantly for receptors below the Overpass – 14 dB or more) 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.</p> <p>Steel bridge structures are considerably more noisy than concrete structures. The overpass won't be as noisy. 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.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> 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. Was under the impression that all day service would not commence until electrification of the trains has been completed. Can you please clarify that? Can you provide a firm date for electrification? 	<p>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.</p> <p>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.</p> <p>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</p>

		<p>to integrate in to the design.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • What – if any – study has been done to assess the noise and vibration effects of the elevated rail line on the abutting condominiums which are at or above the rail level? • What mitigation measures are being implemented both at the source and at the receiving end of any sensitive uses (i.e. a 5th floor residential unit facing onto the corridor). • How will the future electrification affect the noise and vibration levels, if at all? 	<p>For more information on noise and vibration impacts see Appendix E – Noise and Vibration Assessment.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • What will be done to mitigate sound and vibrations south of Bloor? 	<p>For more information on noise and vibration impacts see Appendix E – Noise and Vibration Assessment.</p> <p>Work still needs to be done in partnership with the City to review the extension of the multi-use path south of Bloor St. W. to connect with the West Toronto Railpath. Once we have more details and answers, these will be shared with the community.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • Can you commit to state of the art noise and vibration mitigation technology, in recognizing the detrimental impacts on quality of life for local residents? • Please describe the mitigation technology that is being proposed and confirm whether it is included in the \$210 million for the budget. • What strategies will Metrolinx commit to decrease the noise and vibrations near residential areas? 	<p>For more information on noise and vibration impacts and mitigation see Appendix E – Noise and Vibration Assessment.</p> <p>Metrolinx is concerned with the impacts of noise on the surrounding homes adjacent to our rail corridor. In line with all 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. A comprehensive noise and vibration study was completed to assess the noise</p>

		<p>and vibration impacts from the project and the proposed mitigation to reduce the impact. You can review the material at metrolinx.com/RERDavenport. The key mitigation is the incorporation of a 2 metre-high noise wall into the Guideway section of the Overpass and is included in the project estimate of \$210 million.</p> <p>Metrolinx has already identified noise wall mitigation in the design of the overpass structure and we will continue working through detailed design to further mitigate any residual noise and vibration impacts as much as possible. We will also be investigating new rail technologies and additional mitigation methods during detailed design.</p>
Noise and Vibration	<ul style="list-style-type: none">• Please provide the community with a better noise reduction strategy during pre-electrification.	<p>The environmental studies completed for the Davenport Diamond Grade Separation project followed the protocols and guidelines set out by the Ministry of Environment and Climate Change. It outlines the 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.</p> <p>Metrolinx recently completed additional noise assessment below the Winston Churchill Boulevard overpass on the Lakeshore West line. 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.</p> <p>In line with all Regional Express Rail Environmental Assessment studies, we have modelled the existing condition by comparing the increase in noise from</p>

		<p>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.</p> <p>Many of the considerations that have been raised about noise impacts 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 we are investigating new rail technologies and additional mitigation methods to integrate in to the design.</p>
Noise and Vibration	<ul style="list-style-type: none"> Absorptive Material lifespan. I would like to know how long the absorptive material is meant to last, how expensive is it to replace and who would pay for it. Given that, as discussed above, it would be of little use pre-electrification, in what state will the material be, a decade after installation when it's required to attenuate noise from electrified trains? 	<p>More information on the material of noise walls will be determined during detailed design.</p>
Noise and Vibration	<ul style="list-style-type: none"> Can you also address the vibrations that will be caused by the bridge and the minimum amount to maximum amount of trains passing by residential and businesses like Ubisoft, which is highly sensitive to vibrations with their motion capture studio? Metrolinx 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. What has Metrolinx negotiated with Ubisoft regarding the noise and vibrations of the new rail tracks? 	<p>For more information on noise and vibration impacts and mitigation see Appendix E – Noise and Vibration Assessment.</p> <p>We have committed to working with Ubisoft to identify any potential noise and vibration impacts and working towards mitigating any impacts. In fact, we have completed an on-site noise and vibration assessment and we are currently reviewing the potential future impacts and will work with Ubisoft to mitigate accordingly.</p> <p>Metrolinx is working with Ubisoft to better understand any impacts from noise and vibration on the sensitive motion capture equipment in use. Metrolinx has completed an on-site noise and vibration assessment to better assess the sensitive nature of this equipment and how best to mitigate any possible impacts from increased train service.</p>

<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • Has any thought or testing been done to review how vibration and noise into people homes will affect quality of life such as sleeping habits and disruption of vulnerable persons such as the elderly or infants? 	<p>Many of the considerations that have been raised 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.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • Although Metrolinx is not bound by city Toronto bylaws regarding noise, to what extent is correspondence with these standards considered by Metrolinx? • If Metrolinx’s choices do not comply with the City of Toronto noise bylaw, what does Metrolinx consider to be an appropriate standard of care that it owes to the residents? 	<p>For more information on noise and vibration impacts and mitigation see Appendix E – Noise and Vibration Assessment.</p> <p>Metrolinx is committed to respecting all municipal by-laws whenever possible and is in compliance with all federal and provincial regulations.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • In its noise modeling projections, has Metrolinx included the noise of station bells, train horns, trains not in neutral throttle, the noise of the catenaries once the line is electrified? 	<p>The noise and vibration study reviewed several throttle settings as indicated in Tables 7, 8 and 9 of the Noise and Vibration Assessment Study. The modelling did not include any station bells as there is no current station in the area. If a future station is confirmed, the station environmental assessment will review the impact of station bells.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • What kind of noise levels from the trains overhead will users of a trail experience along the route? Has this been modeled? 	<p>For more information on noise and vibration impacts and mitigation see Appendix E – Noise and Vibration Assessment.</p>

<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • How loud will the trains be at the end of Sarnia Ave? 	<p>The noise and vibration study modelled the noise increase for the sensitive receptor at 6 Sarnia Avenue (Receptor 33). Please refer to Table 11 in the Noise and Vibration Assessment study for the results of the noise assessment with increased service and noise mitigation (e.g. noise wall).</p> <p>As you can see by the results in Table 11, 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.</p>
<p>Noise and Vibration</p>	<ul style="list-style-type: none"> • Will a bell sound with each train passing? If the answer is yes then where will the bell sound and how often will it sound. 	<p>Train bells are only used when travelling through stations. There will be no bell use in this area unless a new station is identified in the area. Train horns are used at road rail crossings and when there is debris, people or animals on the track as a safety measure.</p>
<p>Preferred Alternative</p>	<ul style="list-style-type: none"> • Preference for Tunnel instead of Overpass. • Oppose the Overpass. • Toronto city council votes 38 to 1 to have Metrolinx abandon the bridge option and adopt a tunnel solution for the rail separation. • Concerned about the flaws in the Metrolinx overpass plan. • The tunnel is the only plan that makes long term sense - for safety, for livability, for any meaningful noise and pollution mitigation, for aesthetic reasons. • As the Davenport area is transforming, this project would set the neighbourhood back if allowed to proceed. • Feels that the Rail overpass is an ill-advised concept and a discordant fit for the vibrant and growing residential communities of Davenport, Bloordale and the Junction Triangle. 	<p>Noted.</p>
<p>Preferred Alternative</p>	<ul style="list-style-type: none"> • Supports the increase in the public transit network, but is unsure whether an underpass or an overpass is the best option. 	<p>Noted.</p>

<p>Preferred Alternative</p>	<ul style="list-style-type: none"> • Support for the Overpass vs. Tunnel • Residents living closest to the diamond are in support of removing it. • Removal of the diamond has been supported as an initiative for public safety. • Potential for connectivity improvements. • Many interested in the green space and possibility of connecting this space to the West Toronto Railpath and proposed greenway. • Tunneling the grade separation will be costly, disrupt traffic and liveability as it will take much longer to build and limit how much space for area residents to enjoy. • The treatment of E-W access and minimizing the visual impact of the bridge are both positive. • The tunnel will also eliminate the option of a St Clair Station which reduces community access to the line. While it is clear that there are some who may experience noise issues with the bridge they will • Comment that much of the adjacent land is commercial and there are significant stretches of park land that could attenuate any sound or visual intrusion with appropriate tree planting on the side furthest from the tracks. 	<p>Noted.</p>
<p>Preferred Alternative</p>	<ul style="list-style-type: none"> • Can it be assumed that most impacts identified for tunneling and trenching would only be limited to the construction phase whereas the impacts identified for the overpass would be felt forever? 	<p>Lifespan of the options that were reviewed are similar, however all options have different impacts. Overpass has the least amount of impact during construction but has the greatest visual impact.</p>
<p>Preferred Alternative</p>	<ul style="list-style-type: none"> • Residents are not convinced by Metrolinx statements about the need for the bridge and want an opportunity to review the planning materials. 	<p>Feedback noted and added to file.</p>
<p>Preferred Alternative</p>	<ul style="list-style-type: none"> • Fears that Metrolinx may be forced to use CP and VIA as an avenue to keep the status quo and resist options that could be a real benefit to the community. 	<p>Noted.</p>

Preferred Alternative	<ul style="list-style-type: none"> Please confirm that the overpass structure will accommodate electrification of the line - e.g. the bridge structure will include the necessary conduit and support structure for future power cabling and poles. 	The overpass structure will be built to accommodate the electrification infrastructure.
Preferred Alternative	<ul style="list-style-type: none"> Request for examples of overpass options in urban centres. 	<p>Brightline in Miami: http://www.gobrightline.com. Here is an in-depth article with renderings http://www.usatoday.com/story/travel/destinations/2015/11/09/florida-express-train-travel-miamiorlando/75179722/</p> <p>Here are some examples of elevated rail projects that exist/are being built around the world.</p> <ul style="list-style-type: none"> Melbourne, Australia - http://levelcrossings.vic.gov.au/media-library/news/proposed-designs-unveiledfor-caulfield-to-dandenong-corridor <p>There are existing elevated sections of rail corridor already. Brightline – Miami to Orlando train service; www.gobrightline.com; www.allaboardflorida.com</p>
Preferred Alternative	<ul style="list-style-type: none"> Concern those other examples of overpass do not show renderings in the actual construction photos nor near homes or in the middle of busy neighbourhoods. The scale and proportions of what Metrolinx is planning are really best suited to wider spaces, not 30 meters from homes, condos, parks and libraries. 	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.
Preferred Alternative	<ul style="list-style-type: none"> If Metrolinx built a tunnel and funded the difference between a tunnel and a bridge solely through raising ticket costs on riders using the line, how much would prices increase on a per ride basis over the 100 year life of the project? 	<p>Your question regarding increasing ticket prices to fund the cost differential between a tunnel and a bridge is challenging to answer as fares are dedicated towards operating costs and not funding capital costs.</p> <p>As per the feasibility study released on September 30, 2015, there are more community benefits and less impacts with an overpass as compared to building a tunnel.</p>

<p>Preferred Alternative</p>	<ul style="list-style-type: none"> Leaving aside cost and looking solely at community benefits, which is better, a tunnel or a bridge? 	<p>As per the feasibility study released on September 30, 2015, there are more community benefits and less impacts with an overpass as compared to building a tunnel.</p>
<p>Preferred Alternative</p>	<ul style="list-style-type: none"> Why didn't you just bury it? 	<p>Metrolinx reviewed several options to remove the rail-to-rail intersection known as the Davenport Diamond. This included building an overpass, trench and a tunnel. The results of the feasibility study can be reviewed at metrolinx.com/RERDavenport. The study shows that the Overpass is the best option to minimize the impacts and maximize the benefits as compared to other options. For example, the tunnel option more than doubles the length of the impact to 4 km from 1.4m with an Overpass and impacts 6,660 people as opposed to 3,900 people for the Overpass. Also, the tunnel options would require purchasing 25 properties and taking a sliver from 75 other properties while raising Rogers Road west of Caledonia Road about 7 metres in the air.</p>
<p>Preferred Alternative</p>	<ul style="list-style-type: none"> Why can't you make the tunnel without destroying houses? Are you sure you need to close Campbell Park if you build the tunnel? Is there a way to make two tracks on the ground? 	<p>Thank you for sharing these questions from your grade 2 class. I am more than happy to visit your classroom again to answer these questions in person.</p> <p>The questions have been included in the environmental project report.</p>
<p>Preferred Alternative</p>	<ul style="list-style-type: none"> How did Metrolinx decide that bringing St Clair Dupont and Bloor Street back to grade, was a bad idea? How did Metrolinx miss the opportunity to work with the city to fix the 100 year old problem of the train underpasses at those intersections? Why did Metrolinx always suggest that the tunnel would have to go under the current underpasses? 	<p>For more information on the rationale of the preferred alternative for the Davenport Diamond Grade Separation see the 2015 Feasibility Study on the following website: http://www.metrolinx.com/en/regionalplanning/rer/Davenport_Feasibility_Study-Main_Report_EN.pdf.</p> <p>Metrolinx has taken a comprehensive approach to removing the Davenport Diamond. We reviewed several options to deal with this issues including building a trench, tunnel and an overpass. We also looked at lowering or</p>

		<p>raising the CP Rail corridor and doing nothing. The results of all this work is included the feasibility study that was released on September 30, 2015. Metrolinx did not decide that bringing St. Clair Ave. W., Davenport Rd., and Dupont St. back to grade were bad ideas. The study shows that the construction impacts to road traffic, the TTC, and community connectivity were so great that it was not feasible to do so. As detailed in the study, all three of these current road underpasses would need to be closed at the same time for several years, effectively cutting off connectivity to the Junction Triangle during construction. The City is not supportive of this option.</p> <p>The tunnel option goes under these underpasses for effectively the same reason as the trench option. As well, we want to avoid all of the utilities that are buried within these road underpasses which will make the project more complicated and less feasible.</p>
Preferred Alternative	<ul style="list-style-type: none">• Metrolinx insists that the tunnel option must entail long entry and exit trenches which extend the impact and cost. The only explanation I have heard indicated diesel trains are unable to climb a "steep" grade. Is this in fact true?	<p>For more information on the preferred alternative for the Davenport Diamond Grade Separation see the 2015 Feasibility Study on the following website: http://www.metrolinx.com/en/regionalplanning/rer/Davenport_Feasibility_Study-Main_Report_EN.pdf.</p> <p>The current slope standard for the GO fleet is 2%. The tunnel and trench options used this requirement in competing a preliminary design to understand any impacts.</p> <p>The trench built to remove the West Toronto Diamond was built at the same 2% requirement and that is what the UP Express and GO trains navigate when travelling below the CP Rail trains in this area.</p> <p>Even when electrified, CN Rail maintains running rights on the Barrie rail corridor and we must maintain a 2% slope as a requirement to provide running rights to CN.</p>

<p>Property</p>	<ul style="list-style-type: none"> • Will you be expropriating city land with their permission? With the UPEXpress you started constructing on land that was city owned. Hence the delay with the station being finished at Bloor and Dundas St. W. • The development plans for the overpass include lands not owned by Metrolinx for example the land connecting Antler with Lappin and maybe others...what is Metrolinx plan to develop this land of the owner does not sell or secede the land crucial for the development to Metrolinx? 	<p>There are no plans to acquire any land (City or private) as part of the Davenport Diamond Grade Separation project.</p> <p>Metrolinx will work with the City of Toronto and other stakeholders, including adjacent property owners, to help implement the multi-use path. There are still many unanswered questions. We are establishing a Community Advisory Committee to begin the work to help provide guidance during the detailed design phase to answer many of these questions.</p> <p>It's too early to speculate on how conversations with property owners will go. There is still a lot of work to be done including completing detailed designed.</p>
<p>Property</p>	<ul style="list-style-type: none"> • Concern that the overpass will decrease the value of homes and force businesses out of the area. 	<p>Noted.</p>
<p>Property</p>	<ul style="list-style-type: none"> • Residents have privacy concerns and fears about work done to draw in corporate partners, and work in terms of heritage conservation of the powerhouse building. 	<p>For more information on cultural heritage please see Appendix G – Cultural Heritage Screening Report of the Davenport Diamond Grade Separation Environmental Project Report. For any properties of cultural heritage value or interest a Cultural Heritage Evaluation Report will be completed. If any properties of cultural heritage value or interest will be impacted by the project a Heritage Impact Assessment will be completed and provided to the Ministry of Tourism Culture and Sport for review and approval.</p>
<p>Property</p>	<ul style="list-style-type: none"> • Can you provide a clear assessment regarding effects on property value for surrounding residences along the project corridor during significant phases of the project? (Construction, 5 years, 10 years etc.). 	<p>It is difficult to speculate on the impacts to property values. In general, there is evidence to show that when homes are located close to transit, the close proximity can have a positive impact on property value. In addition, the close proximity to a transit station can also have a positive impact on property value. However, each property is different. There are other factors that can determine property value. For example, the economy and housing markets, changing characteristics of the area, manufacturing demand, local employment, etc.</p>
<p>Public Consultation</p>	<ul style="list-style-type: none"> • Residents Reference Panel was only allowed to discuss the 1.6km bridge and no other options. • Reference Panel is not a community endorsement of the rail overpass; their task was to provide input regarding the space under and around the rail overpass and was not allowed to discuss other options. 	<p>Noted.</p>

Public Consultation	<ul style="list-style-type: none"> • Support concepts presented by Options for Davenport at the January 18, 2016 public meeting. 	Noted.
Public Consultation	<ul style="list-style-type: none"> • Expressed this has been an open, informed, coherent and well facilitated public participation/consultation • Provided appreciation regarding the vision and commitment to the public interest that Metrolinx has demonstrated. 	Noted.
Public Consultation	<ul style="list-style-type: none"> • Upset that Community Information Sessions are held during the work day • Criticism that the invitation for the Community Information Session was received the same day of the event. 	<p>The Community Information Sessions were scheduled during the weekday and on the weekend to give people who can't make evening meetings an opportunity to drop by and learn more about our plans and share their thoughts. All our public meetings to date have been in the evening. Promotion of the Community Information Sessions we conducted in advance of the sessions. The initial flyer was distributed on February 11, 2016. The mailer received on the same day of the event was intended as a reminder.</p>
Public Consultation	<ul style="list-style-type: none"> • Community has received inadequate consultation. • You have not actually taken into account community input. You have completely disregarded the input and direction local government representatives, as well as Toronto City Council. • Residents worried that once reference panel recommendations are finalized, Metrolinx may forego further consultation. • Request to continue to consult the community even after the reference panel has been completed. 	<p>Metrolinx has started a community engagement processes for this project and is fully committed to ongoing engagement with the community. This project piloted a new concept for engagement, the Residents Reference Panel early in the process.</p>

Public Consultation	<ul style="list-style-type: none"> • Concern that Options for Davenport platform does not have concern for school or residents north of St. Clair Ave. West and Rogers Rd. • Deeply offended by Options for Davenport "seeking volunteers" page (http://optionsfordavenport.ca/get-involved/volunteeropportunities/) in which anyone who disagrees with them are called "Trolls" 	Noted.
Public Consultation	<ul style="list-style-type: none"> • Disappointed in the lack of transparency around the selection of members for the Community Advisory Committee. • Calling for better representation for those living in TCH and Co-op buildings and stronger representation of groups who represent the interests of children and seniors in the community. 	<p>We are more than happy to discuss your concerns and review opportunities to expand the breadth and scope of perspectives on the Community Advisory Committee.</p> <p>We are early on in our recruitment and we look forward to bring as many perspectives to the table as possible. We will reach out to the Toronto Community Housing development and ensure that they have a position on the committee as well.</p>
Public Consultation	<ul style="list-style-type: none"> • Metrolinx have not offered interested residents the option to accommodate accessibility needs, creating yet another barrier to participation. 	Metrolinx works to comply with the Accessibility for Ontarians with Disabilities Act. All public information sessions and community drop in sessions were held at accessible locations to accommodate accessibility needs.
Public Consultation	<ul style="list-style-type: none"> • Please provide the community the very last possible date for questions/comments to be sent so that they will be included in the official public document to be handed over to the Minister. 	<p>May 13, 2016 is the cut off for submissions to be formally included in the Environmental Project Report. This allows for everything to be collated, formatted and copies of the full Environmental Project Report to be printed as required under the process for submission. Please remember that comments will continue to be accepted after this date and there still is the formal 30-day public consultation period to provide further feedback.</p>
Public Consultation	<ul style="list-style-type: none"> • Concerns that powerless representatives are presenting political spin and rhetoric, instead of addressing the public like the intelligent adults that we are, and moving forward together. • Concerns of Metrolinx's poor track record in other communities/projects, demonstrates a blatant disregard for both factual evidence and the people whose lives will be impacted by their actions. 	Noted.

<p>Public Consultation</p>	<ul style="list-style-type: none"> • Councillors have been actively representing their constituents and expressing concerns about the bridge option. • Despite this significant resident opposition and the dismal record of the Ontario Liberals on past projects (examples provided), they proceed forward with this very unpopular and disruptive endeavour. 	<p>Noted.</p>
<p>Public Consultation</p>	<ul style="list-style-type: none"> • Are people directly impacted by a “superbridge” supposed to blindly accept the option you have chosen without a vote by members of the community? • Would you be willing to put this issue of a trench/tunnel versus an overpass to a binding referendum? • Who is Metrolinx accountable to and why is it basically a body of executives who just push their agenda without any repercussions at all? • What agency (if any) holds Metrolinx accountable to its proposed plan and design? Is it possible that Metrolinx will change structural and design aspects during the railpaths construction. 	<p>Metrolinx is a provincial agency and is accountable to the Ministry of Transportation. We work in the best interests of all Ontarians to plan and build transit for the Greater Toronto and Hamilton Area.</p> <p>The Davenport Diamond grade separation and overpass was approved and funded by the Province as part of the Initial Business Case to use the existing GO rail network to address the need for more transit options in Toronto and the region. Since the announcement of this plan, we have been working with the community through the environmental assessment and design process. While we know that there are residents with concerns about the impacts of the overpass, we are committed to continuing to work with the community to mitigate these impacts as much as possible.</p> <p>In addition to public meetings, drop-in sessions and an online survey about the project to date, there is an upcoming opportunity to share your opinion during the 30-day public consultation period on the Environmental Assessment Report which is scheduled to begin on May 27. All comments from this consultation will be directed to the Minister of Environment and Climate Change for consideration. We will be providing more details on how to submit your response shortly.</p> <p>As a provincial agency, Metrolinx is accountable to the Ministry of Transportation. The detailed design phase is planned to begin once the Transit Project Assessment Process is completed. This will evolve the current design and formalize what the specifications will be for what will be built. The community will be involved through the detailed design phase through the Community Advisory Committee and Metrolinx will update the community throughout the design process.</p>

<p>Public Consultation</p>	<ul style="list-style-type: none"> • Have all the property owners, tenants, residents of senior's buildings and Toronto Community Housing projects within 30-metres of the rail corridor been contacted about the project? In particular, I'd like to know what has been done south of Bloor, where residents on both sides of the track will also be greatly effected by this increase in service. 	<p>We have sent self-addressed mail to all residences and businesses within 30 metres of the rail corridor. We have also sent unaddressed mail to residences and businesses within the study area. The total distribution has been over 14,000 residences/businesses. We will be engaging with residents south of Bloor St. W. and north of Davenport Road as part of the Barrie Rail Corridor Expansion environmental assessment. This will be happening in the coming months.</p>
<p>Public Consultation</p>	<ul style="list-style-type: none"> • The Residents Reference Panel was comprised by a majority of people who do not live in the core study area. The views of these people were solicited when the project was first announced, and long before most residents were made aware of the project or had any time to consider its implications. 	<p>Noted.</p>
<p>Public Consultation</p>	<ul style="list-style-type: none"> • Since 2015 how many public points of contact, emails and telephone call has Metrolinx received regarding the davenport Diamond Grade Separation Project? • Of These public points of contacts, how many (or what percentage expressed a negative or unfavorable view of an overpass? 	<p>For more information on the consultation and engagement activities of the Davenport Diamond Grade Separation see Appendix K – Consultation Materials.</p> <p>Metrolinx has documented its engagement and feedback in the environmental project report which will be published on May 26 and made available at metrolinx.com/RERDavenport. The majority of people that live next to the proposed overpass have expressed concerns and preference for other options. However, people who live further away from the project area and in areas impacted by other options, the majority prefer the Overpass.</p>
<p>Public Consultation</p>	<ul style="list-style-type: none"> • Which local residents did Metrolinx survey when they suggested that the Bridge would not effect local real estate values? 	<p>For more information on the consultation and engagement activities of the Davenport Diamond Grade Separation see Appendix K – Consultation Materials.</p> <p>It is difficult to speculate on the impacts to property values. In general, there is evidence to show that when homes are located close to transit, the close proximity can have a positive impact on property value. In addition, the close proximity to a transit station can have a positive impact on property value. However, each property is different. There are other factors that can determine property value. For example, the economy and housing markets,</p>

		changing characteristics of the area, manufacturing demand, local employment, etc.
Public Consultation	<ul style="list-style-type: none"> Request for confirmation that questions/comments submitted will be included in the Environmental Project Report and responded to. 	<p>Thank you for your questions and feedback on the Davenport Diamond Grade Separation project.</p> <p>Your feedback has been included as part of the printed environmental project report. We are in the process of responding to your questions and it will be provided to the MOECC and posted online as a revised table.</p>
Public Consultation	<ul style="list-style-type: none"> Angry to learn that you have told Options for Davenport that their well thought out questions and concerns will not be included in this report. This is completely unfair and contrary to your own process and rules. 	<p>All of the questions captured by Options for Davenport were included in the print version of the Environmental Project Report. Attached are the answers to those questions which will be posted on metrolinx.com and shared with the Ministry of the Environment and Climate Change.</p>
Safety	<ul style="list-style-type: none"> With the overpass option, there should be constant security guards monitoring the area for crime. Concern that under the bridge becoming a stagnant void of space- a place for drugs and crime and graffiti that no one feels connected to, or safe in. Have there been conversations with Police about monitoring the areas beneath the bridge? Who will pay for these services? How often will grounds be patrolled, what protocols will be followed? Won't there be a substantial cost involved in patrolling these new grounds? 	<p>Safety is certainly a top concern with the community and Metrolinx. We will certainly design the multi-use trail using Crime Prevention Through Environmental Design standards to make it safe and well lit. Also, we will develop strategies and programming to activate the space to ensure it is well used by the community. This includes an anti-graffiti approach to minimize vandalism through public art and other strategies.</p> <p>The Community Advisory Committee will be key in providing recommendations on how to activate and program this space to ensure public safety. As well, the design is using Crime Prevention Through Environmental Design (CPTED) principles to enhance the safety of the unlocked public space.</p> <p>Metrolinx, the City of Toronto and the Toronto Police Service will work</p>

		<p>together to ensure that the new public realm meets CPTED requirements and that the space is activated to maintain public safety.</p> <p>It's too early to comment on who will be responsible for policing the multi-use path. The Community Advisory Committee will be key in providing recommendations on how to activate and program this space to ensure public safety. As well, the design is using Crime Prevention Through Environmental Design (CPTED) principles to enhance the safety of the unlocked public space.</p>
<p>Safety</p>	<ul style="list-style-type: none"> • Will Metrolinx monitor the impact of this bridge project on the area crime rate? What is the current reported crime rate? 	<p>It's too early to comment on who be responsible for policing the multi-use path. The Community Advisory Committee will be key in providing recommendations on how to activate and program this space to ensure public safety. As well, the design is using Crime Prevention Through Environmental Design (CPTED) principles to enhance the safety of the unlocked public space.</p> <p>We will have to defer to the Toronto Public Service for the current reported crime rate in the area. Metrolinx, the City of Toronto and the Toronto Police Service will work together to ensure that the new public realm meets CPTED requirements and that the space is activated to maintain public safety. In fact, the Community Relations Officer for the local Toronto Police Service 11 Division has been invited to participate on the Community Advisory Committee.</p>
<p>Safety</p>	<ul style="list-style-type: none"> • 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. • Request for clarification on derailment mitigation. Is the metal shell strong enough to mitigate a possible derailment? 	<p>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</p>

		<p>Overpass and Greenway concept which resulted in the skylight deck, slimmer pillars and lighting installments.</p>
<p>Service</p>	<ul style="list-style-type: none"> • How many diesel trains will run each day and when? Please clarify time of day and weekday vs weekend. 	<p>Currently, there are 7 daily train trips in the morning rush and 7 evening daily train trips in the evening rush. For details on the exact timing of the service please visit gotransit.com for the Barrie service schedule.</p>
<p>Service</p>	<ul style="list-style-type: none"> • Request for a website link to learn more about electrification plans (Dates, routes, cost). 	<p>You can find more information on the current electrification environmental assessment by visiting www.gotransit.com/electrification.</p> <p>The cost of electrifying the core areas of the GO network is part of the province's \$13.5 billion commitment to increase GO service.</p> <p>Please let me know if you have any further questions.</p>
<p>Stations</p>	<ul style="list-style-type: none"> • Request that a stop be incorporated into the local neighbourhood. • With the overpass, support to build stations at St. Clair and Bloor Street • Support for a new GO station where the Barrie line crosses Bloor St. A station in this location will improve downtown access for local residents and to other destinations (e.g. York University, York Region, Eglinton Crosstown line, etc...) • Propose to see a station at St. Clair near Laughton with a safe lighted path from that station to Rutland Street. • What criterion will be used in the determination of whether those stops are included? • When in the project development process will a final decision be made about whether stops are built? 	<p>We are currently completing a network-wide new stations analysis which includes a possible new station at Bloor Street West and St. Clair Avenue West on the shortlist of 50 possible stations to be further evaluated.</p> <p>You can review the evaluation criteria being used by visiting www.metrolinx.com/en/regionalplanning/newstations.</p>

<p>Stations</p>	<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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.</p> <p>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.</p>
<p>Stations</p>	<ul style="list-style-type: none"> If a GO Station is approved for this neighbourhood, proposal to have the design be a "heritage" style design based on the railway which existed in this area previously. 	<p>Thank you for sharing your comments on the project and the importance of the heritage of the area in any possible future station design.</p> <p>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</p>

		<p>Separation project. This information will be shared as soon as it is available.</p> <p>Thank you once again for your feedback, it will be included in the final Environmental Project Report.</p>
<p>TPAP Process</p>	<ul style="list-style-type: none"> • Please slow down the process. We need much more information. • Process is rushed and lacks transparency. • There are too many unanswered questions and you have not fairly and honestly explored the other options. If it cannot be done properly tunneled, electrified, maintained- then wait to build until it can be done well. If you can cap the trains at 36/day for nearly the next decade, then it is not necessary to forcibly rush this piece of infrastructure through our community at this time until it can be done in a responsible and sustainable manner: tunnel and electrification. 	<p>Metrolinx agreed to postpone the launch of the TPAP process twice prior the Notice of Commencement on January 28, 2016. Any postponement beyond January would result in delays in our ability to increase transit service and electrify the corridor, within the overall 10-year program established by the Province of Ontario. Delivering expanded transit is a key deliverable to address congestion, quality of life and economic growth in the GTHA.</p>
<p>TPAP Process</p>	<ul style="list-style-type: none"> • Can you please let me know what the anticipated project timeline is for these works? 	<p>We are in the assessment phase of this project. The Transit Project Assessment Process (TPAP) kicked off with the notice of commencement on January 28. We are spending the next 120 days engaging with our stakeholders and neighbours to review our work.</p>
<p>TPAP Process</p>	<ul style="list-style-type: none"> • 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. 	<p>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.</p> <p>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.</p> <p>We are committed to a comprehensive vision for the Davenport project that</p>

		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.
TPAP Process	<ul style="list-style-type: none"> Disagreement that this project has been assessed through a TPAP process; Request to MOECC for an Individual EA to be completed. Comment that the selection of the preferred alternative is solely based on one time capital costs (with very little technical / supporting information provided other than single line item). 	Noted.
TPAP Process	<ul style="list-style-type: none"> Is Metrolinx confident enough in its projected Barrie-Toronto numbers to include a system for accountability in the overpass plan? If it proves to be a failure within a certain time frame, should we not have the option to call for its removal? What policies are in place to hold Metrolinx legally and financially accountable for gross errors in their ridership projections? 	The current Barrie service is over capacity. We have many people who want to access the GO service but can't because there isn't enough of it. We are confident in our ridership projections that call for growth in ridership from 4M to 22M passengers annually. You are correct, ridership projections are not a guarantee. They are based on assumptions as we know them today. However, based on the fact that we cannot meet the demand for our service today, we know that by adding service we will be addressing the increasing demand for people to get out of their cars and take the GO service.
TPAP Process	<ul style="list-style-type: none"> Metrolinx has released at least two plans, the second of which had a significantly shortened bridge. Why wasn't this design proposed initially? What guarantee do residents have that Metrolinx is actually giving us the best design possible? 	<p>Metrolinx refined the original overpass concept based on feedback received from engagement with stakeholders and the community. We shortened the length of overpass bridge section and extended the berms to reduce the visual impact of the overpass and reduce the open areas under the bridge that are not usable as the train descends back to grade.</p> <p>The community will be involved in the detailed design process through the Community Advisory Committee and will have an opportunity to comment on the evolution of the design.</p>
TPAP Process	<ul style="list-style-type: none"> Why is it that the goal of getting this Barrie corridor transit expansion more or less a deadline based goal? The "missing link" option has barely been fully explored. Why is Metrolinx not working with CN to divert the freight north of the city? 	The Missing Link report is a preliminary review of a possible freight rationalization process. This idea is in its infancy and Metrolinx is in discussions with the freight operators and municipalities and moving this discussion forward. However, there is no current commitments to make this happen at this time. Metrolinx must move ahead with its plans for the

		<p>Davenport Diamond Grade Separation project as there are no concrete, funded plans to address freight rationalization. Also, even if freight is moved off of the east-west North Toronto Subdivision rail corridor, it would be considered for use as a rail passenger service to serve even more people in the City of Toronto and the region.</p> <p>Metrolinx has been in conversations with both CP Rail and CN Rail to discuss freight rationalization to support GO expansion on lines such as Kitchener and Milton. Although conversations continue, there is no framework for making this happen in the short to medium term. We have been consulted on the “Missing Link” study and Metrolinx is supportive of any process that helps increase GO service in the City of Toronto and the region.</p>
<p>TPAP Process</p>	<ul style="list-style-type: none"> • With the petition we have with all the gathered signatures and the Options for Davenport Environmental Assessment, is Metrolinx mindfully taking this into consideration to reconsider this one and only proposed options ea? At one point will there be a real look at other options? 	<p>For more information on the evaluation of alternatives and rational for the new rail overpass see the 2015 Feasibility Study Update at the following website location: http://www.metrolinx.com/en/regionalplanning/rer/Davenport_Feasibility_Study-Main_Report_EN.pdf.</p>
<p>TPAP Process</p>	<ul style="list-style-type: none"> • How many riders does the train service on this route normally take each day? • How many riders does Metrolinx expect will ride the train after the train service increases? • How did Metrolinx determine this future ridership? • How accurate will this ridership projection be? • Are there any other routes operated by Metrolinx that have similar ridership increase projections? • If so, which routes and what are their ridership projection numbers? If not, why is this route expected to be so popular in the future? 	<p>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.</p> <p>The Barrie line currently serves about 4 million riders annually with an average daily ridership of 10,000 people. Ridership is expected to grow to 22 million annually over the next 10+ years. An initial business case was developed for all GO expansion across the entire network over the next 10 years. The business case is available by visiting metrolinx.com where you can review all of the projections for all of the planned GO service expansion. The ridership projections are based on a series of factors that have been comprehensively reviewed. This is an initial business case that will evolve as we expand transit infrastructure and increase GO service.</p>