



Davenport Guideway & Greenway FAQ

Davenport Diamond Guideway and Greenway FAQ

Below is a handy list of FAQs about the Davenport Guideway and Greenway projects. Questions are organized by topic. Most of these were collected at the recent public open house meeting. Please have a look (there's a lot of them!) and let us know if there's anything missing. If you'd like to submit a new question, or to sign up for future announcements, please email us at TorontoWest@metrolinx.com.

Top 10

1. What public realm are you building?

Metrolinx is fully committed to building the Greenway public realm improvements once the Guideway is completed. The public realm will be procured separately, which allows greater control over design. The November 20th Open House was the first in a series of community engagements on the Guideway and Greenway contracts. The original 2018 design will be the foundation for the public realm design. We'll be back in front of the community for the public realm design consultations next year (2020).

2. When will construction start/end on the Guideway?

Design and enabling works began in the fall 2019. Major construction will begin in the spring of 2020. Completion expected in spring 2023.

Early works to install diversion track: April - September 2020

- Includes work at the diamond and surrounding area for installation of shoring wall, diversion track, and temporary diamond to cross CP tracks
- Trains transferred to diversion track (including temporary diamond)

Construction of mechanically stabilized earth (MSE) retaining walls and elevated structure: September 2020 - May 2022

- Includes work at the diamond for installation of bridge structure over CP tracks March - August 2021
- Trains moved onto New West Mainline on elevated guideway

Construction of New East Mainline: May 2022 - March 2023

- Limited work at the diamond

3. What can we expect in terms of impacts?

Major construction will start in Spring 2020. It's an active rail corridor, so there will be noise but every effort will be made to minimize those construction impacts. Affected residents will be notified in advance of impacts, particularly for any overnight work. If you are not receiving notices, please contact TorontoWest@metrolinx.com.

4. What elements of the overpass benefit the community?

Guideway cladding reflects light and blends in with surroundings. The skylight element brings light and rainwater to the area under the Guideway. Enhanced lighting increases safety and enjoyment of the public realm amenities while minimizing light pollution. The noise wall, bridge bearing pads and track fixation will keep noise and vibration from train operations at a minimum. Also, the Guideway will eliminate noise from trains passing over the Diamond itself.



A concept rendering showing the Guideway, looking east from Wallace Avenue. This is subject to change during implementation. The Greenway (public realm improvements) are not reflected here. They will be procured separately.

5. Is the 36 train per day cap still in effect?

Yes, we run a maximum of 36 trains per day on the corridor. That was the commitment made during the 2017 Network Electrification Transit Project Assessment Process (TPAP).

6. Do you plan to increase service beyond 36 trains per day?

A maximum of 36 trains per day was the commitment made during the 2017 Network Electrification Transit Project Assessment Process (TPAP). To change that would require an addendum to the TPAP, including a formal and public process with extensive community consultation.

7. Is there a plan for electrification?

We are in the process of procuring the On Corridor Works contract, which includes electrification. Bid teams will be asked to decide which technology they want to use to electrify the network (e.g., overhead catenary system, hydrogen fuel cells, etc.) Once the team is selected, final infrastructure and service plans will be made available.

8. What happened to the integrated art?

After careful review of the cost-benefit analysis of the integrated art program, it was deemed too expensive. Metrolinx will be moving forward with a community art program in its place that reflects the established community art projects that we have on other Metrolinx projects like the [Eglinton Crosstown](#). This program will focus on local community initiatives and artists.

9. What are the noise walls going to look like?

We're currently in design on the noise walls, so we'll be back in front of the community with noise wall images in the Spring 2020. But we know for sure that the Guideway will be covered in the anodized aluminum cladding.

10. How is this Guideway design different from the original design?

As the project has matured, so have the design features. A divided bridge deck will allow natural light under the structure. Slim pillars, integrated pier caps, and reflective cladding will help soften the visual impact of the bridge. The tapered sides of the Guideway increase the amount of sunlight that penetrates to the ground. It maintains safety and security, and helps maintain the public realm landscaping that will be built once the Guideway is complete.

Public Good

1. What are the overall benefits of the project?

For GO customers, the Davenport Diamond Guideway will allow for increased GO rail service on the Barrie GO corridor. For local residents, the Greenway public realm will be a long-term community asset.

2. How will the local neighbourhood benefit from the Guideway project?

The local community will benefit through strengthened and safer connectivity at crossings, less noise and vibration from train operations, and improved public amenities. The elevated Guideway will reduce delays and vehicles idling at east-west crossings, improve pedestrian and bike connections, and make travel across the rail corridor safer for all.

Once the Guideway is complete, we'll get started on building public realm amenities like the park space under the Guideway, under a separate contract. We'll be back to engage the community on design of the public realm.

Bloor-Lansdowne GO Station is part of our market-driven Transit Oriented Development strategy, leveraging third-party investment to help build transit infrastructure.

3. Will any of the design aim for LEED Certification?

Metrolinx is evaluating which rating system and best practice resource we will use for implementing sustainability into the Greenway project.

Construction, Noise, Vibration

1. What works are being done to prepare for construction?

Enabling works began in August 2019. See below for a summary of some of the works left in 2019.

- Temporary fence installation (Lansdowne Avenue; Wade Avenue): Completed
- Noise and vibration testing at requested properties: October - November 2019
- Utilities investigation with hydrovac night work in rail corridor: October - December 2019
- Safety Set Up: October - December 2019

2. When will construction begin and how long will it last?

Design and enabling works began in the fall 2019. Major construction will begin in the spring of 2020. Completion expected in spring 2023.

3. What types of activities will take place during construction?

The scope of work for the project includes:

- Construction of a rail grade separation structure between the north-south GO Barrie Rail corridor and the east-west CP Rail corridor;
- Erection of retaining walls forming the approaches of the grade separation structure topped with noise reduction walls to minimize impacts on the community;
- Construction of a temporary diversion track to enable construction of a new two-track elevated guideway;
- Modification of an existing at-grade crossing at Wallace Avenue to become a road under rail grade separation;
- Construction of a pedestrian underpass at Paton Road;
- Replacement of Bloor Street West Bridge; and
- Construction in an active rail corridor with limited access points and staging and coordination with the Barrie Rail Corridor Expansion Grading project.

4. How will construction impact daily life, and what is being done to mitigate impacts? (e.g. traffic, utilities, access to businesses and institutions, noise, etc.)

Work on the Guideway will take place in an active heavy rail corridor. Efforts will be made to minimize the effects of construction, such as limiting noise and vibration, limiting light pollution during night work, and providing the community with advance notification of impacts.

5. Will construction take place overnight, including noise and bright lights?

Because crews are working in an active rail corridor, some work has to be done overnight when no trains

are running. Depending on the nature of the work, you can expect moderate noise, and if any lights are required to complete the work safely, they will be pointed away from households and windows. You'll receive notices well in advance. If you are not receiving notices, please contact TorontoWest@metrolinx.com.

6. What noise and vibration mitigation measures are being put in place during and after construction?

During Construction, our contractor will implement a noise and vibration control plan. That means no blasting or pile driving, using saws rather than jack hammers, using mufflers, and scheduling noisy work during the day whenever possible.

After construction, the noise walls, bridge bearing pads and track fixation will mitigate noise and vibration from trains. Right now, our trains are pretty noisy as they pass through the community, but these measures are designed to minimize those impacts.

7. Can any additional noise mitigation measures be put in place to reduce the impact of night work? The borehole drilling was disruptive for some residents.

The good news about borehole drilling is that it's almost done.

We want to be upfront with the community though: overnight work generally is likely to happen once in a while. It's very likely some of the work on the Guideway will have to be completed overnight and/or on weekends when no trains run. Metrolinx and our contractor will make every effort to minimize the local impacts by pointing any lights away from residences, using quieter tools and techniques, and completing as much work as possible during daylight hours. And where we absolutely must do work overnight, we'll keep the community informed well in advance.

We also ask that you register for our email distribution list to receive notices about upcoming work. Email us at TorontoWest@metrolinx.com - don't forget to adjust your spam/junk settings to allow for emails from that address.

8. Will you be cutting down trees, and what will be done to replace them? What about other vegetation?

Our contractor will have to remove some vegetation within Metrolinx's right-of-way in order to facilitate Guideway construction. But we're also protecting many trees along the corridor, particularly the Siberian Elm trees in our corridor that border on Campbell Park.

We're also developing a Vegetation Compensation Protocol for all our construction projects. Compensation for trees within private lands, including those on the boundary between Metrolinx and public or private lands, will follow the requirements of applicable bylaws and regulations

9. What will the Guideway cladding and safety walls look like, and how will they be responsive to adjacent uses?

We're currently in design on the noise walls, so we'll be back to engage the community on noise walls in approximately Spring 2020.

10. Will the aluminum cladding wrap around the guideway?

The aluminum cladding will be applied to both sides of the elevated guideway. The Bridge at Dupont is a concrete girder structure and bridge at Wallace is a steel girder structure. The cladding does not wrap below the guideway and bridge structures because of a requirement for regular visual inspections of the bridge structure.

11. Will any of the existing barrier walls be removed or replaced? (For example, the wall along the laneway behind Rankin Crescent that runs along the west side of the rail corridor).

The wall behind Rankin Crescent is outside of the rail corridor and Metrolinx property, and as such will not be impacted by the Guideway construction.

12. If there are multiple closures at once, how will emergency routes be maintained?

The Traffic and Transit Management Plan is still under development and is expected to be completed in 2020. This Plan will ensure that the staging of the works will minimize road closures and mitigate impacts to maintain emergency routes at all times.

13. How does the diversion track work? What are the steps involved and does it all the work happen inside rail corridor?

The diversion track will be constructed to temporarily shift the track to the east side of the Rail Corridor. This will allow for the elevated guideway to be constructed on the west side of the Rail Corridor.

Almost all of the work related to the diversion track will occur within the Rail Corridor. Modifications to the Wallace Avenue at-grade crossing will occur in the City right of way.

14. How long will it take to reconstruct Bloor Bridge and what will be the impact to traffic and local community?

The Bloor Street bridge will be reconstructed in two separate phases. Removal and reconstruction of the west half of the bridge will happen in 2020-2021. Removal and reconstruction of the east half of the bridge will happen in 2022-2023. Full closures of Bloor Street will be necessary for a few specific activities relating to bridge demolition and girder erection. Short-term lane closures will also occur for other construction activities.

15. How high will the elevated section be?

The base of the elevated Guideway between Wallace and Dupont will be approximately 4.6 metres above grade, and approximately 10 metres wide. The Guideway will vary in elevation along its length. The highest portion of the elevated Guideway will be over the CP rail corridor and will be approximately 9 meters above grade.

16. Will the existing Dupont and Davenport bridges be rehabbed or improved?

Yes, the surface of both bridge decks will be repaired as part of this project.

17. Will the existing Dupont and Davenport bridges be maintained to accommodate Multi-Use Path?

The Dupont bridge will be maintained to accommodate the future Multi-Use Path. The Multi-Use Path will connect to Davenport Road and will not be located on the existing Davenport bridge. The Multi-Use Path will be designed as part of the public realm contract, which is being delivered separately; however, construction start and end dates remain the same: 2023-24.

18. Can the new bridge at Bloor accommodate the Multi-Use Path?

The future Multi-Use Path bridge will be designed as part of the public realm contract, which is being delivered separately; however, construction start and end dates remain the same: 2023-24.

19. How will Multi-Use Path cross east-west CP rail line?

It is anticipated that the future Multi-Use Path will span over the CP rail line. But the details of that will be determined as part of the public realm contract, which is being delivered separately; however, construction start and end dates remain the same: 2023-24.

20. Will any parts of the Guideway (e.g. safety bays) overhang property lines?

No, the safety bays still fall within the rail corridor property line.

21. Can you explain the MSE and how it works exactly? How is it different from the elevated Guideway?

The mechanically stabilized earth wall is like a ramp made of earth and materials to support the weight of the trains as they climb to the elevated Guideway section between Wallace and Dupont. More renderings and images of the MSE walls will be provided in 2020. The MSE wall embankment height will range approximately from 2.5 metres at Bloor Street to 5.5 metres at Wallace (south portion), and approximately 7.5 metres at the CP Rail crossing to 0 metres at the north limit of the project (north portion) with 2 metre high noise panels on top of the embankment. The elevated Guideway spans in between the north and south MSE embankments.

22. Will people be able to walk freely under the elevated Guideway or will it be fenced off?

You will be able to walk or cycle freely under the Guideway once the Guideway and Greenway are completed.

23. Will any properties need to be expropriated?

We have no plans to acquire any property as part of the Guideway project.

24. Are there any plans for cyclist detours during construction, and can they be posted to the project website and sent to the mailing list?

The Traffic and Transit Management Plan is still under development and is expected to be completed in 2020. We'll be letting the community know via a number of methods, including updates to Metrolinx.com/davenport, emails to the Davenport mailing list, and updates through elected official's channels. We encourage you to join Metrolinx's Davenport mailing list by emailing us at TorontoWest@metrolinx.com. That's the best way to get the latest info on the project, upcoming meeting dates, and other announcements.

25. Are there any plans for pedestrian and cycling facilities to be included in the new bridge over Bloor, as this would represent an important network connection to other nearby cycling and pedestrian amenities?

The future multi-use path bridge will be part of the Greenway contract, which is being delivered separately; however, construction start and end dates remain the same: 2023-24. We have a conceptual site plan that shows the proposed location of a multi-use trail running parallel to the grade separation. At this point, the services for the design consultant for the Davenport Public Realm project have not yet been procured so we do not have a detailed site plan available. The proposed multi-use trail will follow the path established with extensive input from the City of Toronto and community groups. If you would like to view the conceptual site plan, you may contact us at TorontoWest@metrolinx.com.

26. Are there plans to continue the city's Davenport Village Park walkway beside the MSE Wall Structure to Dupont? Could you please advise if this is being completed and the timeline for this particular section?

The multi-use trail will connect Davenport Village Park to Dupont and points south will be constructed as part of the Public Realm project. This second phase of the Davenport Diamond project will commence after construction is complete on the elevated Guideway.

27. Can you provide an update on the plans for the pedestrian bridge across Davenport to Earls court Park?

During the 2016-18 CAC process, Metrolinx committed to conducting a feasibility study of a proposed bridge connection over the Barrie corridor to Earls court Park. We completed that study during the environmental assessment for the proposed Bloor-Lansdowne GO Station. The Earls court bridge project is not part of the Guideway or Greenway contracts.

28. Can any of the cultural heritage value of the Wallace Avenue pedestrian bridge be conserved, and are there any plans for the community to commemorate this important piece of neighbourhood infrastructure for over a century?

The Wallace Avenue pedestrian bridge crosses over the Kitchener GO Line, outside of the project limits (the Guideway is located on the Barrie GO Line). It's not part of any Metrolinx project, but you might considering raising this with the City of Toronto's Heritage Preservation Service, which can be found online at <https://www.toronto.ca/311/knowledgebase/kb/docs/contacts/city-planning/contact-list-city-planning-4-urban-design-heritage-preservation-services.html>.

29. As it is when the Go Train crosses at the Diamond it creates such a loud noise, will this be reduced with this project?

Yes. The existing Davenport Diamond will be eliminated as part of this project, which means that there will no longer be noise from trains as they pass over the Diamond. This will be a major benefit of the Guideway for local residents and businesses.

30. With the new plan will the noise actually even be reduced?

Yes, the removal of the Diamond will reduce the noise and vibration impacts in the community.

Process

1. Why was the procurement of the rail grade separation and the public realm separated, and what is the rationale for completing construction of the guideway followed by the public realm components?

The public realm will be procured separately, which allows greater control over design. Tonight is the first in a series of community engagements on the public realm. We've got three years to engage the

community and the CAC on public realm, so we'll be back in front of the community for the public realm design consultations next year.

Public realm schedule has not changed: construction start in 2023 after the Guideway is done, finish in about 2024. The Greenway is built after the Guideway project is completed so that we can properly restore and improve the landscape without risking damage from Guideway construction.

2. Will the things that were promised in the previous community meetings and consultations be realized, and when?

Metrolinx is fully committed to delivering the major elements of the Greenway public realm improvements. This is the first in a series of open houses on public realm design and construction.

3. How can we be sure these investments in the public realm happen?

Metrolinx is fully committed to delivering the public realm improvements. Capital and maintenance budgets have been developed in order to get approval to proceed with procurement of a Design Consultant. We'll be asking the Community Advisory Committee (CAC) to reconvene in 2020 so that we can get back to work on designing a public realm space that the community, City of Toronto, and Metrolinx can be proud of.

Communications

1. How will you keep the community informed?

Our Community Relations Plan has multiple opportunities to contribute feedback, including public meetings, pop-ups, school visits, business liaison and committee meetings. We also intend to use mail drops, flyer drops, web updates, social media, and email distribution. Please sign up.

2. Is there a project website with current information?

Please visit metrolinx.com/davenport.

3. Who do I contact if I have questions or concerns?

All resident questions or concerns can be sent to TorontoWest@metrolinx.com.

4. Can you provide pictures of what the different sections of the bridge will look like? Can more renderings and images be shared with the community?

More renderings and images are currently in the works, and we'll share them with the community in the new year (2020).

5. Do you plan to provide any language communications other than English?

We are certainly open to providing materials in more than one language, for we recognize that Toronto is a diverse city, that diversity is its strength, and that not all our audience members speak English as a first language.

6. What is the difference between CN and CP Rail? Isn't the east-west line at Dupont CPR?

The rail line that stretches over Dupont Street is owned by Canadian Pacific Railway (CP).

7. Can you provide more up-to-date aerial images than those used on display boards 7-14, along with a correction of Keele Street to Symington Avenue?

Thanks for pointing out that typo - we'll make sure to correct it!

Train Operations

1. How often will the trains run?

During construction of the Guideway, we'll be maintaining service levels on the Barrie corridor as they are now: a maximum of 36 trains per day.

2. Is there a plan for electrification?

We are in the process of procuring the OnCorr contract, which includes electrification. Bid teams will be asked to decide which technology they want to use to electrify the network (e.g., overhead catenary system, hydrogen fuel cells, etc.) Once the team is selected, final infrastructure and service plans will be made available.

3. Is there a plan for a GO Station at Lansdowne?

Metrolinx is engaged in a market-driven Transit Oriented Development (TOD) strategy for Bloor-Lansdowne GO, leveraging third-party investment to help build transit infrastructure. Transit Oriented Development is higher density, mixed-use development that is connected, next to or within a short walk of transit stations & stops, and is designed to encourage transit use.

4. What time of day and night will the trains run?

Currently, our trains run from about 5:00 a.m. until 11:00 p.m. We have no plans at this time to change those service hours.

5. Will there be a double track south of Bloor, and how does the Davenport Diamond Project fit into the larger Barrie Line GO Expansion?

Good question. Metrolinx is currently building a second track along the Barrie corridor within the City of Toronto, except within the project limits of the Guideway contract. Graham Construction is building the second track within the Guideway project limits. We plan to extend that second track up to Aurora GO Station to enable two-way train service.

6. Will there be bells ringing coming in and out of stations? Can Metrolinx stop or reduce the bell ringing at UPX Bloor station?

As a rail operator, Metrolinx follows the *Railway Safety Act*, Canadian Rail Operating Rules (CROR) and the Railway Locomotive Inspection and Safety Rules (RLISR) as a best practice for rail operations along Metrolinx-owned corridors and as a requirement for federally regulated rail corridors. These rules require that engine bells be rung when trains approach, pass or move about a station.

Safety is our top priority - we take safety seriously, and that's a promise. Train bells enhance safety in many ways, and in particular, are an important safety tool to warn customers of an advancing train and to keep a safe distance on the station platform.

As train bells are an important safety tool, Metrolinx will not consider requests to implement bell cessation. However, as we have done with our UP Express fleet, Metrolinx is making the necessary adjustments on our GO train fleet to lower train bell decibel levels, while continuing to meet federal regulations.

Cost

1. How much will the project cost?

The contract value of the Guideway project is \$175 million.

2. Once construction starts, do you expect costs to rise?

The contract signed by GCRS is for a guaranteed maximum price and with a fixed delivery date.

3. What will happen if they don't complete the project on time? Are there penalties?

Under the P3 model, budget and schedule risk has been transferred to our contractor under a fixed-price, fixed-date contract, so they have a strong financial incentive to complete the project on time and on budget. In the event of project delays, GCRS will be responsible for any additional charges associated with the delay.

4. Who's paying for this project?

The project is funded and approved by the Province of Ontario, and is being delivered by Metrolinx and Infrastructure Ontario as part of the GO Expansion program. Funding also provided by the Government of Canada.

Graffiti, Safety and Lighting

1. What is being done to minimize, prevent and remove graffiti?

We've designed all structures included in the Guideway contract to have anti-graffiti coating applied to them up to a height of 2.5 metres above grade.

2. What is being done to prevent transient and antisocial behaviour under the Guideway, such as people sleeping under it?

Safety is Metrolinx's #1 priority. Security lighting will be installed at the conclusion of this project. If you have any information about a crime, please call Toronto Police Crime Stoppers at 416-222-TIPS (8477) or dial 9-1-1 in the event of an emergency.

3. How will the Guideway be lit?

The skylight element brings light and rainwater to the area under the Guideway. Enhanced lighting increases safety and enjoyment of the public realm amenities while minimizing light pollution.

4. What will the cladding of the Guideway look like?

The Guideway will be covered in reflective aluminum cladding that reflects light and blends in with surroundings.

Submitting a Question

If you have a new question to submit, please contact us:

Tel: 416-202-6500

E-mail: TorontoWest@metrolinx.com