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**From:** Joseph Taylor [REDACTED]  
**Sent:** Wednesday, December 02, 2015 11:37 AM  
**To:** CEO (Metrolinx)  
**Subject:** In regards to the upcoming Board of Directors meeting this Thursday December 3rd, 2015

Bruce McCuaig, CEO

and Metrolinx Board of Directors

97 Front Street West

Toronto, ON

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**In regards to the upcoming Board of Directors meeting this Thursday December 3<sup>rd</sup>, 2015**

**RE: Davenport Diamond Community Rail Overpass**

Dear Mr. McCuaig, Chairman and Board of Directors members,

As a regional commuter I support better transit across the GTHA. However, I want to express my profound disappointment in your decision to build a Gardiner for GO trains in the heart of Toronto's west end. I urge Metrolinx to work with Options for Davenport, the City of Toronto and our MP to find a solution better than an overpass to eliminate the Davenport Diamond. **Residents in Davenport have made it clear that while we support expansion of interregional transit through our community, an overpass is not an acceptable option.** While some of your terms in office may end next year, this ill-conceived plan will impact our city for a century.

It is not just residents who are concerned about this plan. **City staff have raised significant concerns with the overpass plan**, and are in agreement with our position that additional time is needed in advance of commencing the TPAP in order to work toward a "balanced solution" for the community. After reviewing the information received by Metrolinx, City staff determined that **"the tunnel option, on balance, represents greater long term City building benefits compared to the overpass option."**

Davenport Member of Parliament Julie Dzerowicz has also indicated her serious reservations regarding the proposed plan, and has echoed the requests of City staff to delay the project to allow time for proper consultation with City and community stakeholders.

Furthermore, the City of Toronto - along with counterparts in Mississauga, Milton and Cambridge - are studying the option of constructing a bypass route north of the City for freight rail on the CP line. This could render unnecessary the need to elevate GO tracks at the Davenport Diamond, and will reflect entirely negatively

on Metrolinx should they push ahead with the overpass, for not having had the foresight to take this into account in their planning.

I find it unacceptable that Metrolinx has accelerated the commencement of the TPAP to January 2016, thus retracting its agreement with the City of Toronto that it would wait until Spring 2016, to allow sufficient time for other stakeholders to weigh in on the issue. The accelerated timeline appears artificial and unsupported by any compelling business case as to why this particular project must be rushed. If expansion of service on this line is as crucial as Metrolinx has indicated, then it is worth the investment to do it properly.

The blatant disregard for true consultation with this community, and refusal to cooperate with the City, suggests that Metrolinx does not understand that it is not enough to simply build more transit. **Transit development must work in concert with strong city-building principles, and that includes infrastructure that supports- not degrades- vibrant and healthy communities.**

I ask you, Mr. McCuaig, Chairman and Board Members, to carefully consider these concerns as you examine the Davenport Diamond proposal.

Respectfully,

Joseph Taylor

Local resident