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From: SM DeGrandis [REDACTED]
Sent: December-06-16 5:22 PM
To: [REDACTED]
[REDACTED]
Subject: Davenport Diamond Grade Separation: Board of Directors Meeting Thursday December 8th

Sebastian DeGrandis

[REDACTED]

Toronto, ON

[REDACTED]

Dear Mr. Pritchard and Members of the Board,

**RE: Davenport Diamond Grade Separation
Board of Directors Meeting, Thursday December 8th, 2016**

Once again, and with even greater urgency given the time lines, I am contacting you to express my deepest concerns about the Davenport Diamond Grade Separation project.

As a condo owner on what is essentially ground zero, or at the apex of the proposed overpass, it is just a matter of time before a monstrous three-storey bridge is built - quite literally - outside my balcony (please see attached photo*). [REDACTED]

Given the hundreds of residents in my building - along with the estimated 3800 others who will live mere meters from the bridge, along the 1.5 kilometer stretch - this is clearly not just my concern; it affects an entire community.

I am certain that many have already pointed this out but it bears repeating: the proportion of the overpass, and its proximity to so many homes and parks in the densely-populated neighbourhood of Davenport is not only unprecedented, but is ironically out of line with Mr. Del Duca's seeming ethos on 'building a better place to live'.

Aside from the very practical reality of 180 daily trains flying past, over two sets of rails every 7 minutes near where children play, and artists create, and businesses try to thrive, I am also now concerned about the Auditor General's recent findings on Metrolinx.

I am deeply troubled by the prospect of a vast and complex project such as the Davenport Diamond Grade Separation being handled by a company whose history includes design consultant errors (found in 6 random projects by the Toronto Star**), shoddy construction**, and poor oversight of budgets*** (of particular interest to the community since our repeated requests to consider options other than an overpass were quashed and deemed as being fiscally prohibitive. The AG's findings don't bode well for the accuracy of Metrolinx's more 'conservative' estimates for the overpass).

And in light of these recent events, a statement made by Metrolinx during initial meetings now has more disconcerting resonance and raises alarms: their admission that they had not embarked on such an ambitious project before.

This has also been evident in their utter disregard for community input. While consultation 'workshops' were indeed arranged by Metrolinx, specifics have been sparse, or contradictory when offered (ie. the confusion over increase in train traffic and electrification: when, how many trains). Residents's many concerns have largely been ignored and details regarding public realm budgets and maintenance, as well as noise, vibration and especially safety mitigation processes not forthcoming.

The community has repeatedly made clear our support for improved and expanded transit in the congested GTA region. From day one, we have merely requested that other options - more suited to a densely-populated neighbourhood - be equally considered.

Given the Auditor General's recent findings, compounded by all of the outstanding issues that have not adequately been addressed by Metrolinx, I am concerned that this very complex project is being rushed without sufficient attention being paid to budget and design. I truly believe that not enough study has been done to determine how such a massive infrastructure will affect not only the daily aspect of my neighbourhood, but its safety and its very socio-economic future.

Sincerely,
Sebastian DeGrandis

* Three-storey, 2 track overpass to be built directly behind wooden fence, metres from residents's windows

**<https://www.thestar.com/news/queenspark/2016/11/30/metrolinx-needs-to-up-their-game-auditor-general-says.html>

***<http://www.metronews.ca/news/ottawa/2016/11/30/ontario-auditor-general-exposes-litany-of-government-snafus.html>