



方卓怡 市議員 **Paula Fletcher**

City Councillor | Ward 14 Toronto-Danforth

June 22, 2022

Infrastructure and Environment Committee
100 Queen Street West
Toronto, ON M4H 2N2

Dear Chair Jennifer McKelvie and Members,

As you know on June 16, as part of the debate on the city's Ravines (IE 30.9) City Council approved this motion:

"City Council request the General Manager, Parks, Forestry and Recreation to report to the July 7, 2022 meeting of the Infrastructure and Environment Committee on the impact of the train tracks and bridge to be built through the Wonscotonach Park in relation to the proposed Metrolinx layover in the Don Valley including right of way width of the train bed, the length of tracks, size of track, right of way of tracks, fencing and the impact of the construction to build and rebuild the tracks and bridges to accommodate diesel trains in the Wonscotonach Park in the Don Valley."

The report approved by Council assures all Torontonians that:

"Looking ahead, the City will continue its work to protect, maintain, and improve Toronto's ravine system to preserve its irreplaceable ecological functions so that all residents and visitors can connect with and celebrate these special places."

The proposed Don Valley Layover Facility location and connecting tracks will seriously undermine a good portion of the Don Valley Park and the Wonscotonach Parklands and make it impossible for the city to live up to its obligations for this remarkable well-loved signature Toronto ravine.

According to Metrolinx documents as late as April 2022, the total footprint of the Facility remains to be approximately 2.3 hectares (5.7 acres) of Metrolinx-owned property. Approximately another 1.7 hectares (4.2 acres) of City-owned property is also required to further facilitate the Facility's configuration. This does not cover the impact of the construction for this facility.

The 1.53 kms of tracks have been left out of the conversation until recently. With a 30 metre Right of Way owned by Metrolinx for their tracks it is apparent that there will be huge and permanent impact across the valley floor to bring the trains to the layover.

I have attached Metrolinx rendering of the facility, track location and the fencing in the park.

Simply put this is madness. **Our city should not have to choose between Parks and Transit.** Both are critical. The Wonscotonach Parklands which is a joint venture between the City and Evergreen has already received millions in donations and city approval to build a truly Central park in the midst of our city. This is in jeopardy with this Layover and Tracks.

It is incumbent on Metrolinx to undertake public due diligence on alternative sites – a number of which have already been identified by local experts.

I am asking to Committee to support the following recommendations:

1. City Council direct the Deputy City Manager, Community and Social Services and the Deputy City Manager, Infrastructure and Development Services to request Metrolinx to undertake due diligence on alternate locations for the proposed Don Valley GO train layover facility.
- 2) City Council direct the Deputy City Manager, Community and Social Services and the Deputy City Manager, Infrastructure and Development Services to ensure the Ontario Minister of Environment, Conservation and Parks is made officially aware of the danger to this ravine parkland by the siting of the proposed layover and tracks.
- 3) City Council direct the Deputy City Manager, Community and Social Services and the Deputy City Manager, Infrastructure and Development Services to make the Federal government aware of the impact of this proposed layover and tracks to the Wonscotonach parklands and Don Valley ravine and request the Federal Government to review their financial contribution to this project.

Our city should not have to choose between train parking and parks!

Thank you very much for your consideration.

Paula Fletcher
City Councillor
Ward 14, Toronto – Danforth

Attachement – Layover Zoomed