

From: [Lucy Aveling](#)
To: [Chair of Metrolinx](#); [CEO Correspondence](#)
Subject: Don Valley Layover concerns
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Dear Mr. Wright:

For over 50 years, steady progress has been made in removing industry from the Lower Don Valley, and rehabilitating the valley lands as urban green space, serving simultaneously as accessible parkland, connected nature corridors and habitats, and shared cultural heritage. The Lower Don Valley is rightfully taking its place as the crown jewel of Toronto's iconic ravine network. But now Metrolinx is putting this progress in jeopardy with its ill-conceived plans for the Don Valley Layover.

Given the critical importance of transit system improvements, it is disappointing that Metrolinx did not approach this project as a partner to the City of Toronto, aiming to reconcile layover capacity requirements with the increasingly critical goals of Toronto's strategies for parkland, ravines, and biodiversity. Apparently Metrolinx rebuffed the city's requests for a collaborative exploration of layover alternatives, and even refused the City's request for renderings that show the true impact of the layover's preliminary design over the FULL footprint of the proposed facility, including tracks, access and service roads, new bridge, parking lot—a significant amount of which is destroying an Ecologically Sensitive Area and visually disturbing all site lines around the iconic Prince Edward Viaduct.

If the Don Valley layover project proceeds, it will not only reflect poorly on Metrolinx by destroying Toronto's iconic panorama of the ravines, CN tower and skyline, but represent poor stewardship of public resources, reminiscent of an earlier age when no value was placed on urban green space. We would ask Board members to exercise their responsibility for oversight and accountability; help Metrolinx avoid making a mistake that will be seen as a disgrace on its record of service to Toronto and the surrounding region.

Yours sincerely,

Lucy Aveling