



May 15, 2016

By email ([exc@toronto.ca](mailto:exc@toronto.ca))

City of Toronto, City Clerk's Office  
Toronto City Hall  
100 Queen Street West  
Toronto, Ontario  
M5H 2N2

To Members of Executive Committee and City Council:

**RE:           Agenda Item - Advancing Planning and Design for the Relief Line and Yonge Subway Extension (EX25.1)**

We appreciate this opportunity to express our full support for the report from the City Manager on **Advancing Planning and Design for the Relief Line and Yonge Subway Extension (EX25.1)** that will be before the Committee on May 16th, 2017. Expanded transit service is essential to supporting the Toronto Region's continued growth and prosperity. The Relief Line, both North and South, is critical in promoting sustainable growth and mobility.

In particular, we would like to highlight our support for Recommendation 5: the development of an initial business case for the future expansion of the Relief Line North (Pape-Danforth to Sheppard) in partnership with Metrolinx. In addition to improving the City's overall transit capacity and access to downtown, the Relief Line North will take advantage of significant public and private investment along the Eglinton Crosstown line and the Science Centre and Don Mills/Sheppard Mobility Hubs.

Diamond Corp., together with Lifetime Developments Inc. and Context Developments Inc. purchased the Celestica Lands at 844 Don Mills, which comprise 60 acres at the northwest corner of Don Mills Road and Eglinton Avenue East. The intersection is home to the new Science Centre Station and Mobility Hub on the Eglinton Crosstown LRT. Together with planning underway by Building Toronto, we will add more than 12,000 new people and jobs to the Crosstown Line over the next decade. The Don Mills Crossing Secondary Plan, now being developed by the City, will further reinforce this location as a transit-supportive hub for living and working.

The future extension of the Relief Line North will strengthen the transit network between the future Relief Line South, Eglinton Crosstown LRT, Line 2 - Danforth and Line 4 - Sheppard. This kind of inter-connected system provides reliability and efficiency for users and will attract new investment to the Don Mills corridor, just as the Crosstown is doing for the Eglinton corridor. As an example, at Don Mills and Eglinton, the new line will leverage investments in the Crosstown LRT and promote the revitalization of the Don Mills employment area.

As we continue to support the development of mixed-use development along transit corridors, we believe that the City's goals in achieving transit-oriented development will require the additional integration of transportation infrastructure to ensure all areas are well serviced. Such endeavors will reinforce the growth and development of Toronto in building stronger, healthier, and more prosperous communities.

Accordingly, we would respectfully request that the Executive Committee and Council move forward with all of the recommendations of EX25.1 and, particularly, Recommendation 5 to undertake further study of the Relief Line North alignment.



Stephen Diamond  
President and CEO  
Diamond Corp. on behalf of Wynford Green Limited Partnership.