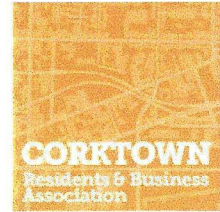


**Corktown Residents & Business Association**  
**351 Queen Street East, P.O Box 82522**  
**Toronto, ON M5A 1T8**



Executive Committee  
 City of Toronto

March 7, 2016

Mayor Tory and members of the Executive Committee,

**Re: Executive Committee Item EX13.3 Developing Toronto's Transit Network Plan Phase 1**

As the principal neighbourhood association for the area, the CRBA would like to comment on the preferred corridor for the Relief Line, as it passes directly through our neighbourhood. We are strongly in favour of a subway in Corktown but we believe more consultation should be held on this proposed route which was only recently introduced publicly through the Globe and Mail newspaper and subsequently in the past two weeks through the Stakeholder Advisory and at least one public consultation at the Convention Centre. The proposed route had not been raised at prior public consultations and so we do not believe that sufficient input has been elicited.

Whether the final route goes through the First Gulf and City sites currently called East Don, formerly the Unilever Site, or not, we believe a better route is possible meeting most of the objectives of the current proposal and introducing some additional benefits to the broader and local communities.

Our preference would be for the route to have its main Corktown station not at Queen and Sumach but at King and Sumach and the route should be under the existing overpass situations created by the Richmond/Adelaide ramps. The route can then get back to Queen if that is the chosen best route for the reasons put forward under the St Paul's Schoolyard joining Queen just east of St Paul's Basilica.

A station entrance could be located where the Cat Hospital is currently in the south-west corner of the King/Cherry intersection. Rather than get into expropriation, the station entrance could be located immediately south of the Cat Hospital either just north of the over pass or even underneath it if the engineering allows.

Our reasoning for this routing is as follows:

1. The distance from the centre of Regent Park is not greatly increased – the distance between Queen and King at Sumach Street is one small block; this appears to be a major motivation for the proposed Queen alignment;
2. The current Queen alignment proposal completely ignores the development of the West Don Lands which lie in Corktown and whose first residents will be moving this coming April/May and whose planned population rivals that of Regent Park, including affordable housing;
3. The direct connection between the Relief Line and the soon-to-be initiated Cherry Streetcar which connects to King at Sumach and which would be virtually impossible to extend to Queen is a major rationale for this location;
4. The disruption to the existing 501 Queen Streetcar is greatly reduced with this routing – there would be no Corktown Station located on this part of Queen with its associated construction interruption;
5. The potential disturbance of existing heritage properties is avoided with this route;

6. Linking the subway with the Cherry Street streetcar will eventually provide a direct link between the Relief Line and the future Queen's Quay LRT and various destinations on the waterfront and in the longer future with the whole Port Lands development; this is a critical transit benefit for the whole city.

While the local benefits of this routing are significant for Corktown, they may not receive as much support from those living elsewhere, but we believe they are just as important and are as follows:

7. In 1962, the linking of Richmond and Adelaide Streets with the Don Valley Parkway created a significant split in this long established community immediately east of the original 8 blocks of the Town of York; while many parties agreed there was an "injustice" bestowed upon the whole area, there has been no prospect of any fix until now;
8. The location of a station basically under or alongside the overpass with an entrance on Sackville close to Queen and an entrance on King, say the south-west corner, affords a pedestrian link underneath the current barrier of the "highway" link between Sackville Street south of Queen Street and alongside the present St. Paul's school yard and the south side of King at Sumach/Cherry; this will go a long way towards "fixing" the problem created back in the 60's.

If Council ultimately decides that the route should follow Queen all the way from Broadview to downtown, we would have the following concerns which need to be addressed:

1. We would want to see existing heritage sites, whether designated or not, preserved unspoiled;
2. We see the Dominion Brewery parking lot as a prime location for a subway entrance;
3. We see the north-east corner of Queen and Sumach and the north-east corner of the St. Paul's school yard as possible entrances;
4. We would want to see some form of protected connection between Queen/Sumach and King/Sumach where the streetcar connection is on Cherry Street;

We hope that a full investigation and public consultation will continue regardless of the Executive Committee's decision on March 9, 2016 so that all the appropriate details of the final route of the Relief Line can be properly worked out. There will be considerable disruption to the neighbourhood regardless of which route is chosen and we hope that the City will see its obligation to minimize that disruption as much as is practically possible.

Thank you for your consideration of these expectations on behalf of the people of Corktown.

Respectfully,



**Michele Cummings**  
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cc: Corktown Residents and Business Association (CRBA) Board  
Councillor Pam McConnell  
Ole Calderone, CRBA representative to the TTC Relief Line Project Assessment