

EX30.1.8

January 24, 2018

To: City of Toronto Executive Committee

From: Jodi Shpigel, Senior Vice-President of Development

Re: Item EX 30.1 Waterfront Transit Network Plan



Good morning Mr. Mayor and Members of the Executive Committee. Thank you for the opportunity to speak with you today.

My name is Jodi Shpigel, and I am the Senior Vice-President of Development at First Capital Realty. I am here today to talk about how First Capital can be an important partner in pursuing the Waterfront Transit Network and related plans to improve the transportation infrastructure in a part of the City that is significantly under-served.

First Capital is one of Canada's leading owners, developers and managers of retail-oriented properties. We are a publicly traded company and own 161 properties in Canada's major urban centres, totaling 25 million square feet of gross leasable space. Our company is renown for its highly selective and strategic locations, functional designs, thoughtfully assembled mix of tenants and commitment to excellence in property operations. Wherever appropriate, we are committed to mixed use development that promotes land use and infrastructure efficiency, and community vitality.

First Capital Realty is also committed to sustainability and has been dedicated to developing to LEED standards since 2006. To date, 114 of our properties have been certified to LEED. We are proud of our commitment to the environment and to active participation in communities where we invest.

Many of you are familiar with our company because of our presence in communities across the City. Our properties include Yorkville Village, One Bloor East, Leaside Village, 3080 Yonge Street at Lawrence and many others. Our Head Office is located in Liberty Village, where we also have substantial investments and are currently building the King High Line, a mixed-use project that will bring new retailers to King Street West and features family-sized rental apartments and a day care in the floors above.

On behalf of First Capital, I want to applaud this Council for the strategic investments you are making to significantly improve the City's transit infrastructure network. As real estate developers, we fully endorse the direction that the City is taking to promote intensification, increase access to all mobility options, and build complete communities where people can live, shop, work and play. When one combines City initiatives to improve streetcar routes, extend subways, and add new SmartTrack stations to Provincial investments like The Crosstown and the GO RER program, the transit network that Torontonians have been hoping for, and deserve, is finally beginning to emerge.

We are also the owners of the 27-acre, former Mr. Christie's site in Humber Bay Shores on Lake Shore Blvd east at Park Lawn. We purchased the site in June 2016 and are spending considerable time and effort analyzing this property to see how it fits in to the local community. As I am sure that you know, the number 1 issue that we hear about in that community is the need for better transit, and better connections to the rest of the City.

This 27-acre redevelopment site in the heart of Humber Bay Shores, presents a critically important opportunity to incorporate transit investment that capitalizes on its strategic location at the juncture of the GO/RER Lakeshore West Corridor, TTC 501 Streetcar Line, Gardiner Expressway and Martin Goodman/Waterfront Trail.

The Waterfront Transit Network Plan that is before you today refers to the possibility of locating a transit hub at Park Lawn, an initiative that would significantly enhance the efficiency of the transportation network along the waterfront and beyond.

In November, a Motion by Councillor Grimes and Mayor Tory was approved by Council that advises Metrolinx that a Park Lawn GO station is a priority for the City of Toronto, and just last week the Mayor and Councillor Grimes held a news conference in Humber Bay Shores to talk about this report and the need for new transit infrastructure to accommodate the growth and intensification of that community.

As the owners of the property that is perfectly located to address the transportation infrastructure deficit in this area and link multiple modes together at one location. We want to work with the community, the City and Metrolinx to consider all the transit and inter-modal opportunities that could be made available at our site. In fact, a variety of interests can be satisfied if we work together to plan the overall future of the Mr. Christie's property for a range of uses. We have made this clear to City officials in our preliminary discussions with them.

At the same time, we have hired our own transportation experts to analyze a wide-range of mobility options, the opportunities and constraints associated with a transit hub, and review engineering options for a GO Station that have not been fully considered before. We plan on presenting our findings directly to Metrolinx as they produce their own updated business case for presentation to their Board in early March. Furthermore, to demonstrate our commitment to a full and complete partnership, we are launching our own public consultation process in the community early next month to listen to and learn first hand about the experiences and aspirations of the people who live and work in Humber Bay Shores and surrounding neighbourhoods.

As we consider the future of this large 27-acre site today, the potential development opportunities are wide-ranging, exciting, and offer us a chance to leverage the value of this site to achieve several city and community-building objectives.

We are not just developers, we are owners and investors. We don't rezone properties to sell them, nor do we build them and walk away. We invest in the communities in which we locate and then we invest in them some more - because our commitments are long term.

We believe that our aspirations for the former Mr. Christies site can respond and contribute to the interests of the local communities in south Etobicoke and for the City's overall transit network plans. We further believe, and that we can work successfully together to consider the full potential of this large, uniquely located site to address a range of existing infrastructure shortfalls that exist in the community today while accommodating a new range of uses and transit-related objectives that will significantly enhance its future.