



March 6, 2017

Mayor John Tory
City of Toronto
100 Queen Street West
Toronto, ON

**Re: Executive Committee Agenda Item EX23.1
Scarborough Subway Extension**

Dear Mayor Tory & Executive Committee Members,

We are writing to you on behalf of the owners and occupants of the Consilium Place office complex in Scarborough. The Consilium Place office complex consists of 1,100,000 square feet, and is located in the Scarborough City Centre adjacent to the proposed transit station. The complex is home to over 5,500 workers daily, working for companies such as TELUS, Bank of Nova Scotia, J.P. Morgan, and SAP providing high value jobs to the Scarborough area.

We are pleased to see continued progress with the Scarborough Subway Extension project. Much of Consilium's employees depend on public transit (LRT or bus) which is located a short walk from the complex. The remainder of the employees depend on driving to the area. The existing access from the 401 to McCowan Rd. and the off ramp on to Progress Ave. provides a quick and efficient method to access both Consilium and Scarborough Town Centre.

Kevric and its partners have extensive experience in urban office environments in Toronto, Montreal and overseas. We are writing to you today to express our concerns in regards to the City Staff recommendations in the City Manager's February 27, 2017 report, specifically with respect to the recommended bus terminal concept and associated changes to the road network and pedestrian connections across McCowan.

We agree with the concerns identified in the City Manager's report regarding the need for public realm improvements to the road network in this area. The lack of pedestrian connectivity between the East side of McCowan and the West side is currently a major problem. We agree with City staff's objective for future road network changes to break the physical barrier of McCowan, and create a public realm which allows for walking and cycling across the McCowan barrier without effecting the smooth flow of vehicular traffic. Such improvements will be a catalyst to realizing the potential growth in this area of more than 40,000 residents and 23,000 jobs. The Consilium Complex has the potential to add 950,000 sq.ft. of class-A office space and bring another 5,000 jobs to the Scarborough City Centre.

City Staff's focus is very clear: ensuring the "porosity" of our site so that the flow of people through it is easy and enjoyable, comparable to Downtown Toronto's PATH network. With these objectives in mind, City Staff are recommending the Triton Terminal solution which would remove the Progress Avenue overpass and create a level intersection crossing at McCowan, providing a large intersection for pedestrians, cyclists, and cars. While we agree that the recommended Triton Terminal solution is preferable to the At Grade Terminal solution, we believe it falls short of the important objective of



creating an accessible and active pedestrian realm for the area, as McCowan will remain a 6-lane roadway that is a barrier between the East and West sides of the district.

We recommend that the Executive Committee endorse an alternative solution that promotes mobility for bikes and pedestrians and creates a means of crossing the intersection isolated from the significant flow of traffic on McCowan. As illustrated in the context plan provided with this letter, we propose that an underground path for pedestrians and cyclists be created under the intersection which would also connect to the entrance to the subway station as well as the bus terminal. This is similar to what has been done at Empress Walk and North York City Centre.

In the future, the Consilium office complex alone would represent over 2,000,000 square feet capable of housing up to 15,000 workers. The vast majority of these workers will use public transit (bus or subway) and will be crossing this intersection, representing up to 30,000 pedestrian crossings per day. In addition, there will be a significant number of residents crossing this intersection, further reinforcing the need for a practical way to access transit. The proposed underground path connecting the corner of 100 Consilium Place to the new transit station would allow all pedestrians to enter from the intersection of Corporate Drive and Consilium Place and reach the subway station while being protected from both traffic and the elements.

As identified in the McCowan Precinct Plan (2014), the greatest development potential in the area is located on the lands to the East of McCowan. The path network across McCowan could be expanded further to link all of the future developments on the East side. This would create a seamless link between the commercial, transit & residential uses of the area to be the hallmark of a true modern city center.

We understand that to date City staff have not considered underground connections due to a lack of funding. As a major stakeholder in the area, we are willing to contribute to the costs to construct these important connections. We believe that the City must be proactive and comprehensive in its transit and development planning. The proper time to consider such underground connections is now, concurrently with the planning of the subway line and bus terminal. In our view, it would be short-sighted for the City to overlook this opportunity.

We look forward to continuing to work with the City on this important initiative and would be pleased to meet to further discuss our alternative proposal. You can contact me at any time at the coordinates below.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Hylands", with a long, sweeping horizontal line extending to the right.

Richard Hylands

President

Kevric Real Estate Corporation

514-397-2215

r.hylands@kevric.ca

Figure 1 – Consilium Tunnel to Transit Station

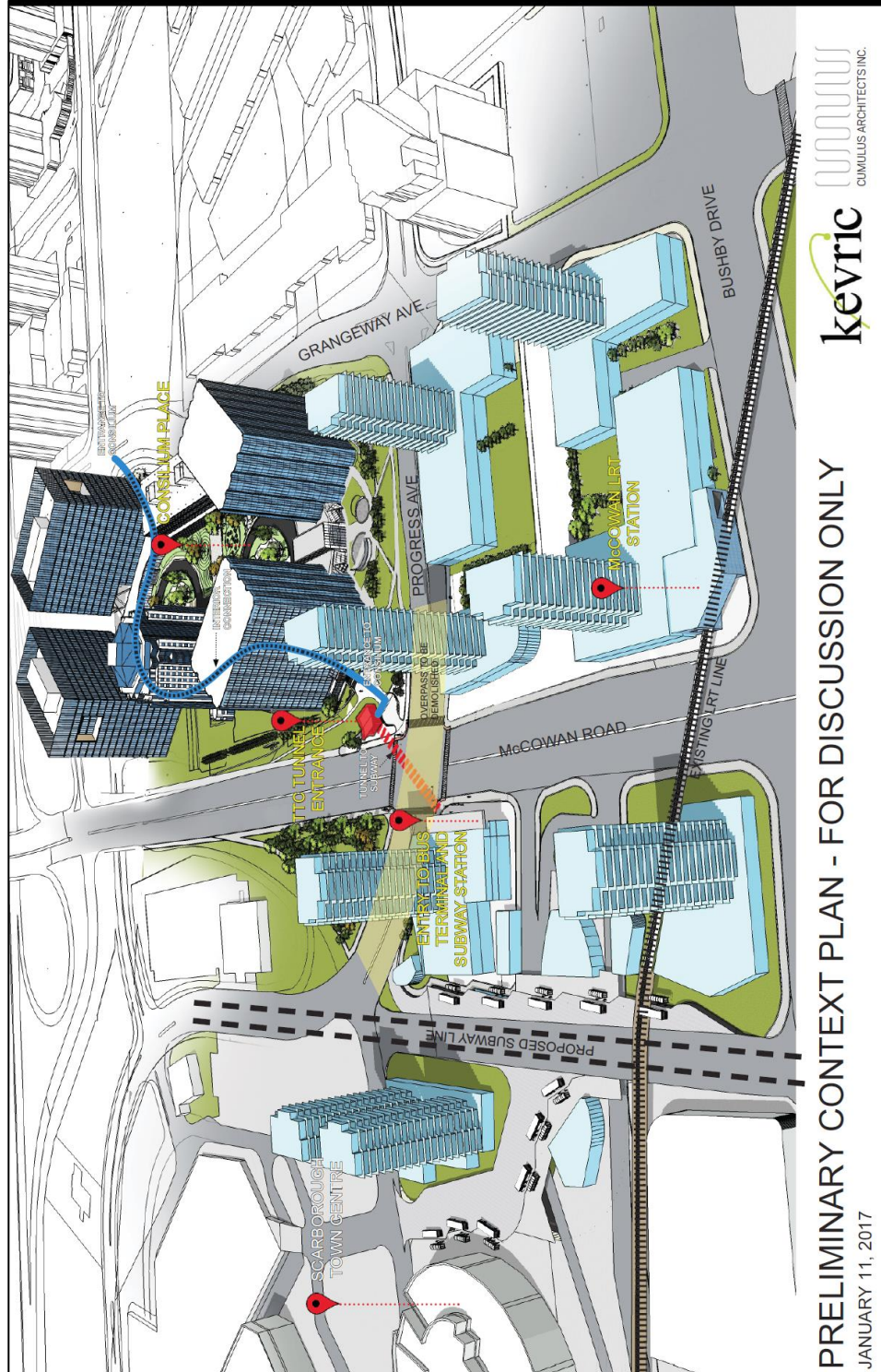


Figure 2 - Development Sites East Side of McCowan

