

April 8, 2019

Mayor John Tory and Executive Committee
City Hall, 2nd Floor
100 Queen St. W.
Toronto, ON M5H 2N2

Dear Mayor Tory and members of the Executive Committee,

RE: *EX4.1 Toronto's Transit Expansion Program - Update and Next Steps*
Waterfront Transit Network – Union Station-Queens Quay Link and East Bayfront LRT

Signatories to this letter represent corporations which own or control a total of approximately 50 hectares in the Central Waterfront, East Bayfront, Keating Channel and Port Lands along Toronto's Waterfront, representing over 20 million square feet of mixed use development. Collectively, these areas will provide thousands of new residential units, extensive affordable housing, new cultural landmarks, parks, schools and over ten thousand new jobs.

We are very supportive of the efforts to evaluate higher-order transit options to connect Union Station to existing and approved light rail transit lines east and west of Bay Street along Queens Quay but question if there are strategies, such as interim pedestrian connections and phasing of delivery, not yet reviewed that could accelerate transit delivery on Toronto's waterfront and ultimately minimize implementation costs over the short term.

As outlined in the Staff Report, we understand that the preferred modified EA option will keep the existing streetcar service from the west waterfront to an expanded Union Station streetcar loop, while adding a new underground streetcar connection between Union Station and the eastern waterfront. To advance this option would require the upgrading of the Bay Street tunnel which will potentially necessitate the closure of the tunnel for a long period of time and will prevent transit service from expanding eastward until complete. Although this is the preferred ultimate scenario, in order to ensure that higher order transit is realized, we strongly suggest that Staff explore how the LRT delivery can be phased in order to ensure timely delivery, allow for transit investment eastwards, minimize costs until all funds are in place for an ultimate solution (currently estimated at \$612 million; Class 4 \$2019) and protect for the preferred ultimate solution while limiting throwaway costs.

We cannot delay delivery of the Waterfront LRT any longer.

Holding off the transit delivery until the ultimate scenario can be realized, specifically the underground connection to Union Station, will hamper any advancement of waterfront transit in the near term. We need to consider how transit on Toronto's waterfront can commence while protecting for the ultimate configuration.

The Waterfront East LRT is ready to be built. Due to the detailed level of the existing Environmental Assessment, the project is much closer to construction than others in planning. In addition, with many lands still in transition along the proposed LRT corridor, the timing is still right to advance the delivery of higher order transit now since the complexities of transit delivery only increases as the population of people working and living on the waterfront grows. A real opportunity exists to deliver meaningful new transit along with ridership to support it within a 5 year timeframe.

We know that there are suitable and realistic interim transit phasing solutions that will allow transit investment to happen on Toronto's waterfront relatively quickly and cost effectively and we encourage the City to assess these options during the next phase of this project review.

We thank City Staff for its work on this file and look forward to continue to work with the City of Toronto and other stakeholders to advance waterfront transit connectivity.

Yours very truly,

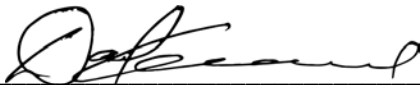
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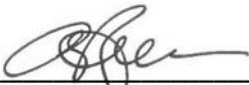
Avi Tesciuba, Country Head / Senior Managing Director, Hines &



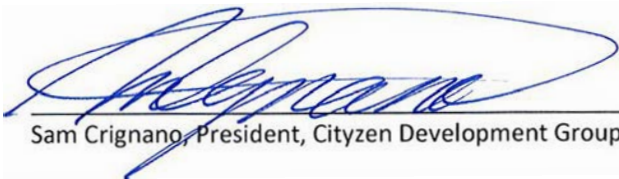
Mitchell Cohen, President, The Daniels Corporation



Daniel Marinovic, Chief Development Officer, Dream &



Alfredo Romano, President, Castlepoint Numa Inc.



Sam Crignano, President, Cityzen Development Group



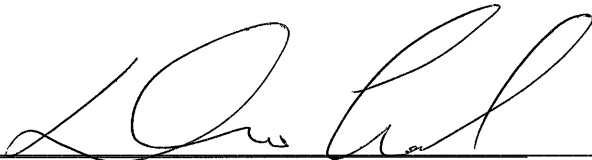
Anson Kwok, VP of Sales and Marketing, Pinnacle International &



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