



Waterfront Toronto Town Hall Meeting Questions & Answers with the Public Tuesday, June 6, 2017

1. Where are things at with the Waterfront Innovation Centre? What is the timeline and where is it at in the design process?

The Waterfront Innovation Centre is progressing well. Our development partner, Menkes, is working very hard to find the kinds of tenants we have identified as being a priority – tenants who are engaged in “innovation uses” like technology, media, and design. Our agreement with Menkes puts some very tight restrictions on the project and potential tenants. This isn’t going to be the back office of a bank or a law firm. While it remains confidential, we can say that Menkes is having some serious conversations with large corporations that would be well-known, household names, as well as some new up-and-coming firms. We’re very excited about the prospects.

With respect to the building’s design, the current iteration has not returned to Waterfront Toronto’s Design Review Panel. In terms of sequencing, Menkes will bring on its anchor tenants first, as those tenants will help to drive the design of the building from the inside out.

2. How does Waterfront Toronto hope to be a model for sustainable development practices in other parts of the city, province and country?

One way to do this is to use our projects, like Quayside, as a testbed for new approaches and new kinds of partnerships. This is especially important for new technologies. Many of you may know that the least carbon-emitting lightbulb in the world, the Nanoleaf, was invented by three University of Toronto grads. We can harness Canadian innovation and create a market for these kinds of technology, helping our cleantech firms to “scale up.” We’re thinking about how we could spec something like this low-carbon lightbulb as part of the new projects at Quayside and give the opportunity for Canadian companies, like Nanoleaf and others, to start manufacturing their innovative products. We hope that by showcasing our most innovative firms, other people will be able to see these demonstration projects and can be enticed to adopt these same technologies and help move the market toward climate positive development.

3. The initial \$1.5 billion investment from three levels of government has been spent. In other big revitalization projects, the agency can usually borrow money. Will Waterfront Toronto be able to borrow money in the same way? Where will you get the new money that you require to complete the next phase of revitalization?

At this time, Waterfront Toronto has secured permission from the three orders of government to take a line of credit that will permit the agency to borrow up to \$40 million. We have not used this line of credit yet, but will begin to use it sometime in the next fiscal year. We continue to receive revenue from land sales and from services, like parking. Any revenue that Waterfront Toronto receives is reinvested in new enabling infrastructure and servicing future development sites. At this point in time, we have funding requests in with the three levels of government for the Port Lands Flood Protection and Don River Naturalization project. We are feeling confident that this funding will soon be in place and we'll be able to begin that project, which is estimated to take seven years to complete.

Other major projects are being funded on a case-by-case basis. For example, we worked with the local City Councillor to seek funding for Phase 1A of the Jack Layton Ferry Terminal and Harbour Square Park master plan and will continue to do so for future phases.

4. One of the key priorities of waterfront revitalization was reconnecting the city to the water. Are there any plans to continue the PATH system down to the water?

As new commercial and residential development comes to the waterfront, the need to improve north-south connections to our new neighbourhoods becomes imperative. Already, we can see a huge demand for expanding the PATH system – there are about 2,000 people an hour using the new connection down to 10 and 20 Bay Street.

The precinct plan for the Lower Yonge area, which has recently been approved by City Council, includes a whole series of potential PATH connections that are in the city's official plan. That will start to introduce some more connections as development progresses.

5. Will there be any promotion of sailing and other marine uses along the waterfront?

Indeed, Waterfront Toronto is committed to a vision for new opportunities for boating in the inner harbour, along East Bayfront, and in the Port Lands. In terms of our Marine Use Strategy, we want to see the boardwalks and finger piers that are in our Central Waterfront plans come to fruition. The challenge in this case is that those projects are currently unfunded, but we're hopeful that can change as we move forward with new partnerships and funding models.

6. I hear that there is a third-party review being conducted of how the revitalized Queens Quay functions. How do I as a resident have a voice in that review?

Since reopening Queens Quay, we have logged a substantial amount of feedback from residents and users of the street and subsequently issued a detailed report that included all public feedback as well as our observations.

The review being conducted now is a technical review and we are not seeking additional community input at this time.

We have asked the consultants to collect quantitative data on a whole range of things, from how many pedestrians are using the sidewalks, to how many cyclists are using the Martin Goodman Trail, and how

many drivers are using the street. The consultants will also be looking at the mixing zones and intersections where we have seen some conflicts. The report that will be delivered to us in the coming months will provide an objective review of what is working and what is not working and this should be understood as a part of the ongoing process of optimization for the street.

Once the report is complete, if we receive recommendations for adjustments to the street, then we'll be working with other City of Toronto agencies and departments to implement those. At that point, there will likely be an opportunity for additional community engagement around the nature of any adjustments to be made.

7. Are there any plans for creating spaces for dogs – off leash areas for dogs in the Central Waterfront?

There are two properties that are being contemplated for new parks and we are working actively with the City's Parks Department to think through which kinds of amenities should be where. In the coming months, you'll see community consultation around those spaces, so we can hear from the community what is needed and wanted in these spaces. Once we have that long list of things people want, then we have to go through a prioritization process with our partners at the City and understand what is possible with the available funding. That will help us to establish where we need things like a dog run.

8. What kinds of new models of affordable housing are you considering?

Especially on publicly owned lands, we are looking at different ways of creating affordable housing. For example, instead of selling the land, we're looking at things like long-term ground leases. You wouldn't have to put as much money into acquiring the land. We believe that blending affordable, low-end-of-market, and moderately-priced units in purpose-built rental buildings can work. If we can demonstrate the business case, we think that other developers will take up the model to build more affordable housing.

9. How does the air and noise pollution of the airport fit in this vision for the waterfront as a playground for the city?

We understand that the operations of the Billy Bishop Toronto City Airport has been an issue for community members for a long time. As we've said in the past, we're committed to revitalizing the waterfront with or without the airport. We believe that we can find balance. In terms of air quality issues, that is not something that is within Waterfront Toronto's sphere of influence. The corporation was enacted through provincial legislation with a specific mandate, which we must follow.

10. How are you encouraging vibrant retail and an animated mix of services, food and experiences along the waterfront?

We bring on developers through a competitive process and then we structure our deals with them to manage that relationship over the course of the build out of the neighbourhood. Part of the

consideration given is for their retail plans. The developer for the West Don Lands, for example, and the Pan Am Athletes' Village, was selected in large part because of the strength of their plan that focused on retail that is geared toward health and wellness. You can see that reflected in the restaurants and shops. In terms of food, you'll see a lot more of that as the Bayside project develops. This is one of the areas where in the future you'll be able to sit and have a meal by the water.

Beyond the retail strategy, we are ensuring that the waterfront is animated through arts and cultural programming, through events like Sugar Shack TO at Canada's Sugar Beach. The idea is to get people out into those waterfront spaces and to hopefully inspire people to see what is possible in these public spaces.

11. How are you going to achieve your mandate of 20 per cent of the new residential development being affordable rental?

One of the things that we're doing in East Bayfront as part of the Bayside development is that we are including 80 units of affordable rental housing within a market condominium, Aquavista. The development agreement requires the developer to build the units and then they provide those units to the City. The City will own that block of units and has retained Artscape to be the operator and act as landlord. This is a good example of how we can integrate affordable housing at scale. We know that we need to create a mix of affordability, so we're pushing very hard on this point. Quayside, for instance, will have a minimum of 500 units of affordable housing.

We're rounding out the neighbourhoods by ensuring that the developers also provide important community facilities, like cultural and recreation centres. In the West Don Lands, for instance, we have a requirement that the developer provide 5,000 square feet of community space for the City of Toronto's employment services.

12. What is the timeline for extending Queens Quay eastward and realigning Parliament Street?

The extension of Queens Quay to Cherry Street is part of our work plan for 2017-18, and it will be an important part of making the Quayside project successful. This work includes realigning the foot of Parliament Street, to eliminate the odd angle and square off the intersection. We expect that the Funding and Innovation Partner that will be selected for the Quayside project will be involved in this work – and we'll have more details to share on this and other work in our capital program later in the year.

13. What is the status of the footbridges that are proposed for the ends of all the slips in the Central Waterfront?

The footbridges remain unfunded, but they are, along with the boardwalks, an important part of the vision for bringing together the waterfront's public realm. Figuring out how to fund these projects has been a topic of discussion at our Board meetings and with our Board's Partnership Committee.

14. What is Waterfront Toronto's role in the future of the Gardiner Expressway?

Along with the City, Waterfront Toronto conducted an extensive environmental assessment process to determine the future of the eastern section of the Gardiner Expressway Lower Jarvis Street to just east of the Don Valley Parkway. The result was a recommendation to rebuild the elevated structure in a much more northerly alignment than it is now, in order to move away from the Keating Channel. Part of that decision by City Council included establishing a public realm framework. We are working with the City and are now engaged with a consultant team looking at what public realm improvements should be made along that corridor. We're talking about the idea of a linear park or green corridor that could provide linear recreation like cycling, jogging trails, and so on.