

On December 1, 2020, Waterfront Toronto held a virtual Town Hall. At the meeting, George Zegarac, our President and CEO, provided an update on what work is underway on the waterfront and what's ahead, followed by a Q&A session. Below are the answers to questions that we didn't have time to get to at the live meeting.

Port Lands

Q: All new buildings to be net zero? Why do all the new bridges to Villiers Island look similar?

A: The Villiers Island Precinct Plan sets the goal of a climate positive community. In order to accomplish that, we must take a community-wide approach that extends beyond building design. The buildings themselves will be designed to meet high energy performance standards, including Passive House construction. The bridges were designed as matching sets to create a sense of place for Villiers Island and also to avoid clashing designs, as the Cherry North, Cherry South and Commissioners Street bridges are relatively close to each other.

Q: What are timelines for making connection from East Bayfront to new Cherry Street bridges with reconceived Quayside and Castlepoint development block?

A: As part of Port Lands Flood Protection, Cherry Street is being rebuilt west of existing Cherry Street. The realigned Cherry Street will connect to exiting Lake Shore Boulevard via two new bridges over the Keating Channel, which were installed in winter 2020. This connection will open in winter 2021.

Q: When does the next bridge arrive?

A: The next bridge to arrive will be the Commissioners Street Bridge, which will come in two pieces in Summer 2021.

Q: Could Villiers Island be at risk of a Minister's Zoning Order (MZO)?

A: Zoning for a mixed-use community on Villiers Island (which is currently zoned only for industrial use) is proceeding according to the City of Toronto's zoning bylaw amendment processes and is not likely to change.

Q: What relationship do you have with the Islands? Can you link the Port Lands to the Islands?

A: The City of Toronto is currently conducting a master planning study for the Toronto Islands. We are coordinating with the City's Parks, Forestry & Recreation department on this study. The Toronto Islands are not within the Designated Waterfront Area that Waterfront Toronto is mandated to revitalize, but are considered as part of our planning and vision for the waterfront in close collaboration with City staff.

Q: Why doesn't the Port Lands public realm continue Waterfront Toronto's signature identity? There are no maple leaf sidewalks (like on Queens Quay) and the iconic wooden streetlights aren't in the plans. Could you change this so that we could have a consistent identity?

A: Given the scope and scale of the Port Lands, it was felt that it is important the area have its own language of street furnishings distinct from but related to the Central Waterfront area. The

iconic wooden streetlight you are referencing (the Olivio light) was selected for the Central Waterfront. As part of the design review for the parks in the Port Lands, it was reviewed, however for a variety of technical and aesthetic considerations, another light was chosen called the Ouray. This light responds to the unique conditions of the new parks and will be a signature fixture for that area.

Q: Why do so many of the planned residential buildings planned for Villiers Island look so much like office buildings? Why can't the plans accommodate far greater variety in building materials, styles and design to create a more interesting and human community in which to live? Let's not create one more sterile living environment.

A: The renderings currently do not reflect the design for new buildings on Villiers Island and are based only on the proposed building heights and size (sometimes called massing) and location in the Villiers Island Precinct Plan. As this neighbourhood begins to develop, individual proposals and designs will be submitted for review by Waterfront Toronto's Design Review Panel as well as subject to City approval.

Q: Could the Port Lands have human-scaled buildings? The typical tower-and-podium typology doesn't work to create walkable attractive environments. One of the best things about the design of Sidewalk's Quayside were the people-oriented buildings. Could we replicate this across other waterfront areas?

A: The renderings currently do not reflect the design for new buildings on Villiers Island and are based only on the proposed building heights and size (sometimes called massing) and location in the Villiers Island Precinct Plan. The precinct plan identifies a range of building heights and provides very specific direction as to the location of towers. As this neighbourhood begins to develop, individual proposals and designs are subject to City approval and will be submitted for review by Waterfront Toronto's Design Review Panel.

Q: When do you anticipate housing to become available on Villiers Island project?

A: In addition to protecting the future community from flooding, Port Lands Flood Protection (currently under construction) will provide the roads, connections, utilities, parks and other essential infrastructure needed for a new community on Villiers Island. It doesn't include any new buildings. We expect residential and other development to ramp up after our Port Lands Flood Protection project is completed in 2024.

Q: Why is construction not restricted to the east side of Cherry Street to allow for public waterfront space on the west side (between Cherry St. & the lake)?

A: Construction is happening in this area to satisfy the design for the Port Lands Flood Protection Project. This includes the Cherry Street Lakefilling project, the realignment of Cherry Street, and foundations for the new Cherry Street Bridges, the demolition of Marine Terminal-35 and other buildings on the site, temporary soil stockpiling, and the construction of new parks in that area.

Q: What will the Cherry St. Intersection look like? Will there be a one-way bridge going in and@ one way going out? How will the bike path connect east and west from Cherry St.?

A: There will be two bridges over the Keating Channel, one dedicated to transit and the other for vehicles, pedestrians and cyclists. Both will be two-way. You can see cycling connections on page 19 [here](#).

East Bayfront

Q: When will the extension of the East Bayfront promenade start? I live at East Bayside

A: Construction on the extension of the Water's Edge Promenade (along the lake to the east and then north along the Parliament Slip) will commence when the adjacent condominium construction is completed. Construction is expected to begin in 2025.

Quayside

Q: What will be happening with Quayside now that "Plan A" has ended?

A: Three years ago, Waterfront Toronto set out to create an ambitious plan for a next-generation sustainable community at Quayside. We continue to build on the feasible ideas and insights that came from our research, planning and thoughtful public discussion over the last three years. Bringing all the elements of Quayside to life will take several years and will involve Waterfront Toronto working with a variety of partners. Among the first steps is to competitively procure a development partner to work with us. In October 2020, Waterfront Toronto consulted with the public on revised project goals (inclusive, resilient, dynamic) to help shape the call for a development partner, which will be released Winter 2021. Read the full Quayside Engagement Summary Report from October's engagement [here](#).

Q: Can the public school that is designated for Plot 5 in Quayside be expedited as currently there isn't any schools in the East Waterfront area and our population is fast growing as all the existing projects are completed in the next few years.

A: The Toronto District School Board (TDSB) is responsible for the construction of new schools, which is based, in part, on having a certain population in an area for a school to serve. Waterfront Toronto has ongoing conversations with the TDSB to ensure that new schools are incorporated into the planning and development of our waterfront communities. Currently, there are schools proposed in Lower Yonge, the West Don Lands and on Block 5 in Quayside. There are also two schools in the Port Lands identified in the City of Toronto's TOCore Community Services & Facilities Strategy (2018).

Q: The grain elevators are becoming real eyesores. Is there a chance they will come down in any plans?

A: The Victory Soya Mills Silos (351 Lake Shore Boulevard East) are listed on the City of Toronto's Heritage Register and, as a result, will be retained on the site. For a full history of the Silos, including the decision to include them on the Heritage Register, read this [City of Toronto Planning report](#).

Housing/affordable housing/access

Q: What % of Waterfront housing is affordable (what is the definition of affordable)? Is that meeting your affordability goals for the area?

A: As part of our precinct planning, Waterfront Toronto sets aside land sufficient to accommodate 20% of residential units as Affordable Rental Housing. Waterfront Toronto defines “affordable” based on the City of Toronto’s Official Plan definition, which uses Average Market Rent (AMR) as a measure of affordability. These are figures that are published annually by Canada Mortgage and Housing Corporation. In order to be affordable, a project’s average rent cannot exceed 100% AMR.

Through partnerships with other orders of government, Waterfront Toronto has been able to achieve increased levels of affordability at or below 80% of AMR. In addition to the provision of 20% affordable rental housing, 5% of units are allocated to low end of market on all lands within our control.

To date, Waterfront Toronto has delivered 576 affordable rental units in the West Don Lands (496 units) and East Bayfront (80 units), with more to come as the communities continue to be built out. There are another 215 units planned in Bayside and we are proposing between 600-700 affordable units to be included at Quayside.

Q: How can we guarantee that partnered developers provide at least 20% affordable housing and 20% affordable commercial spaces so that we have local business and not just more Starbucks franchises?

A: Waterfront Toronto has a long-standing commitment to building welcoming, inclusive communities. A central part of that commitment is ensuring that 20% of all units in new residential developments are affordable rental, and that an additional five percent are low-end-of-the-market ownership. We are also bound by certain agreements such as the East Bayfront Delivery Agreement and the Central Waterfront Secondary Plan for 20% affordable housing.

When it comes to commercial spaces, we want to create unique retail opportunities along the waterfront that serve the needs of the people who live/work/visit in the area. We will continue to engage with the public and small businesses to make this happen.

Q: How will the waterfront belong to everyone? Will there be many free activities? A children’s museum? Affordable restaurants and stores? The Distillery and Queens Quay have mostly been filled with unaffordable stores/restaurants, chichi, overdone, elitist installations geared toward tourists.

A: Our goal is to create a waterfront for everyone. This means adding publicly accessible green spaces along the waterfront, parks where free programming and events can happen like the ones we’ve supported in the past (e.g. Sugar Shack, CONTACT Photography festival) and new events using the future parks and amenities we’re building ensuring easier access to the waterfront through improved public transportation and trails as well as ensuring a mixed income community by requiring 20% of all new units in waterfront residential developments are dedicated to affordable housing.

Q: Do you have plans to develop housing for seniors?

A: Our idea of a complete community includes housing opportunities for people of all ages. In the West Don Lands we are very pleased to partner with The Re kai Centres, a local non-profit that provides long-term care facilities, which is building a 348-bed facility called The Re kai Centre at Cherry Place. The COVID-19 pandemic has brought the vital importance of housing access into even sharper relief over the last several months, reinforcing the urgency of addressing current shortcomings in long-term care and affordable housing. When we look at building complete communities, it is vital that we also include the needs of our aging population in our planning, something that is top of mind as we consider the plans for Quayside. We are proposing an aging-in-place theme at Quayside that will include housing and services for seniors as well as a possible long-term care home, which could share services and amenities.

Marine Use

Q: How can we provide more direct access to the water, for water sports such as swimming, paddling, etc.?

A: We're creating several new access points for paddling and fishing as part of the Port Lands Flood Protection project. You can see some of those new locations in the first page of [this set of materials](#). Balancing the needs of all waterfront users has always been a priority and a challenge. In 2006, Waterfront Toronto commissioned the development of a Marine Use Strategy to ensure that the diverse marine uses and users are accommodated in appropriate locations with adequate facilities in the context of waterfront revitalization. In June 2019, Waterfront Toronto, in partnership with PortsToronto, Toronto and Region Conservation Authority and the City of Toronto began working on an update to this strategy, which included public and stakeholder engagement. Through the [draft 2020 Marine Use Strategy Update Report](#), we consider the diverse uses of Toronto's harbour including the needs of those who swim or take part in water-based recreation such as paddle boarding and kayaking. Please look at the Movement chapter of the draft report, which explores ideas that would make it easier to get to the water's edge, as well as on, in and over the water. These ideas include more public transportation options and increased trails and green space to create easier access to the water's edge. The most recent round of engagement was completed in mid-November and the final report is expected to be completed in the coming weeks.

Q: Has Waterfront Toronto considered partnering with Swim, Drink, Fish?

A: Swim, Drink, Fish (a non-profit organization working to connect people with water) are represented on our Stakeholder Advisory Committee for the [2020 Marine Use Strategy Update](#). We have appreciated their ongoing input as we move toward finalizing the draft, which is expected to be complete early in the new year.

Q: In the 2020 Marine Use Strategy report referencing the possibility of a sea bus system, and I'm curious about (1) the future plans regarding public water transit incorporated into the TTC (and if Toronto will ever aim to get on par with Sydney ferry system, for example), and (2) if there is any strategy regarding longer commuter ferries (elsewhere on Lake Ontario, for example)

A: 1) There are no active plans regarding public water transit being incorporated into the TTC. The recommendations in the [draft 2020 Marine Use Strategy](#) (Movement chapter) are rooted in the principle of creating “more connections to more destinations”. The future potential water-based transportation options discussed in this chapter are meant to explore the idea of expanding the use of the Inner Harbour. Any of the future potential connections will be considered alongside with landside transit initiatives and implementation.

2) The draft 2020 Marine Use Strategy focuses on two study areas—the Priority Focus Area, which is east of Harbourfront Centre to the mouth of the future Don River, and the Larger Study Area, which includes the Outer Harbour. The Movement chapter of the draft report considers all future potential marine transportation including commuter ferries within these areas. These considerations typically consist of either: a traditional ferry with shorter routes with simple crossing of river/body of water (i.e. Copenhagen, Denmark), linear ferry services where vessels traverse along a river or a body of water stopping at multiple destinations (i.e. Gothenburg, Sweden), or ferry services that connect suburbs with the inner city area (i.e. Stockholm, Sweden). All of these services however must be studied to see whether they would be economically feasible or serve as desirable alternative modes of public transport (following similar routes) that already exist on land, such as VIA Rail or GO Trains.

Q: How to incorporate, promote and regulate diverse use of Inner and Outer Harbour water surface of by watercrafts all year round? Can we ban internal combustion motors on most of that surface?

A: Through the [2020 Marine Use Strategy](#), we are striving to find a proper balance of various types of marine uses and vessels in the Inner and Outer Harbour. This includes large industrial vessels, tour/charter boats, water taxis, ferries and other watercrafts.

As part of the future potential water-based transportation options we are exploring in the 2020 Marine Use Strategy, ferries, sea buses or water taxis could potentially operate within the harbour in a new capacity. These vessels could be developed using the latest green technologies (electric, solar powered, hydrogen fueled), to reduce their carbon footprint as much as possible. This type of (environmentally friendly) public marine transport has been successfully implemented in Stockholm and Sweden through their Green City Ferry system.

Q: As an avid boater, I have observed “no mooring” signs in front of newly completed condos. Is this policy or will this change in the future?

A: Transient mooring is currently not available in areas where signage like this is posted. However, opportunities for public mooring will be considered in the future as part of the Mooring recommendations in our [2020 Marine Use Strategy Update Report](#).

Q: What are the latest waterfront transportation options under consideration for the updated Marine Use Strategy?

A: The Movement chapter of the [draft 2020 Marine Use Strategy Report](#) outlines the needs for land-based public transportation improvements as well as proposes ideas around water-based transportation opportunities, including water taxis, sea buses and ferries. We recently completed a public consultation on the draft report and are in the process of finalizing the update taking into consideration the feedback received. One specific adjustment being made based on feedback is that the potential marine nodes (water taxi/sea bus/ferry nodes) at Tommy Thompson Park, Cherry Beach, and Cherry Beach East will be removed from the map to make it clear they are not being proposed at this time. Any future water taxi/sea bus expansion routes will be subject to a thorough feasibility analysis, which will include extensive community consultation before any decisions are made.

Q: Are there plans to protect Cherry Beach, or other beaches along the waterfront, for passive water users such as swimmers, paddlers and kayakers?

A: We have received a lot of great feedback from swimmers and passive water users during the two rounds of public engagement held to inform an update to the draft Marine Use Strategy, which was originally released over ten years ago. The most recent round of engagement was completed in mid-November. The final 2020 Marine Use Strategy Report will include a section on Open Swimming and will take into consideration the public input we have received.

Q: What will happen to the 8 community sailing clubs east of Cherry Beach?

A: The 2020 Marine Use Strategy does not propose any changes to the sailing clubs east of Cherry Beach.

Q: There have been many near misses and dangerous interactions between passive water users and motorized watercraft. Does Waterfront TO have the ability to minimize and/or control motorcraft in Toronto's beaches?

A: While Waterfront Toronto does not regulate motorized watercraft within the Toronto Harbour—this falls under the jurisdiction of the Toronto Police Marine Unit—we do recognize this an issue. Through our recent Public Information Centre #2 for the 2020 Marine Use Strategy, the speed and behaviours of motorized watercraft was raised as a concern by the public. Through the 2020 Marine Use Strategy, we aim to balance the many diverse uses of Toronto's Harbour and will work with our partners to ensure the harbour is a safe place for everyone to use.

Q: Are we going to bridge the city to the island?

A: As a part of the 2020 Marine Use Strategy Update, we are exploring ways to better connect the City with the Toronto Islands. One of the recommendations within our draft report is to introduce new future potential marine nodes on the island, which could potentially accommodate expanding city ferry routes and water taxi drop-offs and pick-up locations.

Public Transportation/Roads/Bike Paths

Q: Could you please elaborate on the short-term and long-term plans in terms of transit (streetcar, TTC) connectivity to Bayside East and Don Lands? When and how do we get transit down Quayside and onto Villiers Island?

A: In 2018, City Council Approved the [Waterfront Transit Network Plan](#), which includes the expansion of the TTC streetcar network to serve East Bayfront, Lower Don Lands and the Port Lands. In collaboration with the City and the TTC, Waterfront Toronto is currently progressing the Preliminary Design and Engineering of the portion of the network from Union Station to the Distillery Loop on Cherry Street, via Queens Quay East. This portion of the network is referred to as the Waterfront East Light Rail Transit (LRT) Project. The project team will report to council at the end of 2021 with updated project costs, a business case and a phasing plan for the implementation of the network. This timeline and further details on the latest update for this project can be found here: [Update on the City's Transit Expansion Projects – Fourth Quarter 2020](#). The recommendations from this report were adopted by Executive Committee on December 10th, 2020.

Q: The waterfront is at a confluence of 12 lanes or more of car traffic and at least 7 diesel train tracks - would it not be smarter and more farsighted to incorporate more trees that convert carbon in the area than excavation?

A: As part of the design work currently underway for the Waterfront East LRT Project, the project team is exploring ways to maximize vegetation and ecological features within the design of the Queens Quay East streetscape. This project will also remove two lanes of traffic on Queens Quay East and replace them with two dedicated streetcar lanes. The TTC's fleet of streetcars are powered by electricity and do not generate tail-pipe emissions.

The public realm design for Lake Shore Boulevard East and along the Gardiner corridor also provides a significant addition of trees and naturalized meadow planting along new trails and sidewalks to improve connectivity for pedestrians and cyclists and encourage active transportation.

Q: The Ontario Line will have a stop near Cherry Street/Lakeshore - will this not provide for public access/transit to the waterfront?

A: The current plan for the Ontario Line includes a station just south of Eastern Ave and Broadview Ave (Referred to as East Harbour Station), and a station in the vicinity of King Street and Berkeley Street (referred to as Corktown Station). The plans do not indicate a station anywhere between these two stations. More information can be found at <http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>.

The Waterfront Transit Network is still required to provide transit access to the emerging and future communities in the Eastern Waterfront and to provide connections to regional transit services, such as Union Station, and the future East Harbour and Corktown Stations.

Q: The current sidewalk and bicycle lane size does not accommodate all the citizens who come down to enjoy the waterfront. Have you seen that? Will you ensure the east QQ has wider lanes?

A: The revitalization of Queens Quay East will include lessons learned from the revitalization previously completed on Queens Quay West to optimize pedestrian and cyclist safety and improve accessibility. This includes a wider and more clearly separated Martin Goodman Trail, intersections designed to reduce conflict between pedestrians and cyclists, and a renewed focus on improving accessibility and comfort. Queens Quay East also has a wider right-of-way than Queens Quay West, which affords the opportunity for the wider trail and pedestrian promenade. Some innovative concepts that are being explored as part of the design to improve accessibility include heated pavement to improve access to transit platforms during winter months and digital wayfinding beacons to help people who are blind or partially sighted navigate the street.

Q: What public transit provisions will there be for people to access the waterfront at various points, including those with limited mobility?

A: In line with our commitment to the United Nations Sustainable Development Goals (SDGs), by 2030 we aim to provide access to safe, affordable, accessible and sustainable transport systems for all. We also aim to improve road safety by expanding public transport, with special attention to the needs of those in vulnerable situations including women, children, persons with disabilities and older persons. For more about our commitment to transit and other SDGs, please see page 74 of our [2019-2020 Integrated Annual Report](#).

Green Space

Q: What is the status of the long-promised park at the bottom of Yonge Street, the so-called captain john park?

A: The space currently operating as a parking lot adjacent to the Yonge Street Slip is earmarked to be redeveloped as park land, however, the project is currently unfunded. Once funding is in place, Waterfront Toronto and the City of Toronto intend to begin the redevelopment, which will include a design process followed by construction. Until it is funded, the timelines and design of the park are undetermined.

Q: Overbuilding on the east QQ without the infrastructure being there to handle all the new construction is a big problem!

A: As we develop the East Bayfront community along Queens Quay East, there is a lot of infrastructure work being completed that is necessary to support further development. For example, we're building new and expanded capacity for underground utilities, a new stormwater management facility, new roads, public spaces and more. It takes time to realize our master plans, such as the East Bayfront Master Plan, and we acknowledge it can be challenging for residents and visitors while we complete our work. It is important to us to ensure we are building thoughtfully planned mixed-use communities that can facilitate year-round activity.

Q: Why are we not allowing for expanses of green space and waterfront access as there exists in the west end?

A: Waterfront Toronto's long-term vision for the waterfront is still being realized. Port Lands Flood Protection unlocks almost one third of the waterfront lands we're mandated to revitalize. Plans for this area include expansive natural green spaces and parks and more access to the

water. We have already completed a new, accessible natural shoreline in the Inner Harbour as part of Cherry Street Lakefilling. Because the central waterfront (from Bathurst to Parliament) includes many active industrial slips, it has a different character and use than areas to the east and west. Here, we are protecting public space at the water's edge with the tree-lined Water's Edge Promenade and future Waterfront Walk, making it easier to move along the shore, and making existing public places more accessible and inviting.

Q: Sugar Beach is now crowded by the overreach of the Waterfront Innovation Centre - can we expect more crowded and squeezed public spaces with the current plans?

A: While Sugar Beach is a favourite destination in East Bayfront, there are other parks and public spaces for people to enjoy in the area (such as Sherbourne Common, Aitken Place Park and the Water's Edge Promenade). We also have plans to continue increasing the amount of parks and public space as our revitalization efforts continue—for example, on the newly created Villiers Island, there will be 11.2 hectares of parkland created and 3 kilometres of new waterfront access. Quayside will also include a new park, Silo Park, providing additional space for people to enjoy the outdoors.

Sustainability and the Environment

Q: How does Waterfront Toronto ensure that developments along the waterfront are energy efficient and sustainable?

A: Waterfront Toronto has established a comprehensive series of Minimum Green Building Requirements (MGBR) designed to encourage innovation, market transformation and help waterfront communities become models for sustainability. The requirements mandate high performance buildings, smart technologies and passive design, and define Waterfront Toronto's vision for green building design and construction on Toronto's waterfront.

Q: Can you explain in clear terms: Climate Positive?

A: "Climate positive" is a term that describes a district or community designed to eliminate greenhouse gas (GHG) emissions within and beyond its own borders. Typically, climate positive communities have very low energy consumption, and aim to export excess clean energy, lowering the emissions of neighbouring areas as well. You may want to read [this blog](#) for more information.

Q: Are there plans for new fish habitat?

A: Through our Port Lands Flood Protection Project, we have created two new fish coves in the Inner Harbour as well as shallow rock shoal shelters to improve aquatic habitat and fish diversity. Our habitat work elsewhere on the waterfront has more than tripled the number of fish species observed there (from 5 to 17 between 2001-2009).

Q: How many environmentalists sit on the Board of Waterfront Toronto?

A: The Board of Directors at Waterfront Toronto is made up of four appointees from each order of government and a Board Chair appointed by all three orders of government. The Board consists of highly qualified individuals with a range of experience and expertise that support many facets of Waterfront Toronto's work including one of our legislated objects which is: to

implement a plan that enhances the economic, social and cultural value of the land in the designated waterfront area and creates an accessible and active waterfront for living, working, and recreation, and to do so in a fiscally responsible manner. To achieve this, the Board places a priority on environmental sustainability, new green spaces and naturalized habitats, as well as complete communities that support active transportation and improved public transit.

Q: What is being done to clean up the water in the Inner Harbour? Currently some sewage still enters.

A: Water quality is a city-wide issue and the City of Toronto does have plans to address it. The City of Toronto's [long-term project](#) The Don River and Central Waterfront project is addressing the issue of sewage entering the lake. It includes a new tunnel system to redirect overflow from a combined sewer system to Ashbridges Bay for treatment. Waterfront Toronto is also building a new stormwater system as part of Port Lands Flood Protection. A new municipal sanitary sewer network and pumping station will carry wastewater from future communities in the Port Lands to the to the Ashbridges Bay treatment facility. This system will treat water locally. It's also worth noting that while new river mouth we're creating won't provide enough filtration to clean up the entire Don watershed – it will provide 29 hectares of new habitat for birds, wildlife and fish, improving the ecological health of the area.

Q: Dog waste has been identified as a leading urban pollution runoff. What are you doing to address the increase in impacts from the growing dog population?

A: There are two dog off leash areas planned for within the new parks in the Port Lands. Physical barriers are being provided through a variety of fence types to prevent intrusion of dogs and visitors alike into the new habitats. The Port Lands Flood Protection project team is also working with PFR to implement operation and maintenance strategies for waste and recycling collection that PFR plans to implement for the project site.

Q: Is anyone going to address the health of the trees along the promenade in front of Against the Grain? Many branches are covered in some sort of fungus and the trees were seriously stressed from lack of water during the summer. It will be a shame to see them cut down if they don't recover in the Spring and if no action is taken, sooner than later.

A: We have planted 16,800 trees (outside of parks) so far along the waterfront and we have plans to introduce even more. When we plant trees in an urban environment, we create the conditions for them to not only survive, but thrive using innovative technology such as [silva cells](#). Once our public realm projects are completed, they are handed over to the City and the City is responsible for long-term maintenance. The trees along the Water's Edge Promenade near Against the Grain are now under the jurisdiction of Parks, Forestry and Recreation. Thank you for noting this, we suggest you connect with 311 to report this concern.

Real Estate/Financial

Q: When condo sales are way down, with many buildings in the area already being completed, why would more buildings even be needed?

A: Tens of thousands of new residents call Toronto home every year. Waterfront Toronto's mandate is to create a dynamic and accessible waterfront that balances economic, social, environmental and public space priorities, in ways that will serve all Torontonians and last for generations. We have a long-term vision for waterfront revitalization that is based on careful, deliberative planning. Remaining plans will take many years to come to life.

Q: What does Waterfront Toronto think will happen post pandemic? That everything goes back to what it was before? Do you keep a tab on the current developments and how they are selling?

A: It is impossible to predict what the future holds. Among the things made clear through the pandemic are that people in cities need greater access to public places, enhanced public realm, access to adequate housing and more affordable housing, and access to economic opportunity. These are long standing priorities for Waterfront Toronto and will remain key priorities in a post-pandemic Toronto. As part of our planning process we stay tightly connected with the development community and conduct market soundings to ensure that there is interest and appetite for our projects before going to market with any development opportunities.

Q: Does Waterfront Toronto deal with the intense concentration of skyscrapers which continue to pop up

A: Waterfront Toronto acts as Master Planner for certain government-owned lands in a defined area known as the Designated Waterfront Area. In this area, it is our mandate to create inclusive and dynamic communities that are in line with City planning decisions, and which advance important public policy objectives. This includes improving access to the water's edge, creating new green spaces and public realm, and providing affordable housing.

Planning/Design

Q: Can you infill any of the basins to create more public space?

A: The slips that exist in the Toronto Harbour are a vital component of a dynamic, active harbour and working port. We don't have any current plans to infill these slips.

Q: I know that Waterfront Toronto has a Design Review Panel, but we still see a lot of bland & mediocre developments. Could the organization ensure that private developments are attractive & create character? Good examples include Block 8 West Don Lands & Aqualuna.

A: All new projects – whether on private or public land – are expected to go through design review to fulfill community planning and urban design expectations. Projects on privately-owned land typically follow a two-stage review at the Waterfront Design Review Panel: (1) Issues Identification and (2) Preliminary Design / Preliminary Plan. The Panel reviews every project with respect to applicable planning policies, sustainability considerations, and general design principles such as appropriateness to site context, scale and character, aesthetic contribution to the urban fabric, quality of place, etc, to ensure that all waterfront revitalization meets high standards of design excellence, quality of place, and public accessibility. On West Don Lands Blocks 8 and Aqualuna, we are partners and the developer is contractually obligated to address our concerns. We do not have the same relationship for developments on privately-owned lands-

Q: What signature building? Museum, environmental & outdoor/indoor recreation centre?

A: The “landmark Institution” that is one of the Signature Projects outlined in Waterfront Toronto’s 5-Year Strategic Plan, will be a cultural destination, intended to bring people to the waterfront year-round. While the details have yet to be determined, you can learn more about our vision for this project in Section Two of our [2020/21–2024/25 Strategic Plan](#).

Q: Have you a site in mind for the iconic cultural landmark?

A: We have not determined a site for a cultural “landmark institution” yet, although there are several sites on Toronto’s waterfront that have the scale and prominence to house a magnetic gathering place—we will be exploring them in the years to come.

Q: How has the pandemic accelerated the plans for development?

A: COVID-19 has not accelerated our plans for development—our projects remain on time and on budget.

Public Engagement

Q: Is there a way to poll the residents of the neighborhood as to what businesses and institutions they want prioritized in becoming a part of it? I’ve seen this implemented elsewhere and it was an important way to make sure that the area was authentically representative and immediately found support as they set up.

A: For most of our projects we establish a Stakeholder Advisory Committee (SAC) to provide us with an ongoing forum for advice, feedback and guidance at key points during the planning and urban design process. While the composition of each SAC is unique to each project, in general SACs are comprised of representatives from interested and affected stakeholders and organizations as well as those with specific expertise related to the project. We make every effort to ensure that SAC’s are inclusive and represent the full range of interest and perspectives. Typically, membership includes community representatives through neighbourhood associations, condominium boards and/or residents at large; representatives for business through business improvement associations, area businesses or landowners, and/or trade associations; and representatives from advocacy groups such as cycling associations, environmental groups, and heritage and cultural associations.

Technology

Q: Can we use the waterfront to become a beta test site for new applications and new approaches to technologies and development techniques?

A: Waterfront Toronto has created the enabling digital infrastructure to help foster innovative solutions in new communities, including a digital inclusion program to ensure that everyone living in these neighbourhoods are able to get connected. Beyond that, we continue to evolve our sustainability requirements to help inspire development partners to incorporate solutions that will help us achieve our goals regarding building resilient, climate positive neighbourhoods.

Q: Can we re-imagine free, secure and open digital access throughout the waterfront area, including on the water and in the wilder areas of the Spit?

A: We continue to work with our partner Beanfield Metroconnect, to provide affordable connectivity throughout our new neighbourhoods. This includes a digital inclusion program, as well as initiatives to have connectivity provided as broadly as possible in the parks and public spaces that are being created. We piloted free WiFi in The Bentway and are now exploring the feasibility of additional sites. This work will need to be coordinated with the City of Toronto as well.

Government

Q: What are the safeguards that protect these great plans from other levels of government changing the direction? We've recently seen the provincial government use executive tools to override city zoning and planning.

A: Waterfront Toronto's Board of Directors includes equal representation from the federal, provincial, and municipal governments, to ensure that the different perspectives of each government are represented. Additionally, Waterfront Toronto senior management regularly participate in an intergovernmental steering committee for insight, updates, and advice on our efforts from all our government partners

Q: There is lots of pressure to meet all the needs of the government. How will you manage all these expectations and stick to what Waterfront Toronto does so well—sustainable, resilient work?

A: Over our 20-year history, Waterfront Toronto has been able to work successfully with governments led by different political parties, politicians, and with different perspectives as well. By bringing all three orders of government to the table, and having ongoing engagement with the general public, we have demonstrated to governments the importance of a shared vision for waterfront revitalization, and working together to reach our goals.

Q: Is there any fear of negative Premier Ford interference like when the Ford brothers were at Toronto City Council?

A: Waterfront Toronto has an excellent working relationship with all our government partners and appreciates their support and insight as we work towards our goals of building an inclusive, dynamic, and successful waterfront that belongs to everyone.

Skydome/Ontario Place/CNE

Q: Recently in the media, it was announced that the Rogers Centre may be demolished and a new home found for the Blue Jays - Is this new sports stadium something that may be considered for the Waterfront?

A: The media reports in late November were the first Waterfront Toronto heard of any interest in the Quayside site as a potential new home for the Blue Jays. We understand the Quayside area and Port lands have not been considered in any of the Rogers Centre options. Quayside straddles two Council-approved precinct plan areas: the [East Bayfront Precinct](#) and the [Keating Channel Precinct](#). Precinct plans establish future streets, blocks, building uses and sizes, and neither of the two plans contemplate the location of a multi-purpose stadium such as the Rogers Centre.

Q: Waterfront Toronto is 1/3 provincial government. Does WT have any input into Ontario Place development plans?

A: Ontario Place is managed by the Ontario Place Corporation, an agency of the provincial Ministry of Sport, Tourism, and Culture Industries. All decisions on the planning and operations of Ontario Place fall to this provincial agency, and are outside of Waterfront Toronto's purview.

Q: Is there a timeframe to decide on what is going to happen on the CNE grounds?

A: The Exhibition Place grounds are managed by the Exhibition Board of Directors, a City agency with its members appointed by City Council. Waterfront Toronto is not involved in any of the planning or decisions relating to Exhibition Place.

Other

Q: What can be done about Redpath Sugar Factory? It creates a significant disconnect from the water.

A: Redpath Sugar has been on the site for over 50 years and is an important local industry and waterfront landmark. In fact, the design for the nearby award-winning Canada's Sugar Beach drew upon the industrial heritage of the area and its relationship to the neighbouring Redpath Sugar factory, which serves as an attraction for many people coming to enjoy the theatre of the freighters arriving and unloading their sugar.

Q: Any chance to accelerate Love Park?

A: Love Park is currently on track for construction to begin in 2021. It will be completed by the end of 2023.

Q: Is there plan to clean up underneath the Gardiner? Access from the city to the waterfront is very grungy.

A: As the City of Toronto reconstructs the Gardiner Expressway East, we're engaged in a multi-year project to enhance the streetscape underneath. This past year we: completed 60% design for the area from Jarvis Street to Cherry Street; completed concept design for the area from Cherry Street to Logan Avenue; completed an implementation plan for the entire project;

proposed, costed and earned approval for a number of small, “quick-start” projects to signal change in the area and test materials and approaches. These include a sidewalk-improvement pilot to test the performance and maintenance requirements of enhanced concrete, permeable pavers and bioretention plantings.

In addition to this, over the past year, we collaborated with the Waterfront Business Improvement Area (BIA) to advance a new project, co-funded by the City of Toronto, called Waterfront ReConnect. This project aims to transform intersections under the Gardiner to reduce the psychological barriers that cause many pedestrians to turn back at Lake Shore Boulevard instead of crossing over to reach the lake.

Q: Is there still a vision to create Lake Ontario Park connecting the waterfront to the east?

A: Plans for Lake Ontario Park are on hold pending future funding commitments. We still hope to be able to deliver on the vision of a better-connected park system from Cherry Beach to the Beaches, but the timeline is uncertain at the moment.

Q: How do we engage small businesses along the waterfront, develop areas with unique retail and ensure that businesses are able to prosper year-round?

A: As we develop new areas of the waterfront, we want to create unique retail opportunities that serve the needs of the people who live/work/visit in the area. One of the challenges we face in attracting unique small businesses to the waterfront is the fact that the waterfront is typically only busy enough to support small businesses during the warm months of the year. The addition of a large cultural anchor that attracts visitors year-round could help sustain other uses such as restaurants. We will continue to engage with the public and small businesses as well as develop ways to bring people down to the waterfront all year round to alleviate this issue.

Q: Are there plans for more washrooms? Music Garden was very busy this year, enjoying the space to have a meal, listen to music. There are no washrooms in the area.

A: We have plans to install washrooms in River Park—a new park that will be developed as part of the Port Lands Flood Protection Project. These washrooms will have the potential to operate year-round. Currently there are no funded plans to develop washrooms in other parks.

Q: What exactly is Waterfront Toronto's boundary - north, east and west?

A: The “designated waterfront area” in which we operate runs from Dowling Ave. In the west, Coxwell Ave. to the east, the rail corridor to the north, and south to Lake Ontario.