

21

Don Roadway

FIRST GULF

12 million square feet • 50,000 jobs • regional transit hub • flexible office environments • world-class amenities • 12 million sf • 50,000 jobs • transit hub • flexible office space • development catalyst • civic space • fitness facilities • cycling path



the vision

21 DON ROADWAY, TORONTO CANADA

- **JOBS:** Will employ approximately 50,000 workers (office and retail).
- **SCALE:** As the largest commercial project currently planned in Canada, this 60-acre site will include 12-million sf of office, institutional and retail space.
- **COST:** Approximately \$6-billion.



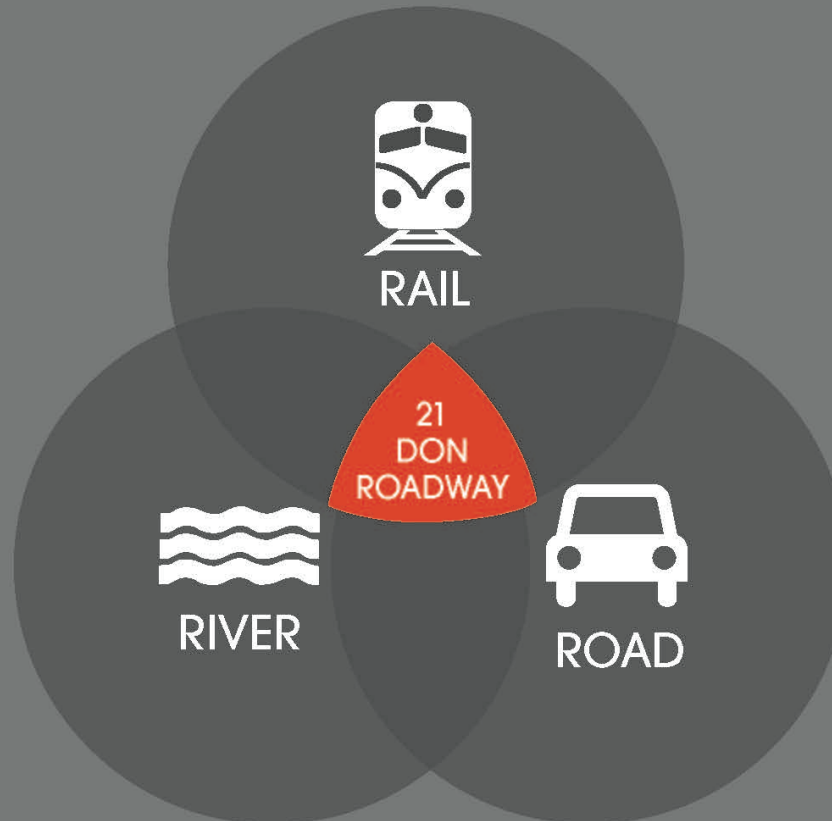
the growth

- Population of GTA estimated to reach 9.4-million by 2041 (50% growth*).
- 70% of this growth is made up of Echo-Boomers—a highly-skilled and educated generation which wants to be close to transit, work and amenities.
- Based on provincially-accepted employment forecasts and typical office employment densities, the GTHA will need 100-million sf of new office space across the region by 2041**.
- According to recent market and employment trends, the majority of future office space will be concentrated in or near the downtown core.
- Without a major new employment node, Toronto risks losing a significant competitive advantage in the global competition for talent.

**Source: Gowlings - Knowledge Centre (MetropolisIQ.com)*

***UrbanMetrics, Statement of Findings: Don Roadway and Lake Shore Boulevard Office Market Demand Analysis (September 2014).*

the **3Rs** of project realization



The development of 21 Don Roadway relies on the realization of three infrastructure projects which are currently in the planning stages. These projects can be clearly summarized as the three Rs — **RAIL** (the connections to local and regional transit), **RIVER** (the naturalization of the Don River), and **ROAD** (the reconfiguration of the Gardiner). The implementation of these three projects will have significant local and regional benefits, and will enable the realization of 21 Don Roadway.




road

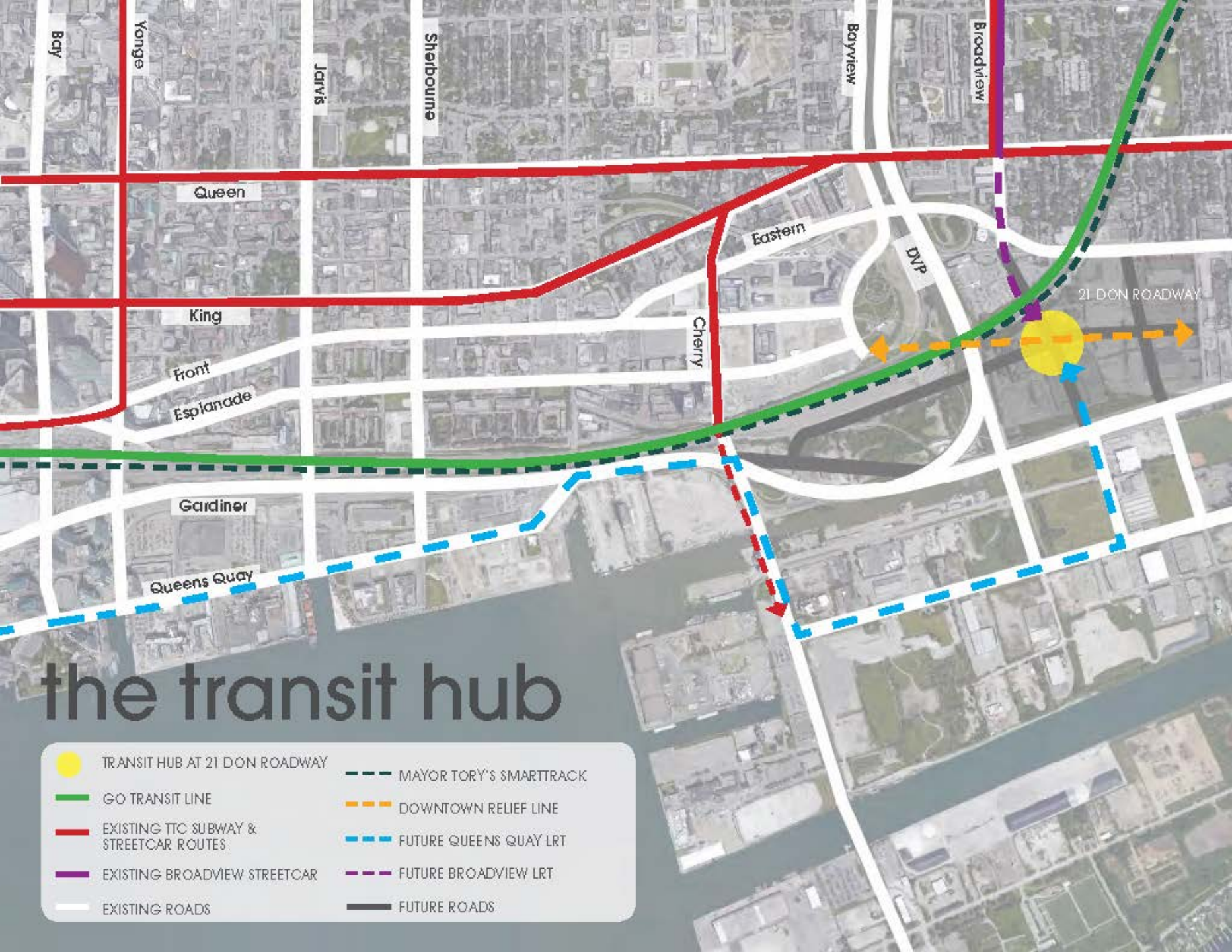
The re-configuration of the Gardiner Expressway would open up a site that has long been cut-off from the City. This re-configuration will also accommodate the extension of Broadview Avenue south from Queen Street.

CITY-OWNED
LANDS

TORONTO PORTLANDS COMPANY

CITY-OWNED
LANDS

-  EXISTING GARDINER EXPRESSWAY
-  RE-CONFIGURATION OF GARDINER EXPRESSWAY
-  EXTENSION OF BROADVIEW



the transit hub

-  TRANSIT HUB AT 21 DON ROADWAY
-  GO TRANSIT LINE
-  EXISTING TTC SUBWAY & STREETCAR ROUTES
-  EXISTING BROADVIEW STREETCAR
-  EXISTING ROADS
-  MAYOR TORY'S SMARTTRACK
-  DOWNTOWN RELIEF LINE
-  FUTURE QUEENS QUAY LRT
-  FUTURE BROADVIEW LRT
-  FUTURE ROADS

the economic development impacts



DURING CONSTRUCTION

- \$10.9-billion – \$12.0-billion in direct, indirect and induced spending.
- \$5.8-billion – \$6.4-billion in total GDP impacts.
- 66,400 – 72,100 person years of employment.
- \$4.0-billion – \$4.3-billion in employment income growth.

the bottom line

- **\$1.2-billion–\$1.3-billion** in direct tax revenue to the federal, provincial and municipal governments, including **\$150-million** to the City of Toronto.



DURING OPERATIONS

- \$2.5-billion – \$2.7-billion annually in direct, indirect and induced spending.
- \$1.3-billion – \$1.6-billion annually in total GDP impacts.
- 95,800 – 103,300 person years of employment annually.
- \$3.8-billion – \$4.1-billion in annual employment income growth.

the bottom line

- **\$1.3-billion–\$1.4 billion** annually in direct incremental tax revenue to the Government of Canada (**\$800-million to \$860-million**), the Province of Ontario (**\$430-million to \$450-million**) and the City of Toronto (**\$90-million**).

Source: PwC (Development Impact Assessment report, June 2014)

What we've been doing:

- Reviewing precedent projects and lessons learned (Canary Wharf, Hudson Yards)
- International design competition
- Master Planning
- Community Engagement (including Stakeholder Committee)
- Pursuing the '3Rs'
- Talking to potential tenants
- Engaging City of Toronto and the local Councillor
- Participating in related/adjacent initiatives
- Interim uses
- Official Plan Amendment Application

What we're doing next:

- Confirm location, design and terms for major infrastructure including Transit Hub
- Plan of Subdivision & Rezoning
- Complete Master Planning
- Public 'launch' of project
- Presentation Centre
- Continue talking to potential tenants and investors
- Ongoing community engagement
 - <http://project21.firstgulf.com>

Community Engagement Process

Engagement Process

- Community Workshop #1 (March 3rd)
- Stakeholder Committee #1 (April 20th)

Community Assets and Deficits, and Vision

- Stakeholder Committee #2 (May 27th)
- Community Workshop #2 (April 29th)

Infrastructure

- Stakeholder Committee #3 (June 17th)
- Community Workshop #3 (June 23rd)

Master Plan

- Stakeholder Committee #4 (September 30th)
- Community Workshop #4 (October 1st)

What We Heard: Vision

Connections

- Connect the site to the river
- Install several bridges over the river
- Offer car-free zones or plaza, getting trucks, couriers and taxis off the roadway
- Provide fine grained street network of short blocks
- Consider non-drivers
- 'Go big' and functional with vision for transit
- Consider shuttle to other transport hubs (i.e. Union Station)
- Make the spaces walkable
- Consider future innovations in delivery of goods (i.e. drones)
- Consider other options to keeping the Gardiner

What We Heard: Vision

Economic Development

- Consider how to provide opportunities for a balanced work life
- Have a business incubator mindset

Urban Amenities

- Start with a clean slate – anything is possible. Amenities should include public bathrooms
- Plan for outdoor spaces and recreational amenities, both summer and winter seasons
- Provide free public Wi-Fi

Modern and Flexible Office and Retail Spaces

- Include different types of shops. Mom and pop start-ups and market square should be part of the retail mix
- Consider market or food vendors
- Offer spontaneous and exciting shopping options (e.g. Business out of the Box)
- Make office spaces flexible

What We Heard: Vision

Spectacular Parks and Public Spaces

- Include canals that link parks and public spaces to the water
- Integrate vertical parks into the building design
- Consider all season uses as part of the park planning (i.e. Include a covered dome space for year-long use)
- Offer passive and active recreational park activity
- Construct multiple exits from office towers on different levels

New elements

- Include an element on the energy footprint and reduce the carbon footprint
- Include elements on ecological design and low maintenance cost

What We Heard: Infrastructure

Connectivity

- Connect to Distillery District
- Define spaces for bikes so they don't cross paths with cars
- Integrate wireless technology into the site as it is being built, not afterwards
- Do not "off-load" parks by creating access to parks elsewhere so as to minimize parks on site

Mobility

- Implement complete streets design
- Offer public parking, exclusively underground
- Restrict large vehicles and delivery trucks
- Create car-free zones on site
- Provide fitness and recreation trails

What We Heard: Infrastructure

Sustainability

- Work toward zero carbon emissions
- Use green roofs where possible
- Use our emerging capacity to collect “big data” to monitor sustainability
- Make all buildings at least LEED certified
- Plan for extreme weather events

Public Space

- Ensure a focus on urban agriculture
- Provide site uses other than offices so site is not a ghost town in the evenings or weekends
- Create a strategy to deal with waste and garbage
- Consider an observatory close to the Lake, including a telescope and viewing platform

What We Heard: Infrastructure

Public Amenities

- Offer amenities to both tenants and the public
- Have a central square to promote a common area/focal point
- Have places of faith to accommodate those who pray during the day
- Include showers, lockers and change rooms for active transportation users
- Make the site accessible under the Accessibility for Ontarians with Disabilities Act (OADA)

What We Heard: Master Plan

Built Form and Design

- Retail integrated into buildings
- Located large buildings near transit hub
- Keep buildings low near residential areas
- Integrate traditional offices with creative offices
- Low density near streets to keep it at a human scale

Connectivity

- Transit station on top of GO tracks
- Broadview going through the site
- Bike trails throughout the site connecting to surrounding trails
- Transit infrastructure is key

Public Space and Amenities

- Creative space beside heritage buildings
- Large common spaces with a mix of uses
- Make sure site is not dead at night

What We Heard: Master Plan

