

# TORONTO STAFF REPORT

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September 8, 2005

To: Policy and Finance Committee

From: Fareed Amin, Deputy City Manager

Subject: Five-Year Business Plan/Ten-Year Forecast for Toronto Waterfront Revitalization

Purpose:

To outline the vision, deliverables, funding requirements, and cost-sharing arrangements for Waterfront Revitalization over the next ten-year period (2005 to 2014) as reflected in the TWRC's Five-Year Business Plan and Ten-Year Forecast for the Project.

To request a reduction of \$14.618M to the net 2005 Waterfront Capital Budget (from \$36.038M to \$21.420M), in order to provide for the City's required contribution to Waterfront Revitalization for the current year. To request a reallocation of 2005 actuals totalling \$1.216239M to reflect consistency with the new Budget structure.

Financial Implications and Impact Statement:

Subject to the annual budget process, the recommendations in this report will result in the following cash flows for the City's net contribution to Waterfront Revitalization: \$21.420M in 2005, \$43.569M in 2006, \$59.080M in 2007, \$68.174M in 2008, \$40.472M in 2009, and \$237.516M in the period 2010 to 2014. Including the amount of \$29.768M already incurred to the end of 2004, the total of the City's funding is projected to be \$500.000M. This will provide for initiatives to be undertaken by the Toronto Waterfront Revitalization Corporation (TWRC) (\$396.591M), Dockwall Repairs to be carried out by Parks staff (\$1.000M), Technical Studies (\$2.100M) and the Waterfront Project Secretariat (\$2.518M). An additional \$97.790M has been incorporated in years 6 to 10 that is not allocated to specific tasks, but is intended for the completion of the Water's Edge Promenade, the introduction of transit into the Portlands, and other transportation and servicing projects in both the Portlands and in the western section of the Waterfront.

The net Waterfront Capital Budget in 2005 will be reduced by \$14.618M from \$36.038M to \$21.420M to provide for the City's required contribution for the current year. A portion of 2005

actuals incurred to-date totalling \$1.216239 M will be reallocated among projects to reflect consistency with the new budget structure.

The Deputy City Manager and Chief Financial Officer has reviewed and concurs with this Financial Impact Statement.

Recommendations:

It is recommended that Council:

- 1) Approve the Five-Year Business Plan/Ten-Year Forecast, subject to the annual budget process, and authorize the revision of the 2005 – 2009 Capital Works Program for Waterfront Revitalization to reflect the following net cash flows: \$21.420M in 2005, \$43.569M in 2006, \$59.080M in 2007, \$68.174M in 2008, \$40.472M in 2009, and \$237.516M in the period 2010 to 2014;
- 2) Request that the Deputy City Manager and Waterfront Project Director confirm cash flow and financing requirements of the Front Street Extension and the Gardiner/Lakeshore Corridor Environmental Assessment Process, following Council's consideration of the future of the elevated expressway, later in 2005;
- 3) Authorize the net 2005 Waterfront Capital Budget to be reduced by \$14.618M (from \$36.038M to \$21.420M), allocated as follows: a reduction to TWRC Corporate Costs (\$1.800M), Portlands Preparation (\$2.269M), Front Street Extension (\$4.083M), Precinct Implementation Projects (\$0.454M), Land Acquisition (\$3.000M), Transportation Initiatives (\$1.900M), and Sports Fields & Facilities & Parks Development (\$2.079M), and an increase to Harbourfront Water's Edge (\$0.967M);
- 4) Authorize the reallocation of 2005 actuals incurred to-date as follows: \$1,158,839.00 from TWRC Corporate Costs to Union Station Subway Platform, and \$57,400.00 from Precinct Implementation Projects to Sports Fields & Facilities & Parks Development;
- 5) Forward this report to the Budget Advisory Committee for their information; and
- 6) Authorize and direct appropriate City Officials to take the necessary action to give effect thereto.

Background:

Toronto Waterfront Revitalization was launched on November 3, 1999, when the City, Province of Ontario, and Government of Canada announced the creation of the Toronto Waterfront Revitalization Task Force. On March 27, 2000, the Task Force released its recommendations for waterfront renewal, which included the concept of a tri-government corporation.

On October 20, 2000, the three governments announced their commitment of \$1.5 billion to the Initiative, and directed staff to develop the mechanics for implementation. Specific funding of

\$300 million for four priority capital projects and the establishment of the interim Toronto Waterfront Revitalization Corporation (TWRC) was announced on March 5, 2001.

On May 30, 31, and June 1, 2001, Council approved the creation of the interim TWRC and approved in principle a governance structure for the permanent entity. Provincial legislation establishing the permanent TWRC (the *Toronto Waterfront Revitalization Corporation Act, 2002*) came into effect on April 1, 2003, creating a not-for-profit corporation consisting of the members of its Board of Directors. The *Act* requires that the TWRC prepare annual and five-year business plans for the governments' approval.

In July, 2004, Council adopted nine priorities for its 2003 to 2006 term, including "Making Progress on the Waterfront", thus recognizing the need to strengthen and clarify the tri-government commitment to Revitalization, and to agree on project deliverables and timelines.

In December, 2004, Council approved a report entitled "Governance Structure for Waterfront Revitalization" and endorsed the transformation of the TWRC to an empowered corporation focussed on project implementation subject to numerous conditions being satisfied. These conditions included:

- All net revenues from the revitalization of public lands in the DWA being reinvested in the Initiative; and
- Agreement being reached among all governments and TWRC on a Five-Year Business Planning process, short- and long-term priorities, deliverables and performance measures.

The TWRC submitted a draft Five-Year Business Plan /Ten-Year Forecast to the three governments late in 2004. Subsequently, staff formed an intergovernmental "Governance Implementation Action Group" to review the Plan in conjunction with the TWRC, and to reach consensus on a funding approach that would both achieve the overall vision for Waterfront Revitalization and reflect the individual priorities of each partner.

During its budget deliberations at the Special Meeting of February 21, 22, 24, 25, 28, and March 1, 2005, Council recommended a 2005 Capital Budget of \$36.238 M (\$36.038 M net debt impact) for Waterfront Revitalization, conditional on staff submitting the TWRC Five-Year Business Plan to Council for approval in 2005, and reporting back to the Budget Advisory Committee on the financial impacts of the proposed Plan on the 2005 Recommended Capital Budget and Future Year Commitments.

At its meeting of May 17, 18, and 19, 2005, Council approved a report from the City Manager entitled "West Don Lands Precinct Plan & Environmental Assessment Master Plan", which directed the Waterfront Project Director to "ensure that any future financial agreements binding Council to the revitalization of the West Don Lands are done in the context of tri-government cost sharing of the TWRC Five-Year Business Plan."

This report addresses all of the above directives. In addition, it outlines the vision, deliverables, funding requirements, and cost-sharing arrangements for Waterfront Revitalization over the next

ten-year period as reflected in the TWRC's Five-Year Business Plan/Ten-Year Forecast. It also clarifies the required City contribution to Waterfront Revitalization to 2014, subject to the annual budget process.

Comments:

1. TWRC Five-Year Business Plan/Ten-Year Forecast

Summary of Review Process

The objective of the intergovernmental Finance Working Group in its review of the TWRC Five-Year Business Plan/Ten-Year Forecast was to achieve consensus on a Plan that would:

- (i) address the overall vision for Waterfront Revitalization as outlined in the City's Central Waterfront Secondary Plan: Making Waves;
- (ii) address individual and shared government priorities as follows:
  - Early development of parks, public space and greening initiatives;
  - West Don Lands Precinct Implementation; and
  - East Bayfront Precinct Implementation, Water's Edge and Martin Goodman Trail improvements, and transit development;
- (iii) reflect and maintain the tripartite financial commitment of all governments;
- (iv) clearly define priorities for the next five and ten year periods;
- (v) enable the TWRC to function as a going concern; and
- (vi) improve TWRC accountability by clarifying specific deliverables and annual government investment over the next five and ten year periods.

The underlying assumptions of the review were that: TWRC would function as "master developer" with effective control of public land in the Designated Waterfront Area (DWA); revenues from the sale/lease of public lands would be re-invested in the Project through the TWRC; and the up-front delivery of the public realm (parks, public spaces and transit) would be both the priority in the short-term and the focus of public investment. (The Public Land Management Protocol, which is intended to provide TWRC with incremental and effective control of public land, is addressed in an additional report from the Deputy City Manager to the Policy and Finance Committee in September 2005 on the directives arising from Council's consideration of the Waterfront governance structure in 2004. A more detailed report on the Protocol, which is to be part of a Memorandum of Understanding between the City, TEDCO and the TWRC on Waterfront Revitalization, will be before Council later in 2005.)

Several major fiscal pressures needed to be considered when developing the Five-Year Business Plan/Ten-Year Forecast. Specifically, these were the Federal government's requirement to expend its \$500M contribution by March 31, 2008, the Provincial government's constraint on its contributions between 2005/06 and 2009/10, and the City's "Debt and Capital from Current" targets for the next five years. The Provincial caps were set at \$127.4M for years 1 to 5, with \$16.9M being allocated in 2005. The City's targets were set at \$44.300M in 2006, \$60.000M in 2007, \$59.854M in 2008, \$36.956M in 2009, and \$33.318M in 2010.

The Working Group met on numerous occasions to develop a Preferred Scenario within this context. The scenario was approved by the Intergovernmental Steering Committee on September 6, 2005. In addition, the Five-Year Business Plan originally submitted by TWRC in 2004 was circulated to and discussed with impacted City divisions and agencies early in 2005 to assist in developing the City's position in tri-government negotiations.

#### Preferred Scenario Overview (Chart 1)

The development and approval of a Five-Year Business Plan/Ten-Year Forecast for Waterfront Revitalization represents a major milestone in the transition of the Project from planning to implementation. The recommended Plan, with total gross costs of \$1,686.434M, achieves all of the objectives set out for the review process and balances individual government priorities with the overall vision for Revitalization. It maintains the tri-government partnership, identifies clear deliverables that are to be accomplished over the ten-year period, and clarifies annual government investment to March 31, 2015. It also ensures that revenues from the sale of public lands in East Bayfront and West Donlands, as projected by the TWRC, are re-invested in the Initiative through TWRC. (Provincial officials are seeking Cabinet approval this Fall to re-invest revenues generated by revitalization of the West Donlands. While this is contrary to standard Provincial policy, it recognizes the unique nature of the Toronto Waterfront Revitalization Initiative.) These revenues have been allocated to six specific major projects (TWRC Corporate Costs, Front Street Extension, West Don Lands Implementation, East Bayfront Implementation, East Bayfront LRT, Sustainability Strategy), in order to reduce the government contributions required between 2005 and 2009 for these items. Finally, by identifying clear goals and revenue sources, the Plan effectively improves accountability and ensures that the TWRC will be a going concern on a go-forward basis.

The Plan details the expenditure pattern for public investment in substantial improvements related to parks and public spaces, transit, and community facilities, brownfield remediation and building sustainable communities. The annual cost requirements from each government for each project have been developed for the first five-year span, while a "lump sum" requirement from each government for each project has been negotiated for years 6 to 10. The latter will be revisited and defined by the three governments as the implementation of Phase 1 progresses to a more advanced stage.

This investment will result in significant revitalization of Toronto's Waterfront; foremost will be the transformation of the West Don Lands and East Bayfront into productive, engaging districts of the City, fully serviced by transit, parks and community facilities. In the Port Lands and Leslie Spit areas, Commissioner's Park will be completed, Cherry Beach and its amenities upgraded,

the Martin Goodman Trail improved and expanded and major corridors greened to improve the overall attractiveness of the area to citizens and visitors alike. In the central and western areas of the DWA, the water's edge promenade will be expanded, the Martin Goodman Trail improved and the Western Beaches Watercourse will be completed.

Specifically, in the first five years of the Plan, \$158.7M will be invested in revitalizing East Bayfront, \$141.2M in West Don Lands, \$70.9M in the Portlands and Leslie Spit, and \$53.7M in the central and western portions of the DWA. These major investments will form the foundation for Revitalization that will ultimately attract substantial private investment. The remainder of resources will be invested in the four priority projects, strategic Mimico and Port Union projects, Lake Ontario Park, Naturalization of the Don River, the Sustainability Strategy, and the Regional Sports Complex.

The Preferred Scenario is summarized in the Chart 1 below. A description of each project, with deliverables over the next five and ten years, is included in Appendix "A", and detailed cash flow by year is attached as Appendix "B".

<b>Waterfront Revitalization Initiative</b>							CHART 1
<b>Preferred Scenario Summary</b>							
<b>\$000s</b>							
	City Contribution	Provincial Contribution	Federal Contribution	Total Gov't Contribution	Revenue Allocation	Total Project Costs	
<b>TWRC Corporate Costs</b>	\$30,766	\$36,540	\$20,734	\$88,040	\$7,617	\$95,657	
<b>Priority Projects</b>							
Union Station	\$40,000	\$30,000	\$19,334	\$89,334	\$0	\$89,334	
Mouth of the Don EAs	\$1,000	\$1,000	\$1,000	\$3,000	\$0	\$3,000	
Portlands Preparation	\$20,233	\$20,233	\$20,233	\$60,700	\$0	\$60,700	
Front Street Extension	\$58,702	\$56,667	\$56,666	\$172,035	\$26,566	\$198,601	
<b>Subtotal</b>	<b>\$119,935</b>	<b>\$107,900</b>	<b>\$97,233</b>	<b>\$325,069</b>	<b>\$26,566</b>	<b>\$351,635</b>	
<b>Core Projects</b>							
Harbourfront - Water's Edge	\$6,200	\$6,200	\$6,200	\$18,600	\$0	\$18,600	
Port Union	\$5,333	\$5,333	\$5,333	\$16,000	\$0	\$16,000	
Mimico	\$2,167	\$2,167	\$2,167	\$6,500	\$0	\$6,500	
Precinct Planning Studies	\$2,367	\$2,367	\$2,367	\$7,100	\$0	\$7,100	
<b>Subtotal</b>	<b>\$16,067</b>	<b>\$16,067</b>	<b>\$16,067</b>	<b>\$48,200</b>	<b>\$0</b>	<b>\$48,200</b>	
<b>Precinct Implementation Projects</b>							
West Donlands	\$71,560	\$88,750	\$17,600	\$177,910	\$17,191	\$195,101	
East Bayfront	\$29,728	\$38,932	\$37,300	\$105,960	\$9,205	\$115,165	
Portlands	\$0	\$0	\$0	\$0	\$0	\$0	
West Waterfront EA & Design	\$0	\$5,000	\$0	\$5,000	\$0	\$5,000	
<b>Subtotal</b>	<b>\$101,288</b>	<b>\$132,682</b>	<b>\$54,900</b>	<b>\$288,870</b>	<b>\$26,396</b>	<b>\$315,266</b>	
<b>Strategic Land Acquisition</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>	
<b>Transportation Initiatives</b>							
Front Street Pedestrian Bridge	\$300	\$0	\$0	\$300	\$0	\$300	
Gardiner Scoping & EA	\$11,000	\$0	\$0	\$11,000	\$0	\$11,000	
West Don Lands LRT	\$9,550	\$9,550	\$0	\$19,100	\$0	\$19,100	
East Bayfront LRT	\$47,184	\$57,550	\$0	\$104,734	\$10,366	\$115,100	
<b>Subtotal</b>	<b>\$68,034</b>	<b>\$67,100</b>	<b>\$0</b>	<b>\$135,134</b>	<b>\$10,366</b>	<b>\$145,500</b>	
<b>Naturalization of Don River</b>	<b>\$38,317</b>	<b>\$37,233</b>	<b>\$10,310</b>	<b>\$85,860</b>	<b>\$0</b>	<b>\$85,860</b>	
<b>Dockwall Repairs</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$1,000</b>	
<b>Sustainability Strategy</b>	<b>\$2,281</b>	<b>\$9,833</b>	<b>\$9,833</b>	<b>\$21,947</b>	<b>\$7,552</b>	<b>\$29,499</b>	
<b>Sports Fields &amp; Facilities &amp; Parks Development</b>							
Interim Sports Fields/Feasibility Studies	\$0	\$0	\$5,200	\$5,200	\$0	\$5,200	
Regional Sports Complex	\$0	\$0	\$16,000	\$16,000	\$0	\$16,000	
Western Beaches Watercourse	\$4,000	\$4,000	\$15,000	\$23,000	\$0	\$23,000	
Western Beaches Watercourse Contingency	\$0	\$0	\$4,000	\$4,000	\$0	\$4,000	
Leslie Greening	\$620	\$620	\$620	\$1,860	\$0	\$1,860	
Martin Goodman Trail (Ph.1)	\$1,900	\$1,900	\$2,083	\$5,883	\$0	\$5,883	
Portlands Beautification (exc. Leslie Greening & Martin Goodman Trail (Ph.1))	\$0	\$0	\$7,297	\$7,297	\$0	\$7,297	
Martin Goodman Trail (Ph.2)	\$0	\$1,461	\$18,642	\$20,103	\$0	\$20,103	
Commissioner's Park	\$13,384	\$14,850	\$11,466	\$39,700	\$0	\$39,700	
<b>Subtotal</b>	<b>\$19,904</b>	<b>\$22,831</b>	<b>\$80,308</b>	<b>\$123,043</b>	<b>\$0</b>	<b>\$123,043</b>	
<b>Other</b>							
Federally Funded Initiatives	\$0	\$0	\$56,815	\$56,815	\$0	\$56,815	
GO Transit Expansion	\$0	\$65,000	\$65,000	\$130,000	\$0	\$130,000	
Lake Ontario Park - Phase I	\$0	\$0	\$24,800	\$24,800	\$0	\$24,800	
Lake Ontario Park Planning	\$0	\$0	\$1,000	\$1,000	\$0	\$1,000	
Tommy Thompson Park	\$0	\$0	\$8,000	\$8,000	\$0	\$8,000	
Waterfront Project Secretariats/Technical Studies	\$4,618	\$0	\$5,000	\$9,618	\$0	\$9,618	
<b>Subtotal</b>	<b>\$4,618</b>	<b>\$65,000</b>	<b>\$160,615</b>	<b>\$230,233</b>	<b>\$0</b>	<b>\$230,233</b>	
<b>Funding Allocated to Projects</b>	<b>\$402,210</b>	<b>\$495,186</b>	<b>\$500,000</b>	<b>\$1,397,396</b>	<b>\$78,497</b>	<b>\$1,475,893</b>	
<b>Unallocated for Water's Edge Promenade, Transit &amp; Transportation Initiatives</b>	<b>\$97,790</b>	<b>\$4,814</b>	<b>\$0</b>	<b>\$102,604</b>	<b>\$0</b>	<b>\$102,604</b>	
<b>Total Revenues - Years 6 to 10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$107,937</b>	<b>\$107,937</b>	
<b>Total Gross Project Costs</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$1,500,000</b>	<b>\$186,434</b>	<b>\$1,686,434</b>	

### Preferred Scenario Outstanding Challenges

Several outstanding challenges remain with respect to the Preferred Scenario. Each is discussed below.

- (i) The Federal government's requirement to expend its \$500M commitment by March 31, 2008 has resulted in its 2007/08 projected contributions to TWRC Corporate Costs and to the Naturalization of the Don River being greater than expenditure requirements for these items to that point in time. Federal staff has indicated they will pursue the re-profiling of funds beyond 2008 with Treasury Board. Correspondence to this effect is anticipated and will be forwarded directly to the Policy and Finance Committee.
- (ii) The Provincial government has put a province-wide five-year capital plan into place, which has necessitated that a large portion of its contributions to waterfront revitalization occur in years 6 to 10. However, Provincial officials have reiterated that the revitalization of Toronto's Waterfront remains a priority, and reaffirmed their government's \$500M commitment to Revitalization and to the cost-sharing approach in the Preferred Scenario, including the reinvestment of land development proceeds in the Initiative. Correspondence to this effect is anticipated and will be forwarded directly to the Policy and Finance Committee.
- (iii) While the City and the Province have agreed to fund 1/3 of the \$90M required to undertake the enhanced scope for the Union Station Subway Station Platform project, the Federal government remains committed to 1/3 of the original vision estimated at \$58M. This has resulted in a \$10M shortfall for the project, which can be accommodated within the City's overall \$500M commitment to the Initiative due to the proposed reduction in the 2005 budget. (This reduction is made possible as a result of the Federal Government's commitment to supporting the development parks and other greening initiatives in the Waterfront.) These funds have been included in the City's contribution for 2008.
- (iv) While funds are included in the Plan for the Front Street Extension and Gardiner Expressway EA, these amounts are conditional on Council's determining the future of the Gardiner/Lakeshore corridor later in 2005. The Provincial and Federal Governments are each committed to 1/3 of the original estimate of \$170.000M for the Front Street Extension, which has resulted in a potential shortfall of \$57.208 M for this item.
- (v) The Scenario includes monies under the East Bayfront Precinct Implementation Project to complete the Water's Edge Promenade in the District. The remainder of the Promenade will be completed in years 6 to 10 with monies in the "unallocated" category.

- (vi) The Western Beaches Watercourse facility was originally estimated at \$23.000M, to which the Federal government would be contributing \$15M, and the Province and City would each be contributing \$4M.

However, the three construction bids received for the project were substantially higher than anticipated, resulting in an additional \$4M contingency being required. This money is to be accessed by the TWRC only if necessary, and is included in the Federal Government’s allocation to the Initiative.

- (vii) A communications protocol related to the Five-Year Business Plan/Ten-Year Forecast and other Waterfront Initiatives form part of the overall “tri-government communications strategy” that is addressed in the report from the Deputy City Manager on the directives arising from Council’s consideration in 2004 of the Waterfront governance structure. It is important to note, however, that while funds are earmarked for individual projects, all public announcements will reflect the overall tri-partite partnership.

2. Reduction to net 2005 Capital Budget and Reallocation of 2005 Actuals

The process through which the Preferred Scenario was developed has necessitated that adjustments be made to the net 2005 Capital Budget for Waterfront Revitalization as approved by Council. The required changes are summarized below in Chart 2, and result in an overall reduction for the year of \$14.618M. A detailed comparison between the net 2005 Capital Budget and the 2005 funding in the Preferred Scenario is attached as Appendix “C”.

		<b>CHART 2</b>
<b>Initiative</b>	<b>Proposed Adjustment</b>	
	<b>(\$000s)</b>	
<b>Increases:</b>		
i. Harbourfront Water's Edge	\$967	
Total Increases	\$967	
<b>Reductions:</b>		
ii. TWRC Corporate Costs	-\$1,800	
iii. Portlands Preparation	-\$2,269	
iv. Front Street Extension	-\$4,083	
v. Precinct Implementation Projects	-\$454	
vi. Land Acquisition	-\$3,000	
vii. Transportation Initiatives	-\$1,900	
viii. Sports Fields & Facilities & Parks		
Development	-\$2,079	
Total Reductions	-\$15,585	
<b>Net Impact</b>	<b>-\$14,618</b>	

The following explains each of the recommended amendments. Many of these cash flow amendments result from the requirement that the Federal Government expend as much of its \$500M commitment as possible prior to March 2008. As a result, Federal resources are fully covering cash flow requirements in selected initiatives from 2005 to 2008. City and Provincial investments will resume in these areas in 2008 onwards.

(i) Increase Harbourfront Water's Edge by \$0.967M

Total costs for the Harbourfront Water's Edge project for enhancements at York and John Quays have been increased by approximately \$6.1M due to higher than expected pricing on tenders for the marine work required. As a result, the completion of the John Quay component cannot be accommodated within the original \$12.5M budget.

The increase will be covered by an equal \$2.033M contribution from each of the three governments. Of this total, \$0.967 M is required in 2005 from the City.

(ii) Reduce TWRC Corporate Costs by \$1.800M

The TWRC has projected its requirement for corporate costs to be approximately \$96M (or \$7.5M escalated by 3% per year) to 2015. The full amount has been included in the Preferred Scenario.

While each of the governments will be participating in funding TWRC costs over the next ten years, the Federal and Provincial governments will be providing the full 2005 requirement, and the City's contribution for this year is no longer required.

(iii) Reduce Portlands Preparation by \$2.269M

While each of the governments will be contributing \$20.3M toward the \$60.7M required for this project, the Federal government will be providing the full 2005 funding, and the City's allocation for the year is no longer required.

(iv) Reduce Front Street Extension by \$4.083M

While the City is fully committed to its 1/3 share of the \$255.806M estimate for the Front Street Extension, its 2005 allocation has been deferred to future years pending Council's decision on the Gardiner/Lakeshore Corridor.

(v) Reduce Precinct Implementation Projects by \$.454M

This reduction represents a reallocation of funding for the Leslie Street Greening initiative from the Precinct Implementation Projects to the Sports Fields, Facilities & Parks Development Project, where it is more appropriately accounted for. The remaining funding for Leslie Greening, specifically \$.165M in 2006, will also be transferred.

(vi) Reduce Land Acquisition by \$3.000M

While the acquisition of strategic properties was originally to be cost-shared by the three governments, the Federal government will now be providing the full amount anticipated for this purpose. The City's contribution of \$3.0M in 2005 and \$13.667M in 2006 is therefore no longer required.

(vii) Reduce Transportation Initiatives by \$1.900M

Due to the revised timing of the items to be completed within this project, the City's contribution in 2005 will not be required, and has been reallocated to subsequent years.

(viii) Reduce Sports Fields & Facilities & Parks Development by \$2.079M

Consistent with its stated priorities, the Federal government will now be fully funding the Interim Sports Fields and the Regional Sports Complex, as well as a greater portion of Commissioner's Park and the bulk of the Martin Goodman Trail – Phase 2. As a result, the City's contribution to these initiatives can be reduced. Offsetting this, however, is the transfer of funding for the Leslie Street Greening from the Precinct Implementation Projects as discussed above.

Re-allocation of 2005 Actuals

To-date a total of \$2,402,246.00 has been released to the TWRC in 2005 under the original budget structure, of which \$1,158,839.00 related to Corporate Costs and \$57,400.00 related to Leslie Street Greening (under Precinct Implementation Projects). However, the above budget reallocations will result in a revised 2005 estimate for Corporate Costs of \$0, and in the Leslie Street Greening item being transferred to Sports Fields & Facilities & Parks Development. To ensure consistent accounting, the corresponding actual amounts for these two items will need to be reallocated as well, specifically \$1,158,839.00 to the Union Station Subway Platform project (a top priority for the City), and \$57,400.00 to Leslie Street Greening (under the Sports Fields & Facilities & Parks Development project).

Conclusion:

The development and approval of a Five-Year Business Plan/Ten-Year Forecast for Waterfront Revitalization represents a major milestone in the transition of the Project from planning to implementation. The recommended Plan achieves all of the objectives of set out for the review process and balances individual government priorities with the overall vision for Revitalization outlined in the City's Central Waterfront Secondary Plan: Making Waves.

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Fareed Amin  
Deputy City Manager

List of Attachments:

- Appendix "A" -- Description of Projects and Deliverables Included in the Five-Year Plan/Ten-Year Forecast.
- Appendix "B" -- Detailed Spreadsheet of Five-Year Plan/Ten Year Forecast Preferred Scenario – Cashflow Requirements
- Appendix "C" -- Comparison of Council-approved 2005 Capital Budget for Waterfront Revitalization and 2005 Funding in Preferred Scenario

## **APPENDIX “A”**

### **Toronto Waterfront Revitalization Initiative Five-Year Business Plan/Ten-Year Forecast**

#### **Project Descriptions and Deliverables**

The following provides a brief description of each project (including the deliverables) identified in the Preferred Scenario outlined in Chart 1 in the body of this report. Projects and initiatives are discussed in the same order that they appear in the Chart.

##### **(i) TWRC Corporate Costs**

This funding will provide for the TWRC’s corporate costs over the next ten-year period, including such expenditures as staff salaries and rent that are not allocated to specific projects.

##### **(ii) Union Station Subway Platform**

Union Station is downtown Toronto’s hub for public transit. It is currently at capacity. This project will see the construction of a second subway platform at Union Station to provide additional passenger capacity and improve safety, and to make the station more accessible and efficient. It also includes the construction of a connection at the platform level between the subway and the Harbourfront LRT, eliminating the need for passengers to travel up one level from the platform to the concourse in order to transfer between the two systems. A new corridor to the west of the station will also be built to allow GO Transit passengers a by-pass route when going to the PATH system, rather than cutting through the station as is currently the case.

The major deliverables for this project are:

- Completion of sewer relocation and conceptual design by 2007/08;
- Completion of sewer relocation and station design, and the commencement of construction of the subway platform and by-pass corridor by 2009/10; and
- Completion of construction of the subway platform and by-pass corridor by 2014/15.

##### **(iii) Mouth of the Don EAs**

This project provides for the completion of two very important Environmental Assessments.

The Lower Don River West Class Environmental Assessment was undertaken to examine alternative flood protection systems for the West Don Lands precinct, which is located in the flood plain of the Don River. This EA process has been completed, and concluded that a landform/berm and a bridge over the Don River are the preferred approach.

An Individual Environmental Assessment is being undertaken as a first step to naturalizing the mouth of the Don River. Currently this area is inaccessible and has poor water quality, contaminated soil and groundwater, and very little fish and wildlife. The naturalization process

will reclaim coastal wetlands, recreate wildlife and fish habitats, provide flood protection for the Portlands, and provide the public with access to new open spaces accommodating a variety of recreational activities. This EA is expected to be completed in the Fall of 2007.

**(iv) Front Street Extension**

This project will provide for an extension of Front Street from Bathurst Street west to Dufferin Street, adding new eastbound and westbound ramps for the Gardiner Expressway west of Strachan Avenue. The resulting urban street will ease congestion in the Waterfront area by providing a new route into the central core from the west, thereby off-loading traffic from the elevated eastbound Expressway.

The timing of the deliverables for this project will depend on Council's determining the future of the Gardiner/Lakeshore corridor later in 2005.

**(v) Portlands Preparation**

This priority project is intended to provide for improvements to the Portlands and West Don Lands, including a soil remediation strategy, implementation of preliminary infrastructure, commencement of a public space and parks program, and implementation of general clean-up and upgrading of sites and corridors within the precincts.

The major components are discussed below.

Cherry Beach

Located at the foot of Cherry Street in the Portlands, Cherry Beach is being transformed into a high quality urban beach within easy access of many existing neighbourhoods. The improvements already completed include new landscaping and the construction of a trail to Cherry Point, an overall clean-up of the area, the installation of proper restroom facilities, the rebuilding of the change houses, the restoration of the lifesaving station, and the repair of the western parking lot. The beach is now currently accessible by transit as well. Over the long term, Cherry Beach will become the western arm of the large regional Lake Ontario Park.

Park Design

Parks and public spaces are the defining characteristic of the first phase of Waterfront Revitalization in the Portlands. Two signature parks will be located in this part of the Central Waterfront, specifically Commissioner's Park and Lake Ontario Park. The Parks Design project supports the design phase of these parks, and has already provided for the completion of a Parks Framework, and a concept design for Commissioner's Park. A strategic plan for Lake Ontario Park and a Park Endowment Study are expected to be completed in 2005/06. The latter will determine the feasibility of establishing a fund to support ongoing park maintenance and operations.

### Soil Remediation Investigation for the Mouth of the Don

This study will develop an initial assessment of the geo-environmental constraints, including soil and groundwater contamination issues that will affect options for naturalizing the mouth of the Don River. It will involve a review of existing data, supplemented by the collection and analysis of samples. The results of this process, which will be completed in 2007/08, will be used to form a future risk assessment and management plan.

### Commissioners Park Remediation

Commissioners Park will be a 41-acre waterfront park located between the Keating Channel and Commissioners Street designed to be both a landmark and an active recreation space. It will help meet existing demand for playing fields and park space, and will address future needs of the new communities planned in the West Don Lands, East Bayfront, and Portlands districts.

Some of the land included in the park will require remediation. This project will provide for the remediation plan to be prepared and 50% of the actual remediation to be completed by the end of 2009/2010, with the remaining work to be completed by 2014/15.

### West Don Lands Environmental Remediation

This item will provide for a portion of the remediation required in the period 2010/11 to 2014/15 to implement the West Don Lands precinct, particularly for a section of District 1, and for Districts 2 and 4. The remainder of the funding required for the remediation of District 3 and significant areas of District 1 is included under the West Don Lands Precinct Implementation Project.

### Portlands Phase I Improvements

This component consists of three initiatives designed to improve the attractiveness of the Portlands. These will be completed by 2007/08, and are listed below:

- Establishment of a Tree Nursery;
- Completion of the Portlands Core Infrastructure EA; and
- Demolition and clean up of two major contaminated sites.

### West Don Lands and Queen's Quay LRT EAs

This component will see the completion of the EAs for the transit lines that will be constructed to service the West Don Lands and East Bayfront precincts. The first study will be finished by the end of 2006/07, and the second by the end of 2007/08. The construction of the LRTs is funded under "Transportation Initiatives" discussed below.

### Concept Design Studies

This item will provide for:

- A conceptual plan for the Don Greenway open system (from Commissioner's Park to Lake Ontario Park) to be started in 2005/06, and completed in the following year.
- A concept design for the entire Central Waterfront Trail (Water's Edge Promenade) to be completed in 2005/06 to ensure that a consistent standard of design for the water's edge is implemented throughout the entire Waterfront. A continuous public water's edge is the cornerstone of the revitalization of Toronto's Waterfront. Improvements to public access at the water's edge are being proposed through enhancements to the Martin Goodman Trail (between Ontario Place and Coronation Park, and in the Portlands), the expansion of the promenade at York Quay and John Quay, and the construction of a 3 kilometre promenade in the East Bayfront precinct. In addition, TWRC is studying improvements to accessibility between Bathurst and Yonge Streets.
- A Sustainability Strategy to be completed in 2005/06 to guide Waterfront Revitalization by ensuring that sustainability principles are integrated into all facets of the development, management, and operations of the proposed new facilities and communities. The framework supports and promotes many of the public policies set out in the Government of Canada's *Sustainable Development Strategies 2004 – 2006*, the *Provincial Smart Growth Strategies*, and the tri-government *Waterfront Scan and Environmental Improvement Strategy*.

Similarly, a Green Buildings Performance Standards Study to be completed later in 2005, in order to assist the TWRC in developing green performance standards for residential and commercial buildings that will be included in developer proposal calls for future precinct developments. The Corporation is targeting LEED Gold as a standard for Waterfront Revitalization. LEED (Leadership in Energy and Environmental Design) is an international third-party building assessment and certification tool that is administered in Canada by the Canada Green Building Council.

- A Marine Strategy to be completed in 2005/06 to ensure that diverse marine uses and users of the Toronto Waterfront are provided with adequate facilities in appropriate locations. The strategy will focus all recreational, commercial, and industrial water-based activities in the area between Ashbridge's Bay and Humber Bay Park. Its scope will include:
  - Providing an inventory of existing marine facilities;
  - Identifying the issues relevant to and needs of marine users; and
  - Recommendations as to how to address deficiencies in current infrastructure and facilities.

**(vi) Harbourfront Water's Edge**

This project has already provided for the completion of water's edge promenade and pier improvements at York Quay. Similar improvements are expected to be completed at John Quay by the end of 2006/07.

**(vii) Port Union Linear Park**

This project will provide the construction of a 3.6 km trail system between Highland Creek and the Rouge River, and will involve land acquisition and design work as well. The project includes construction of lakefilled areas behind a new rubble shoreline, and a series of headland structures which will project into the lake, providing shoreline stability. A new bridge to carry the trail across Highland Creek will be constructed, and new wetlands and fisheries habitats will be created.

The park is expected to be open to the public by March, 2008.

**(viii) Mimico Linear Park**

Mimico Linear Park will be a 1 km waterside park from Humber Bay Park West to the Norris Crescent Parkette. The Park will include a trail for walking cycling and rollerblading along the waterfront, from the Superior Avenue Parkette to the Norris Crescent Parkette.

The TWRC expects that the design phase could be finalized in time for a Spring 2006 tender, and that the park will be completed by the end of 2007/08.

**(ix) Precinct Planning Studies**

This project has already provided for the completion of the West Don Lands Precinct Plan and the East Bayfront Precinct Plan. In addition, the Lower Yonge Precinct Plan and the Intelligent Community Strategy will be completed by the end of 2005/06, the Portlands Precinct Plan, and the Portlands Implementation Plan, will be completed by the end of 2009/10.

**(x) Precinct Implementation Projects**

This project consists of the development of the West Don Lands and East Bayfront Precincts, and the West Waterfront EA & Design.

West Don Lands Precinct Implementation

The West Don Lands is an 80-acre site that runs from Parliament Street in the west to the Don River in the east, and from King Street south to the rail corridor. It is within walking distance of downtown, is located next to the Distillery District, and has good connections to the existing St.

Lawrence and Corktown neighbourhoods. Currently, the land is almost entirely owned by the Provincial government.

The West Don Lands Precinct Plan was approved by Council in May, 2005, and is the recipient of the City's Award of Excellence in Urban Design.

The TWRC is now working with the government partners to begin the implementation of Phase One, which encompasses District 3 (the McCord site in the north), District 1 (the Mill Street Area adjacent to the Distillery District), and the flood protection landform which will ultimately become the 19-acre Don River Park.

The following deliverables will be achieved by the end of 2009/10:

- Occupancy in 1,100 residential units, including 780 market housing units and 220 affordable housing units, and
- Completion of infrastructure, including:
  - the flood protection landform and bridge over the Don River,
  - Don River Park and River Square,
  - major roads, water, sewer and stormwater infrastructure for Districts 3 and 1,
  - remediation and site preparation for Districts 3 and 1, and
  - a recreation centre and one daycare centre.

The West Don Lands LRT will also be completed within this time span. The EA will be funded under the Portlands Preparation Project, and all construction costs will be funded under the Transportation Initiatives Project.

The deliverables which will be achieved between 2009/10 and 2014/15 are:

- Occupancy in 2,500 residential units, including 2,000 market housing units and 500 affordable housing units,
- Completion of environmental remediation,
- Completion of a second daycare centre,
- Completion of Parliament Street Lanes, Distillery Park, Trinity Square and other parks in Districts 2 and 4, and
- Completion of a pedestrian bridge crossing from Don River Park.

The following deliverables will be achieved beyond 2014/15:

- Occupancy in 1800 residential units,

- Completion of a pedestrian underpass at Trinity Street, and
- Completion of a bridge across Cherry Street.

#### East Bayfront Precinct Implementation

East Bayfront is a 90-acre site that runs south of the rail corridor between Jarvis and Cherry Streets, and is approximately the same size as Canary Wharf in London and Battery Park in New York City.

This district will be a downtown neighbourhood and a destination for City residents and visitors alike. The land is currently in both City and private ownership.

Council's approval of the East Bayfront Precinct Plan is expected in the Fall of 2005. Phase One implementation will focus on the construction of the Water's Edge promenade and Sherbourne Park, and the development area contiguous to the Park.

The following deliverables will be achieved by 2009/10:

- Occupancy in 700 residential units on public land south of Queen's Quay, including 560 market units and 140 affordable housing units, and
- Completion of infrastructure including:
  - Sherbourne Park,
  - Promenades and shorewalls,
  - One daycare centre, and
  - major roads, water, sewer and stormwater infrastructure for Phase One.

The EA for the East Bayfront LRT, and the start of construction of the line, will also be completed within this time span. The EA will be funded under the Portlands Preparation Project, and all construction costs will be funded under the Transportation Initiatives Project.

The deliverables which will be achieved between 2009/10 and 2014/15 are:

- Occupancy in 1,700 residential units on public land, including 1,360 market units and 340 affordable housing units, and
- Completion of infrastructure including:
  - Community facilities, including one day care centre,
  - major roads, water, sewer and stormwater infrastructure for remaining neighbourhoods, and
  - environmental remediation.

The construction of the LRT will also be completed.

### Central Waterfront West

The Central Waterfront West area is a 270 acre location encompassing both Ontario Place and Exhibition Place. The area is adjacent to the lake in close proximity to the downtown core.

Currently, Ontario Place is leading an initiative to define a new vision for the site. TWRC intends to work with both organizations to translate this vision into a Precinct Plan for the district. It is expected that this planning work, together with an environmental assessment process, will be completed between 2010/11 and 2014/15.

#### **(xi) Strategic Land Acquisition**

Funds have been earmarked for strategic properties at various locations across the waterfront that may be required for parks or public space purposes.

#### **(xii) Transportation Initiatives**

This item consists of the Front Street Pedestrian Bridge, the Gardiner EA, the West Don Lands LRT, and the East Bayfront LRT.

### Front Street Pedestrian Bridge

This project is linked to the Front Street Extension, and will provide for an EA to study the construction of a pedestrian bridge over the road to connect the Liberty Village area to Fort York.

The timing of completion will depend on Council's determining the future of the Gardiner/Lakeshore corridor later in 2005.

### Gardiner EA

The TWRC is currently studying alternatives to transform the Gardiner/Lakeshore corridor into a spectacular gateway into the downtown core and the Central Waterfront, and will submit its recommendations for Council's consideration in the Fall of 2005.

Pending Council's determining the future of the Gardiner/Lakeshore corridor later in the year, this funding will provide for an environmental assessment study to be undertaken on the approved option.

### West Don Lands LRT

Public transit as the primary mode of transportation is an underlying assumption for the development of all new waterfront communities. To that end, the West Don Lands Precinct Plan calls for an LRT route to be constructed on Cherry Street to ensure that all residences will be within a five-minute walking distance to transit. The line will be built in the early stages of

development and completed by 2009/10, so that the service is available to new residents as soon as possible.

#### East Bayfront LRT

The East Bayfront Precinct Plan calls for an LRT route to be constructed on Queen's Quay to ensure that all residences will be within a five-minute walking distance to transit. The line will be started in the early stages of development and completed by 2014/15, so that the service is available to new residents as soon as possible.

#### **(xiii) Naturalization of the Don River**

The area around the mouth of the Don River is inaccessible and has poor water quality, contaminated soil and groundwater, and very little fish and wildlife. The naturalization process will reclaim coastal wetlands, recreate wildlife and fish habitats, provide flood protection for the Portlands, and provide the public with access to new open spaces accommodating a variety of recreational activities. An EA for this process is expected to be completed in 2006/07 under the Mouth of the Don EAs Project. Planning and design work will be completed and construction initiated by 2009/10, with construction being completed by 2014/15.

#### **(xiv) Dockwall Repairs**

This project will see the completion of repairs to the City-owned portion of the Dockwall at Bathurst Street. This work will be completed by the end of 2005/06 by the City's Parks division.

#### **(xv) Sustainability Strategy (District Energy)**

The Sustainability Strategy project will see the implementation of a district energy system in the West Don Lands. A district energy system provides heating and cooling to a community of buildings from one central plant. Such an efficient thermal energy alternative reduces the development and operational costs of new buildings, and lowers overall air emissions. It may use natural gas, oil, or renewable energy as fuel.

By 2009/10, the planning, design and construction of a district energy plant to service Districts 1 and 3 in the West Don Lands will be complete.

Over the subsequent five years, the second phase of construction will be completed to service the remaining needs in the precinct.

#### **(xvi) Sports Fields & Facilities & Parks Development**

##### Interim Sports Fields

This project will provide for the design and construction necessary to implement interim sports fields in the Portlands, so that the existing demand for playing fields can be quickly addressed while Commissioners Park is being planned and developed. Located south of the Ship Channel,

these fields will be suitable for a number of sports including soccer, field hockey and lacrosse. They are expected to be completed in 2007/08, and will be in place for 10 to 15 years.

### Regional Sports Complex

This project will provide a multi-use, year-round recreation facility that will serve community-based and regional level recreation needs. A needs assessment, detailed design, and completion of construction are all expected to occur by March 31, 2008.

### Western Beaches Watercourse

This item will create a 600-metre rowing and paddling facility located just west of Ontario Place and fronting on Marilyn Bell Park. Construction is scheduled to begin in August 2005, and will be completed in time for Toronto to host the International Dragon Boat Federation World Club Crew Championships in August 2006.

The course has been designed for potential future expansion to accommodate other types of competitive events as additional resources become available.

### Portlands Permanent Beautification (Leslie Street Greening, Martin Goodman Trail – Phase 1, Other Portlands Beautification Improvements)

This initiative consists of clean-up and site preparation projects along the major corridors in the Portlands area (Leslie, Cherry, and Commissioners Streets, and Unwin Avenue) that will be completed by the end of 2007/08. These corridors are of particular importance to Waterfront renewal as they connect the City with the Portlands, and are the primary routes that lead to the future 500-acre Lake Ontario Park.

The proposed improvements will include the removal of debris and hoarding, tree planting, landscaping, and the installation of benches, picnic tables, garbage cans, lighting and signage. These will serve to make the areas more visually appealing and welcoming, create better and safer pedestrian and cycling access, improve air quality, and reduce noise from local industry. In addition, an EA process will be undertaken for the realignment of Unwin Avenue.

The project also includes improvements to the Martin Goodman Trail along Leslie Street and Unwin Avenues, together with the creation of a new connection through the Baselands. Improvements will also be undertaken from Marilyn Bell Park, through Ontario Place to Coronation Park. New signage will be installed from Humber Bay to the R.C. Harris Treatment Plant.

### Martin Goodman Trail – Phase 2

Improvements and expansion to the Martin Goodman Trail are of critical importance to providing a continuously accessible waterfront. The completion of Phase 1 is included under the Portlands Beautification Project discussed above.

The scope of this second phase of work on the Trail is currently being defined.

### Commissioners Park

Commissioners Park will be a 41-acre waterfront park located between the Keating Channel and Commissioners Street designed to be both a landmark and an active recreation space. It will help meet existing demand for playing fields and park space, and will address future needs of the new communities planned in the West Don Lands, East Bayfront, and Portlands districts.

Land acquisition, business relocation, design and working drawings will be completed and construction initiated by 2009/10, with construction being completed by 2014/15.

A concept design for the Park has already been completed under the Portlands Preparation Project, which will also provide for site remediation to be undertaken as required.

### **(xvii) Investments Supported by the Federal Government**

Other Federal investments in the Waterfront include a study to determine the feasibility of establishing a Discovery Centre in Lake Ontario Park, installation of a seasonal theatre at Ashbridge's Bay for the company "Shakespeare Works", Harbourfront Centre Operating Funds to the end of 2005/06, support of design work associated with the Union Pearson Link required to connect Union Station and Pearson International Airport, construction of an underground parking lot at Harbourfront Canada Square, and establishment of a campus of the United Nations Peace University.

All of these initiatives will be completed by March 31, 2008.

### **(xviii) GO Transit Expansion**

GO Transit is currently undertaking a \$1B capital expansion with a view to attracting more riders onto its system. The GO Transit Expansion project represents a component of the overall work, and includes modernizing the 70-year-old track and signal infrastructure. This in turn will increase the core capacity of the track network to accommodate additional GO and VIA trains as currently required, as well as any potential service expansion.

Enhancements will also be made to the storage yard close to Union Station to allow improved staging of trains and better use of the track capacity into and out of the Station to alleviate congestion in the area. The reliability of the existing operation will be improved, and the track network will be better able to accommodate additional GO trains in peak periods.

By enhancing the efficiency, reliability, and capacity of public transit, this project will help to reduce the amount of traffic travelling into the Central Waterfront, and will support improvements to the Gardiner/Lakeshore corridor. The work and flow of funds will be administered by Transport Canada and the Provincial Ministry of Transportation. The initiative will be completed by 2014/15.

**(xix) Lake Ontario Park – Planning and Scoping and Phase 1 Development**

Lake Ontario Park is one of TWRC's signature projects, and will be located along the Outer Harbour between Cherry Beach and Ashbridge's Bay, including Tommy Thompson Park.

The Portlands Preparation Project has already provided for the completion of a strategic plan for the Park.

This project will provide for a concept design to be started and a public consultation process to be launched in the Fall of 2005, and for the design process to be completed by the end of 2006/07.

The Phase 1 Development component will see the completion of park design and working drawings and Phase 1 construction by the end of 2007/08.

**(xx) Tommy Thompson Park**

This project will see the conversion of the current Leslie Street Spit into an urban wilderness park as part of the larger Lake Ontario Park. Key initiatives to be completed by 2007/08 include development of extensive cycling and walking trails, habitat restoration, shoreline protection, and construction of infrastructure including park washroom facilities and a bird banding research station.

**(xxi) Funds for Water's Edge Promenade, Transit and Transportation Initiatives**

This funding has been included as a lump sum beyond 2010 to provide the completion of the Water's Edge Promenade, the introduction of transit into the Portlands, and other transportation and servicing projects in both the Portlands and in the western section of the Waterfront. The specific scope of the project and allocation of money will be determined by the three governments in future years as the implementation of Revitalization proceeds to a more advanced phase.



**Waterfront Revitalization Initiative**  
**Ten - Year Forecast Preferred Scenario 2005 - 2014**

\$000s

APPENDIX B		Funding Pre-2005	2005	2006	2007	2008	2009	Total 2005 - 2009	Total 2010 - 2014	Total 2005 - 2014	Total Costs
<b>TORONTO WATERFRONT REVITALIZATION INITIATIVE</b>											
<b>TWRC Corporate Costs</b>	<b>Revenues</b>	\$0	\$0	\$0	\$0	\$2,967	\$4,650	\$7,617	\$0	\$7,617	\$7,617
	<b>City</b>	\$4,227	\$0	\$3,016	\$2,034	\$0	\$0	\$5,050	\$21,489	\$26,539	\$30,766
	<b>Province</b>	\$4,780	\$2,540	\$0	\$2,450	\$1,900	\$4,200	\$11,090	\$20,670	\$31,760	\$36,540
	<b>Federal</b>	\$4,847	\$4,960	\$4,516	\$6,411	\$0	\$0	\$15,887	\$0	\$15,887	\$20,734
		<b>\$13,854</b>	<b>\$7,500</b>	<b>\$7,532</b>	<b>\$10,895</b>	<b>\$4,867</b>	<b>\$8,850</b>	<b>\$39,644</b>	<b>\$42,159</b>	<b>\$81,803</b>	<b>\$95,657</b>
<b>Priority Projects</b>											
Union Station	City	\$989	\$2,377	\$1,567	\$5,800	\$18,966	\$10,300	\$39,010	\$0	\$39,010	\$40,000
	Province	\$1,026	\$0	\$0	\$1,900	\$4,500	\$5,800	\$12,200	\$16,774	\$28,974	\$30,000
	Federal	\$1,026	\$2,082	\$5,734	\$10,492	\$0	\$0	\$18,308	\$0	\$18,308	\$19,334
		<b>\$3,041</b>	<b>\$4,459</b>	<b>\$7,301</b>	<b>\$18,192</b>	<b>\$23,466</b>	<b>\$16,100</b>	<b>\$69,518</b>	<b>\$16,774</b>	<b>\$86,292</b>	<b>\$89,334</b>
Mouth of the Don EAs	City	\$592	\$242	\$166	\$0	\$0	\$0	\$408	\$0	\$408	\$1,000
	Province	\$654	\$29	\$317	\$0	\$0	\$0	\$346	\$0	\$346	\$1,000
	Federal	\$654	\$229	\$117	\$0	\$0	\$0	\$346	\$0	\$346	\$1,000
		<b>\$1,900</b>	<b>\$500</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>	<b>\$0</b>	<b>\$1,100</b>	<b>\$3,000</b>
Portlands Preparation	City	\$2,931	\$0	\$0	\$0	\$5,000	\$4,150	\$9,150	\$8,152	\$17,302	\$20,233
	Province	\$3,505	\$0	\$0	\$0	\$0	\$4,150	\$4,150	\$12,578	\$16,728	\$20,233
	Federal	\$3,505	\$4,000	\$5,600	\$7,128	\$0	\$0	\$16,728	\$0	\$16,728	\$20,233
		<b>\$9,941</b>	<b>\$4,000</b>	<b>\$5,600</b>	<b>\$7,128</b>	<b>\$5,000</b>	<b>\$8,300</b>	<b>\$30,028</b>	<b>\$20,730</b>	<b>\$50,758</b>	<b>\$60,699</b>
Front Street Extension (Pending decision on Gardiner/ Lakeshore Corridor)	Revenues	\$0	\$0	\$0	\$0	\$13,233	\$13,333	\$26,566	\$0	\$26,566	\$26,566
	City	\$6,950	\$0	\$753	\$17,533	\$0	\$0	\$18,287	\$33,466	\$51,753	\$58,702
	Province	\$6,594	\$0	\$0	\$0	\$0	\$0	\$0	\$50,073	\$50,073	\$56,667
	Federal	\$4,503	\$0	\$17,533	\$34,630	\$0	\$0	\$52,163	\$0	\$52,163	\$56,666
		<b>\$18,047</b>	<b>\$0</b>	<b>\$18,286</b>	<b>\$52,163</b>	<b>\$13,233</b>	<b>\$13,333</b>	<b>\$97,016</b>	<b>\$83,539</b>	<b>\$180,555</b>	<b>\$198,601</b>
<b>Subtotal - Priority Projects</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,233</b>	<b>\$13,333</b>	<b>\$26,566</b>	<b>\$0</b>	<b>\$26,566</b>	<b>\$26,566</b>
	<b>City</b>	<b>\$11,462</b>	<b>\$2,619</b>	<b>\$2,486</b>	<b>\$23,333</b>	<b>\$23,966</b>	<b>\$14,450</b>	<b>\$66,855</b>	<b>\$41,618</b>	<b>\$108,473</b>	<b>\$119,935</b>
	<b>Province</b>	<b>\$11,779</b>	<b>\$29</b>	<b>\$317</b>	<b>\$1,900</b>	<b>\$4,500</b>	<b>\$9,950</b>	<b>\$16,696</b>	<b>\$79,425</b>	<b>\$96,121</b>	<b>\$107,900</b>
	<b>Federal</b>	<b>\$9,688</b>	<b>\$6,311</b>	<b>\$28,984</b>	<b>\$52,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,545</b>	<b>\$0</b>	<b>\$87,545</b>	<b>\$97,233</b>
		<b>\$32,929</b>	<b>\$8,959</b>	<b>\$31,787</b>	<b>\$77,483</b>	<b>\$41,699</b>	<b>\$37,733</b>	<b>\$197,662</b>	<b>\$121,043</b>	<b>\$318,705</b>	<b>\$351,634</b>
<b>Core Projects</b>											
Harbourfront - Water's Edge	City	\$3,562	\$1,572	\$1,066	\$0	\$0	\$0	\$2,638	\$0	\$2,638	\$6,200
	Province	\$3,895	\$2,305	\$0	\$0	\$0	\$0	\$2,305	\$0	\$2,305	\$6,200
	Federal	\$3,895	\$71	\$2,235	\$0	\$0	\$0	\$2,305	\$0	\$2,305	\$6,200
		<b>\$11,352</b>	<b>\$3,948</b>	<b>\$3,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,248</b>	<b>\$0</b>	<b>\$7,248</b>	<b>\$18,600</b>
Port Union	City	\$1,863	\$1,804	\$884	\$782	\$0	\$0	\$3,470	\$0	\$3,470	\$5,333
	Province	\$1,859	\$1,384	\$1,308	\$782	\$0	\$0	\$3,474	\$0	\$3,474	\$5,333
	Federal	\$1,859	\$1,384	\$1,308	\$782	\$0	\$0	\$3,474	\$0	\$3,474	\$5,333
		<b>\$5,581</b>	<b>\$4,572</b>	<b>\$3,500</b>	<b>\$2,345</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,417</b>	<b>\$0</b>	<b>\$10,417</b>	<b>\$15,998</b>
Mimico	City	\$517	\$817	\$834	\$0	\$0	\$0	\$1,650	\$0	\$1,650	\$2,167
	Province	\$503	\$1,664	\$0	\$0	\$0	\$0	\$1,664	\$0	\$1,664	\$2,167
	Federal	\$503	\$1,664	\$0	\$0	\$0	\$0	\$1,664	\$0	\$1,664	\$2,167
		<b>\$1,523</b>	<b>\$4,144</b>	<b>\$834</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,978</b>	<b>\$0</b>	<b>\$4,978</b>	<b>\$6,501</b>

APPENDIX B		Funding Pre-2005	2005	2006	2007	2008	2009	Total 2005 - 2009	Total 2010 - 2014	Total 2005 - 2014	Total Costs
Precinct Planning Studies	City	\$1,473	\$427	\$33	\$0	\$0	\$433	\$893	\$0	\$893	\$2,367
	Province	\$1,643	\$57	\$234	\$0	\$0	\$433	\$724	\$0	\$724	\$2,367
	Federal	\$1,643	\$490	\$234	\$0	\$0	0	\$724	\$0	\$724	\$2,367
		\$4,759	\$974	\$501	\$0	\$0	\$866	\$2,341	\$0	\$2,341	\$7,101
<b>Subtotal - Core Projects</b>	<b>City</b>	<b>\$7,415</b>	<b>\$4,620</b>	<b>\$2,816</b>	<b>\$782</b>	<b>\$0</b>	<b>\$433</b>	<b>\$8,651</b>	<b>\$0</b>	<b>\$8,651</b>	<b>\$16,066</b>
	<b>Province</b>	<b>\$7,900</b>	<b>\$5,410</b>	<b>\$1,542</b>	<b>\$782</b>	<b>\$0</b>	<b>\$433</b>	<b>\$8,166</b>	<b>\$0</b>	<b>\$8,166</b>	<b>\$16,066</b>
	<b>Federal</b>	<b>\$7,900</b>	<b>\$3,609</b>	<b>\$3,777</b>	<b>\$782</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,167</b>	<b>\$0</b>	<b>\$8,167</b>	<b>\$16,067</b>
		<b>\$23,215</b>	<b>\$13,638</b>	<b>\$8,135</b>	<b>\$2,345</b>	<b>\$0</b>	<b>\$866</b>	<b>\$24,984</b>	<b>\$0</b>	<b>\$24,984</b>	<b>\$48,199</b>
<b>Precinct Implementation Projects</b>											
West Donlands	Revenues	\$0	\$0	\$4,301	\$7,000	\$4,049	\$1,841	\$17,191	\$0	\$17,191	\$17,191
	City	\$92	\$6,141	\$25,237	\$8,728	\$6,178	\$0	\$46,284	\$25,184	\$71,468	\$71,560
	Province	\$223	\$3,400	\$27,760	\$0	\$6,178	\$0	\$37,338	\$51,190	\$88,528	\$88,751
	Federal	\$223	\$10,959	\$4,918	\$1,500	\$0	\$0	\$17,377	\$0	\$17,377	\$17,600
		\$538	\$20,500	\$62,216	\$17,228	\$16,405	\$1,841	\$118,190	\$76,374	\$194,564	\$195,102
East Bayfront	Revenues	\$0	\$0	\$0	\$0	\$9,205	\$0	\$9,205	\$0	\$9,205	\$9,205
	City	\$0	\$767	\$1,857	\$1,414	\$8,670	\$3,369	\$16,077	\$13,652	\$29,728	\$29,728
	Province	\$0	\$0	\$0	\$500	\$0	\$10,000	\$10,500	\$28,432	\$38,932	\$38,932
	Federal	\$0	\$133	\$7,425	\$29,742	\$0	\$0	\$37,300	\$0	\$37,300	\$37,300
		\$0	\$900	\$9,282	\$31,656	\$17,875	\$13,369	\$73,082	\$42,084	\$115,165	\$115,165
West Waterfront EA & Design	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$5,000
	Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$5,000
<b>Subtotal - Precinct Implementation Projects</b>											
	<b>Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,301</b>	<b>\$7,000</b>	<b>\$13,254</b>	<b>\$1,841</b>	<b>\$26,396</b>	<b>\$0</b>	<b>\$26,396</b>	<b>\$26,396</b>
	<b>City</b>	<b>\$92</b>	<b>\$6,908</b>	<b>\$27,094</b>	<b>\$10,142</b>	<b>\$14,848</b>	<b>\$3,369</b>	<b>\$62,361</b>	<b>\$38,836</b>	<b>\$101,196</b>	<b>\$101,288</b>
	<b>Province</b>	<b>\$223</b>	<b>\$3,400</b>	<b>\$27,760</b>	<b>\$500</b>	<b>\$6,178</b>	<b>\$10,000</b>	<b>\$47,838</b>	<b>\$84,622</b>	<b>\$132,460</b>	<b>\$132,683</b>
	<b>Federal</b>	<b>\$223</b>	<b>\$11,092</b>	<b>\$12,343</b>	<b>\$31,242</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,677</b>	<b>\$0</b>	<b>\$54,677</b>	<b>\$54,900</b>
		<b>\$538</b>	<b>\$21,400</b>	<b>\$71,498</b>	<b>\$48,884</b>	<b>\$34,280</b>	<b>\$15,210</b>	<b>\$191,272</b>	<b>\$123,458</b>	<b>\$314,729</b>	<b>\$315,267</b>
<b>Strategic Land Acquisition</b>											
	<b>City</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Province</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Federal</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$50,000</b>
		<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Transportation Initiatives</b>											
Front Street Pedestrian Bridge	City	\$0	\$0	\$300	\$0	\$0	\$0	\$300	\$0	\$300	\$300
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$300	\$0	\$0	\$0	\$300	\$0	\$300	\$300
Gardiner EA (Pending decision on Gardiner/ Lakeshore Corridor)	City	\$0	\$0	\$1,000	\$3,500	\$3,500	\$3,000	\$11,000	\$0	\$11,000	\$11,000
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$1,000	\$3,500	\$3,500	\$3,000	\$11,000	\$0	\$11,000	\$11,000
West Don Lands LRT	City	\$0	\$0	\$140	\$3,488	\$4,790	\$1,132	\$9,550	\$0	\$9,550	\$9,550
	Province	\$0	\$0	\$140	\$3,488	\$4,790	\$1,132	\$9,550	\$0	\$9,550	\$9,550
	Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$280	\$6,976	\$9,580	\$2,264	\$19,100	\$0	\$19,100	\$19,100

APPENDIX B		Funding Pre-2005	2005	2006	2007	2008	2009	Total 2005 - 2009	Total 2010 - 2014	Total 2005 - 2014	Total Costs
East Bayfront LRT	Revenues	\$0	\$0	\$0	\$0	\$0	\$10,366	\$10,366	\$0	\$10,366	\$10,366
	City	\$0	\$0	\$4,500	\$15,000	\$20,050	\$7,634	\$47,184	\$0	\$47,184	\$47,184
	Province	\$0	\$0	\$3,000	\$15,000	\$9,000	\$0	\$27,000	\$30,550	\$57,550	\$57,550
	Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$7,500	\$30,000	\$29,050	\$18,000	\$84,550	\$30,550	\$115,100	\$115,100
<b>Subtotal - Transportation Initiatives</b>	<b>Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,366</b>	<b>\$10,366</b>	<b>\$0</b>	<b>\$10,366</b>	<b>\$10,366</b>
	City	\$0	\$0	\$5,940	\$21,988	\$28,340	\$11,766	\$68,034	\$0	\$68,034	\$68,034
	Province	\$0	\$0	\$3,140	\$18,488	\$13,790	\$1,132	\$36,550	\$30,550	\$67,100	\$67,100
	Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$9,080	\$40,476	\$42,130	\$23,264	\$114,950	\$30,550	\$145,500	\$145,500
<b>Naturalization of Don River</b>	<b>City</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,084</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>	<b>\$9,484</b>	<b>\$28,833</b>	<b>\$38,317</b>	<b>\$38,317</b>
	Province	\$0	\$0	\$0	\$1,200	\$0	\$0	\$1,200	\$36,033	\$37,233	\$37,233
	Federal	\$0	\$0	\$0	\$10,310	\$0	\$0	\$10,310	\$0	\$10,310	\$10,310
		\$0	\$0	\$1,084	\$11,510	\$0	\$8,400	\$20,994	\$64,866	\$85,860	\$85,860
<b>Dockwall Repairs</b>	<b>City</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$1,000</b>
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$1,000
<b>Sustainability Strategy</b>	<b>Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,552</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,552</b>	<b>\$0</b>	<b>\$7,552</b>	<b>\$7,552</b>
	City	\$0	\$0	\$467	\$681	\$500	\$267	\$1,915	\$367	\$2,281	\$2,281
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,833	\$9,833	\$9,833
	Federal	\$0	\$0	\$934	\$8,899	\$0	\$0	\$9,833	\$0	\$9,833	\$9,833
		\$0	\$0	\$1,400	\$17,133	\$500	\$267	\$19,300	\$10,200	\$29,499	\$29,499
<b>Sports Fields &amp; Facilities &amp; Parks Development</b>											
Interim Sports Fields/Feasibility Studies	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$225	\$50	\$1,300	\$3,625	\$0	\$0	\$4,975	\$0	\$4,975	\$5,200
		\$225	\$50	\$1,300	\$3,625	\$0	\$0	\$4,975	\$0	\$4,975	\$5,200
Regional Sports Complex	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$300	\$0	\$1,000	\$14,700	\$0	\$0	\$15,700	\$0	\$15,700	\$16,000
		\$300	\$0	\$1,000	\$14,700	\$0	\$0	\$15,700	\$0	\$15,700	\$16,000
Western Beaches Watercourse	City	\$0	\$4,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$4,000	\$4,000
	Province	\$550	\$2,500	\$950	\$0	\$0	\$0	\$3,450	\$0	\$3,450	\$4,000
	Federal	\$550	\$7,500	\$6,950	\$0	\$0	\$0	\$14,450	\$0	\$14,450	\$15,000
	Contingency Federal	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000	\$0	\$4,000	\$4,000
		\$1,100	\$14,000	\$11,900	\$0	\$0	\$0	\$25,900	\$0	\$25,900	\$27,000
Leslie Street Greening (part of Portlands Beautification)	City	\$0	\$455	\$165	\$0	\$0	\$0	\$620	\$0	\$620	\$620
	Province	\$0	\$455	\$165	\$0	\$0	\$0	\$620	\$0	\$620	\$620
	Federal	\$0	\$455	\$165	\$0	\$0	\$0	\$620	\$0	\$620	\$620
		\$0	\$1,365	\$495	\$0	\$0	\$0	\$1,860	\$0	\$1,860	\$1,860
Martin Goodman Trail - Phase 1 (part of Portlands Beautification)	City	\$0	\$1,599	\$301	\$0	\$0	\$0	\$1,900	\$0	\$1,900	\$1,900
	Province	\$0	\$1,599	\$301	\$0	\$0	\$0	\$1,900	\$0	\$1,900	\$1,900
	Federal	\$0	\$1,599	\$301	\$0	\$0	\$0	\$1,900	\$0	\$1,900	\$1,900
		\$0	\$4,797	\$903	\$0	\$0	\$0	\$5,700	\$0	\$5,700	\$5,700
Portlands Beautification (other than Leslie Street Greening & Martin Goodman Trail - Phase 1)	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$0	\$1,538	\$5,342	\$600	\$0	\$0	\$7,480	\$0	\$7,480	\$7,480
		\$0	\$1,538	\$5,342	\$600	\$0	\$0	\$7,480	\$0	\$7,480	\$7,480

APPENDIX B		Funding Pre-2005	2005	2006	2007	2008	2009	Total 2005 - 2009	Total 2010 - 2014	Total 2005 - 2014	Total Costs
Martin Goodman Trail - Phase 2	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,461	\$1,461	\$1,461
	Federal	\$0	\$4,508	\$8,066	\$6,068	\$0	\$0	\$18,642	\$0	\$18,642	\$18,642
		\$0	\$4,508	\$8,066	\$6,068	\$0	\$0	\$18,642	\$1,461	\$20,103	\$20,103
Commissioners Park	City	\$3,333	\$0	\$0	\$0	\$400	\$1,667	\$2,067	\$7,984	\$10,051	\$13,384
	Province	\$1,333	\$967	\$1,033	\$0	\$0	\$0	\$2,000	\$11,517	\$13,517	\$14,850
	Federal	\$1,333	\$1,833	\$4,233	\$4,067	\$0	\$0	\$10,133	\$0	\$10,133	\$11,466
		\$5,999	\$2,800	\$5,266	\$4,067	\$400	\$1,667	\$14,200	\$19,501	\$33,701	\$39,700
<b>Subtotal - Sports Fields &amp; Facilities &amp; Parks Development</b>	<b>City</b>	<b>\$3,333</b>	<b>\$6,054</b>	<b>\$466</b>	<b>\$0</b>	<b>\$400</b>	<b>\$1,667</b>	<b>\$8,587</b>	<b>\$7,984</b>	<b>\$16,571</b>	<b>\$19,904</b>
	<b>Province</b>	<b>\$1,883</b>	<b>\$5,521</b>	<b>\$2,449</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,970</b>	<b>\$12,978</b>	<b>\$20,948</b>	<b>\$22,831</b>
	<b>Federal</b>	<b>\$2,408</b>	<b>\$17,483</b>	<b>\$31,357</b>	<b>\$29,060</b>	<b>\$0</b>	<b>\$0</b>	<b>\$77,900</b>	<b>\$0</b>	<b>\$77,900</b>	<b>\$80,308</b>
		<b>\$7,624</b>	<b>\$29,058</b>	<b>\$34,272</b>	<b>\$29,060</b>	<b>\$400</b>	<b>\$1,667</b>	<b>\$94,457</b>	<b>\$20,962</b>	<b>\$115,419</b>	<b>\$123,043</b>
<b>Other</b>											
	Federally Funded Initiatives										
	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$24,200	\$5,807	\$14,108	\$12,700	\$0	\$0	\$32,615	\$0	\$32,615	\$56,815	
	\$24,200	\$5,807	\$14,108	\$12,700	\$0	\$0	\$32,615	\$0	\$32,615	\$56,815	
GO Transit Expansion	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000	\$65,000	\$65,000
	Federal	\$11,900	\$45,800	\$7,300	\$0	\$0	\$0	\$53,100	\$0	\$53,100	\$65,000
	\$11,900	\$45,800	\$7,300	\$0	\$0	\$0	\$53,100	\$65,000	\$118,100	\$65,000	
Lake Ontario Park Phase - I	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$0	\$2,000	\$5,000	\$17,800	\$0	\$0	\$24,800	\$0	\$24,800	\$24,800
	\$0	\$2,000	\$5,000	\$17,800	\$0	\$0	\$24,800	\$0	\$24,800	\$24,800	
Lake Ontario Park Planning and Scoping	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$0	\$600	\$400	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$1,000
	\$0	\$600	\$400	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$1,000	
Tommy Thompson Park	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$700	\$2,117	\$1,950	\$3,233	\$0	\$0	\$7,300	\$0	\$7,300	\$8,000
	\$700	\$2,117	\$1,950	\$3,233	\$0	\$0	\$7,300	\$0	\$7,300	\$8,000	
Waterfront Project Secretariat/ Technical Studies	City	\$3,239	\$219	\$200	\$120	\$120	\$120	\$779	\$600	\$1,379	\$4,618
	Province	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal	\$0	\$1,667	\$1,667	\$1,667	\$0	\$0	\$5,000	\$0	\$5,000	\$5,000
	\$3,239	\$1,886	\$1,867	\$1,787	\$120	\$120	\$5,779	\$600	\$6,379	\$9,618	
<b>Subtotal - Other</b>	<b>City</b>	<b>\$3,239</b>	<b>\$219</b>	<b>\$200</b>	<b>\$120</b>	<b>\$120</b>	<b>\$120</b>	<b>\$779</b>	<b>\$600</b>	<b>\$1,379</b>	<b>\$4,618</b>
	<b>Province</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,000</b>	<b>\$65,000</b>	<b>\$65,000</b>
	<b>Federal</b>	<b>\$36,800</b>	<b>\$57,991</b>	<b>\$30,425</b>	<b>\$35,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$123,815</b>	<b>\$0</b>	<b>\$123,815</b>	<b>\$160,615</b>
		<b>\$40,039</b>	<b>\$58,210</b>	<b>\$30,625</b>	<b>\$35,520</b>	<b>\$120</b>	<b>\$120</b>	<b>\$124,594</b>	<b>\$65,600</b>	<b>\$190,194</b>	<b>\$230,233</b>

APPENDIX B		Funding Pre-2005	2005	2006	2007	2008	2009	Total 2005 - 2009	Total 2010 - 2014	Total 2005 - 2014	Total Costs	
<b>Funding Allocated to Projects</b>		<b>Revenues</b>	\$0	\$0	\$4,301	\$14,552	\$29,454	\$30,190	\$78,497	\$0	\$78,497	\$78,497
	<b>City</b>	\$29,768	\$21,420	\$43,569	\$59,080	\$68,174	\$40,472	\$232,716	\$139,726	\$372,442	\$402,210	
	<b>Province</b>	\$26,565	\$16,900	\$35,208	\$25,320	\$26,368	\$25,715	\$129,510	\$339,111	\$468,621	\$495,186	
	<b>Federal</b>	\$61,866	\$151,445	\$112,335	\$174,354	\$0	\$0	\$438,134	\$0	\$438,134	\$500,000	
		<b>\$118,199</b>	<b>\$189,765</b>	<b>\$195,413</b>	<b>\$273,306</b>	<b>\$123,996</b>	<b>\$96,377</b>	<b>\$878,857</b>	<b>\$478,837</b>	<b>\$1,357,694</b>	<b>\$1,475,893</b>	
<b>Unallocated for Water's Edge Promenade, Transit &amp; Transportation Initiatives</b>		<b>City</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$97,790	\$97,790	\$97,790	
	<b>Province</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,814	\$4,814	\$4,814	
	<b>Federal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,604</b>	<b>\$102,604</b>	<b>\$102,604</b>	
<b>Revenues Years 6 to 10</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$107,937</b>	<b>\$107,937</b>	<b>\$107,937</b>	
<b>TOTAL Revenues</b>		<b>\$0</b>	<b>\$0</b>	<b>\$4,301</b>	<b>\$14,552</b>	<b>\$29,454</b>	<b>\$30,190</b>	<b>\$78,497</b>	<b>\$107,937</b>	<b>\$186,434</b>	<b>\$186,434</b>	
<b>TOTAL City</b>		<b>\$29,768</b>	<b>\$21,420</b>	<b>\$43,569</b>	<b>\$59,080</b>	<b>\$68,174</b>	<b>\$40,472</b>	<b>\$232,716</b>	<b>\$237,516</b>	<b>\$470,232</b>	<b>\$500,000</b>	
<b>TOTAL Province</b>		<b>\$26,565</b>	<b>\$16,900</b>	<b>\$35,208</b>	<b>\$25,320</b>	<b>\$26,368</b>	<b>\$25,715</b>	<b>\$129,510</b>	<b>\$343,925</b>	<b>\$473,435</b>	<b>\$500,000</b>	
<b>TOTAL Federal</b>		<b>\$61,866</b>	<b>\$151,445</b>	<b>\$112,335</b>	<b>\$174,354</b>	<b>\$0</b>	<b>\$0</b>	<b>\$438,134</b>	<b>\$0</b>	<b>\$438,134</b>	<b>\$500,000</b>	
<b>TOTAL Government Contributions</b>		<b>\$118,199</b>	<b>\$189,765</b>	<b>\$191,112</b>	<b>\$258,754</b>	<b>\$94,542</b>	<b>\$66,187</b>	<b>\$800,360</b>	<b>\$581,441</b>	<b>\$1,381,801</b>	<b>\$1,500,000</b>	
<b>TOTAL Project Costs</b>		<b>\$118,199</b>	<b>\$189,765</b>	<b>\$195,413</b>	<b>\$273,306</b>	<b>\$123,996</b>	<b>\$96,377</b>	<b>\$878,857</b>	<b>\$689,378</b>	<b>\$1,568,235</b>	<b>\$1,686,434</b>	