Toronto now amongst the largest city-regions

TEN LARGEST METROPOLITAN REGIONS IN NORTH AMERICA
POPULATION, 2015

<table>
<thead>
<tr>
<th>Region</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York</td>
<td>8,336,231</td>
</tr>
<tr>
<td>Mexico City</td>
<td>8,099,723</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>3,940,659</td>
</tr>
<tr>
<td>Chicago</td>
<td>2,983,900</td>
</tr>
<tr>
<td>Washington/Seattle</td>
<td>2,771,947</td>
</tr>
<tr>
<td>San Francisco Bay Area</td>
<td>2,234,351</td>
</tr>
<tr>
<td>Toronto Hamilton-Burlington</td>
<td>2,183,363</td>
</tr>
<tr>
<td>Boston Providence</td>
<td>1,519,782</td>
</tr>
<tr>
<td>Dallas-Fort Worth</td>
<td>1,201,163</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>1,196,464</td>
</tr>
</tbody>
</table>

More than 100,000 a year growth since mid-1980s

TEN LARGEST METROPOLITAN REGIONS IN NORTH AMERICA
POPULATION GROWTH, 2010 - 2015

<table>
<thead>
<tr>
<th>Region</th>
<th>Population Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles</td>
<td>517,774</td>
</tr>
<tr>
<td>Dallas-Fort Worth</td>
<td>301,483</td>
</tr>
<tr>
<td>New York</td>
<td>290,656</td>
</tr>
<tr>
<td>Toronto Hamilton-Burlington</td>
<td>216,670</td>
</tr>
<tr>
<td>San Francisco Bay Area</td>
<td>137,094</td>
</tr>
<tr>
<td>Washington Baltimore</td>
<td>78,925</td>
</tr>
<tr>
<td>Boston Providence</td>
<td>75,944</td>
</tr>
<tr>
<td>Mexico City</td>
<td>74,834</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>74,294</td>
</tr>
<tr>
<td>Chicago</td>
<td>60,979</td>
</tr>
</tbody>
</table>
“Big” Toronto is quite recent

Economy diversifying but still very industrial

It is all about immigration

Long history of refugees and immigrants
High immigration consensus since the 1980s

Historical Canadian Immigration 1875 - 2015

Where are we from?

HISTORICAL CANADIAN IMMIGRATION

Where are we from?

Toronto CMA, Immigrants, 2011

Toronto CMA, Recent Immigrants, 2011

Settlement patterns are quite suburban

What happens now?

- Federal government expected to announce higher immigration targets in new five year plan
- 100,000 a year growth likely to continue indefinitely
- Toronto area’s development will continue apace
TORONTO
THE ACCIDENTAL METROPOLIS

Joe Berridge
Partner, Urban Strategies
September, 2016

TORONTO IS A
HUGE SUCCESS

GROWING FASTER THAN ANY
OTHER NORTH AMERICAN CITY

2.5 MILLION

GROWING FASTER THAN ANY
OTHER NORTH AMERICAN CITY

2031
3.1 MILLION
WHERE IN THE WORLD IS TORONTO?

GROWING FASTER THAN ANY OTHER NORTH AMERICAN CITY

8.6 MILLION

GROWING FASTER THAN ANY OTHER NORTH AMERICAN CITY

2031

15 MILLION +/-

TORONTO RANKS 4TH OVERALL

Cities of Opportunity Ranking – 2014
Data Source: PWC, Cities of Opportunities, 2014
**WHAT DRIVES A GLOBAL CITY?**

**Airports**

**31st**
### Airport 2014 Passenger Traffic (millions)

<table>
<thead>
<tr>
<th>Airport</th>
<th>2014 Passenger Traffic (millions)</th>
<th>% Change, 2013-2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Heathrow</td>
<td>73.4</td>
<td>+1.3%</td>
</tr>
<tr>
<td>Dubai International</td>
<td>70.5</td>
<td>+5.5%</td>
</tr>
<tr>
<td>Charles de Gaulle</td>
<td>63.8</td>
<td>+2.6%</td>
</tr>
<tr>
<td>Singapore Changi</td>
<td>54.1</td>
<td>-0.2%</td>
</tr>
<tr>
<td>John F. Kennedy International</td>
<td>53.2</td>
<td>+5.8%</td>
</tr>
<tr>
<td>Toronto Pearson International</td>
<td>38.6</td>
<td>+6.8%</td>
</tr>
</tbody>
</table>


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**Pearson will be at capacity by 2032**

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**WHAT DRIVES A GLOBAL CITY?**

Universities

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**GLOBAL CONNECTIVITY**

Proportion to highest connectivity, Globalization and World Cities Research Network, 2004
WHAT DRIVES A GLOBAL CITY?
 Innovation

WHAT DRIVES A GLOBAL CITY?
 Financial Services
Global Leaders
(City of London Global Financial Centres)
London
New York
Hong Kong
Singapore
Chicago
Frankfurt
Zürich
Toronto

WHAT DRIVES A GLOBAL CITY?
Culture
WHY HAS TORONTO BEEN SUCH A SUCCESS?

DESTINATIONS OF IMMIGRANT TO CANADA, 2000

FREQUENCY OF NAMES IN TORONTO PHONE BOOK

FREQUENCY OF NAMES IN TORONTO PHONE BOOK

Sources: Statistics Canada
The Toronto Star, March 30, 2002
FREQUENCY OF NAMES IN TORONTO PHONE BOOK

BEST LIBRARY SYSTEM IN THE WORLD

JANE AND SHEPPARD BRANCH, TORONTO PUBLIC LIBRARY

ONE OF THE BEST PUBLIC SCHOOL SYSTEMS IN THE WORLD

6th
1. INFRASTRUCTURE INVESTMENT

Toronto risks losing its position as a world competitive trade and convention competition.

2. NEW TRADE & CONVENTION CENTRE

Toronto is ranked 61st as a global city tourism destination.

3. NEW DESTINATION TOURISM ATTRACTIONS

Toronto is ranked 61st as a global city tourism destination.
4. NEW UNIVERSITY

ROOSEVELT ISLAND CAMPUS PROJECT, CORNELL UNIVERSITY

5. RESEARCH INNOVATION AND COMMERCIALIZATION

SINGAPORE - BIOPOLIS

6. BIG IDEAS FOR THE WATERFRONT

GRAPHENE INSTITUTE, MANCHESTER, UK

PORT LANDS
Can City Council cope with a global city?

WE LIVE IN HOPE ...
TORONTO
THE ACCIDENTAL METROPOLIS

THANK YOU!

What’s driving the Toronto Condominium Market?

Mark Conway, President
N. Barry Lyon Consultants Limited

CONTEXT

STRONG DEMAND

New GTA High-Rise Sales, 2007 to 2016

Vancouver 141
Los Angeles 165
Chicago 81
Toronto 481
New York 165
MILLENNIALS

HOUSING SUPPLY ISSUES

AFFORDABILITY

CHANGING MARKET PREFERENCES

Saying no to...
- Traffic
- Sterile
- Commute
- Car Oriented
- Isolated

...and yes to:
- Transit
- Walkable
- Eclectic
- Inclusive
- Low Maintenance

"We don’t see the value of moving...We have friends with large homes and they are constantly working on it, and we’re like ‘bye, we’re going to the ROM’. That’s what we try to remember when it gets cramped and crazy in here.”

City of Toronto – Growing Up: Planning for Children in Vertical Communities
INVESTORS

- Capitalizing on lack of new rental product and strong demand
- Bulk buyers
- Individuals
- = rapid sell outs
- 70% of the market.

OUTLOOK

- Outlook for demand is positive
- Investor owned rental backlash…
- The purpose-built rental market has a pulse!
- Where do millennials move to next?
- Impact of a possible foreign buyer tax?
TYPICAL SUBURBAN MALL

Former Surface Routes Go Underground

MIGRATION TO SUBURBS

Vacant Stores - Lack of Pedestrian Traffic – ‘Questionable’ Retail
WENT TO MAKE A POINT TO THE GOVERNMENT....

Bloor West Village Toronto
First BIA established in 1970

Bloor-Yorkville BIA Established 1986

The boundaries of the Bloor-Yorkville BIA extend from Avenue Road to the west, Church Street to the east, Charles Street to the south, and Davenport Road to the north.

TORONTO BUSINESS IMPROVEMENT AREAS (BIAS)

- CURRENTLY 82 IN OPERATION
- 235 OPERATE IN THE PROVINCE OF ONTARIO
- BUDGETS CAN RANGE FROM AS LOW AS $15,000 TO OVER $3 MILLION
- THE BIA PHENOMENON IS CATCHING ON GLOBALLY
1998 City of Toronto advised that this was coming to Bloor Street!!!

NON-DESCRIPT STREETSCAPE

BLOOR STREET NICKNAMED THE 'MINN MILE' BUT ONLY BECAUSE OF THE RETAILERS
Bloor Street - Approximately 1 km stretch from Church Street to Avenue Road
WENT TO ALL LEVELS OF GOVERNMENT TO REQUEST FUNDING....OF $20M

Bloor Street BIA Boundary Map

The Bloor Street BIA was created solely for the purpose of implementing the Bloor Street Transformation Project and to pay all costs associated with the project, including repayment of a loan, from the City of Toronto, with interest charges, which will be amortized over a 20 year recovery period.
Bloor St. Construction Updates

Just another day in the trenches
Print Ad Campaign

Transit Shelter Ads
TTC Subway Car & Station Posters

Bloor Street Transformation Completed

54 Gardens Planted 4 Seasons
Spring Planting

Approximately 90,000 bulbs are planted.

Summer Planting

Fall Planting
134 Mature Trees

Silva cell system was used in order to provide optimum growth space for tree roots.
Bike Racks 130 Added to the Street

No Parking and Extra Wide Shared Curb Lane

Time Frame

- 1998 – City advised BIA about watermain replacement
- 1999 – Planning, Traffic Review, Design and Approval process commences
- 2001 – BIA pursues means to finance the project from sponsors and government
- 2006 – Toronto City Council agrees to fund a loan for the project

28 Granite benches added
**Time Frame**

- 2006 – The Bloor Street BIA is established to fund the City loan of $20 Million maximum
- 2007 – Final design is approved and project is tendered
- 2008 – Contract is awarded and July 9 was the official kick off to construction
- 2010 – Late October the project is completed

**Original Budget**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Original Budget</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>Original Quote for Construction</td>
<td>$15,500,000</td>
</tr>
<tr>
<td>Art Component</td>
<td>$1,300,000</td>
</tr>
<tr>
<td>Approximate Soft Costs</td>
<td>$850,000</td>
</tr>
<tr>
<td>Additional Construction costs</td>
<td>$2,700,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$20,350,000</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 37 Fees</td>
<td>($5,000,000)</td>
</tr>
<tr>
<td>Total BIA costs</td>
<td>$15,350,000</td>
</tr>
</tbody>
</table>

*Project Costs are Approximate*

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**Sales and Rents**

<table>
<thead>
<tr>
<th>Transformation</th>
<th>Pre Transformation</th>
<th>Post Transformation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Average Rent</strong></td>
<td>$200 per square foot</td>
<td>$300 per square foot</td>
</tr>
<tr>
<td><strong>Average Sales</strong></td>
<td>$1200 per square foot</td>
<td>$1700 per square foot</td>
</tr>
</tbody>
</table>

*Numbers are general trends – BIA does not receive real data*
EXTRA WIDE SIDEWALKS TO ACCOMMODATE MORE PEDESTRIANS AND RESIDENTS IN OUR FAST GROWING DOWNTOWN.....

The Bloor Street Transformation Project
www.bloor-yorkville.com
briar@bloor-Yorkville.com

Growth in a liveable future
core–lanning Toronto’s downtown

Urban intensification is an intentional outcome of planning policy
Oowntown in 2002, 389000 jobs (estimate), 157000 residents (estimate)

Oowntown in 2016, 500000 jobs (estimate), 250000 residents (estimate)

Oowntown oronto is an economic driver

If current trends continue, the population of Oowntown oronto could exceed

by
growing pains
the challenges facing downtown

CHALLENGE #1
balanced growth and infrastructure

CHALLENGE #2
demographically inclusive communities

CHALLENGE #3
local mobility & regional connectivity
resilient water and energy systems

healthy office, institutional & retail sectors

abundant quality parks & public spaces

core is a year plan, but big moves are already underway in downtown
The Eastern Avenue Greenway

A 175-kilometre green connection that will transform the underside of the Gardiner Expressway.

Credit: Public Works

The Treetop lot project

Reconfiguring Toronto's busiest surface transit route.

Rail Yard

Building a new 21-acre park in the heart of downtown by deckling over the rail corridor.

Credit: Public Works