

“Hot” Topics

Port Lands Planning

Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP)

The Notice of Approval to Proceed with the Undertaking for the DMNP Environmental Assessment (EA) was issued by the Minister of Environment and Climate Change on January 28, 2015. This milestone marks the official completion of the EA phase of the project and allows the implementation of the flood protection and naturalization work to proceed in accordance with the conditions of the EA.

Current Topics

West Don Lands (WDL)

Urban Capital

Urban Capital continues to target occupancy of their Phase 2 building in early 2015 and continues to work with the City on their site plan approval application for their Phase 3 building.

Toronto Community Housing (TCH)

The TCH project at King and River is now fully occupied. Finishing touches on the public realm surrounding the project will be completed in the spring/summer.

Construction Liaison Committee (CLC)

The WDL CLC continues to meet on a 6-week schedule. The meeting gives the community an ongoing opportunity to meet with Waterfront Toronto’s developer and construction partners, allowing Waterfront Toronto to resolve any issues in a coordinated fashion. No issues of significance were raised at the last meeting on January 13, 2015.

Pan/Parapan American Games Athletes’ Village

Dundee Kilmer is on track for turn over to the Toronto Organizing Committee for the 2015 Pan/Parapan American Games (TO 2015) in early 2015. Waterfront Toronto continues to work with TO 2015 and Infrastructure Ontario (IO) to facilitate this date.

Cherry Street Storm Water Facility (SWF)

Construction documents are being finalized to tender this project in March, with completion of the first phase of the project anticipated in the summer of 2016.

East Bayfront (EBF)

Bayside

Tridel and Hines have obtained their first building permit for Aqualina (first building of Bayside) and are now under construction. Marketing Aquavista (second Bayside building) which contains the affordable housing pilot project with Artscape has gone extremely well with over 80% sold. Tridel and Hines are pursuing their municipal approvals including Site Plan Approval and Building Permits for Aquavista.

Construction of the local municipal services is nearing completion.

Construction has commenced on the external infrastructure required to service the East Bayfront developments east of Sherbourne Common. Caisson wall installation and excavation for the sewage pumping station at Cherry Street and Lakeshore Boulevard East are well advanced, and forming of the concrete structure will commence in February. Installation of the sanitary trunk sewer extending from Bonnycastle Street and Queens Quay, to the pumping station, will also commence in February.

Waterfront Toronto has announced the design team for Aitken Place Park – Scott Torrance Landscape and Thomas Balsley Associates. Aitken Place Park is the third park to be built in East Bayfront after Canada's Sugar Beach and Sherbourne Common. Over the next few months, as the design process moves forward, the public will be invited to provide input on the park's design.

Construction of the new waterfront public street in Bayside, named Merchant Wharf, and the Bayside water's edge promenade is nearing completion. The only two remaining items are the water's edge promenade over the coffer dam (a series of interconnected concrete caissons drilled to bedrock to form 3 walls - when the spaces within the walls are excavated, additional bracing is installed to strengthen the wall from the lateral earth pressures. The walls are generally water tight which allows workers to install the pipes safely) and the connection between phase A and B where the weather has delayed construction by more than a month.

Parkside

Great Gulf continues to work with the City and Waterfront Toronto on their Site Plan Approval and building permits.

Central Waterfront (CWF)

Queens Quay Central Waterfront Design and Construction

The concrete road base and asphalt have been completed in areas between Spadina and YoYo Ma Lane. New roadway construction is underway between York and Bay, and between the Peter Slip Bridge and Spadina. It is expected that the concrete base and base layer of asphalt in these two remaining areas will be completed by the end of February. Work has been completed on the eastern leg of the York to Bay laneway. The completion of the western connection to the Bay Street intersection will be completed in February with the exception of asphalt which will be completed in the spring.

The landscape contractor has continued to work at several locations on the north and south sides of Queens Quay.

- Granite sidewalks on the north side are now complete from RBC Waterpark Place to the Rees Parkette and the Rees Street Parking Lot. Granite work is now nearly complete on the public sidewalks at 250-260-270 Queens Quay and will soon commence on the private portion of the sidewalk. Demolition and sub-base preparation is underway west of the Rees Street Parking Lot to just west of Spadina. Work is nearly complete on the concrete sidewalks at Kings Landing west of Spadina, where granite crews are now finishing re-installing decorative granite pavers at the entrance ways.
- The south side granite promenade is mostly completed between Bay and York Streets and is well underway between York and Robertson Crescent. Preparation for granite work is underway at Radisson hotel. Tents with winter heating have been set up at several locations to allow granite installation to continue through the winter and into spring 2015.

Excavation and installation of soil cells for tree planting on the south side is 95% complete. All soil cell work has been completed except for one small area at Rees Street where Toronto Hydro is installing the final north-south connection. It is expected that this work will be complete at the end of March 2015, at which point Waterfront Toronto will be able to access the area and start its work.

The delay in Toronto Hydro completing their works at Rees Street may impact Waterfront Toronto's ability to complete its works in this area before the opening planned for June 19, 2015. Waterfront Toronto is currently investigating options for acceleration or completing this work in phases or installing a temporary finish.

In December 2014, an area of completed soil cells between York Street and the Queens Quay Terminal driveway was damaged by a vactor truck while accessing an adjacent work area. The driver was under contract to Toronto Hydro. The extent of the damage is now being assessed by the insurance companies. It is expected to delay works in this area for 2-3 months, but will not delay the opening of the project in June. All street lighting and signal pole foundations have been completed, with all signature light poles scheduled to be installed over the winter and spring. A signature street pole mockup has been installed in front of Harbour Square.

Martin Goodman Trail west of Lower Spadina Avenue

This project will connect the Martin Goodman Trail from the Queens Quay Revitalization project west to Coronation Park and the previously constructed Martin Goodman Trail at Ontario Place. Waterfront Toronto has awarded a contract to undertake the construction and a kick-off meeting was held in late January. It is expected that construction will be underway in February and work is expected to be complete in advance of the Pan Am Games.

This work is being funded by the City of Toronto Pedestrian and Cycling Department. Waterfront Toronto has executed its agreement with the City and the Issued for Permit drawing set was submitted in November. The Permit is expected to be issued shortly.

Interim Queens Quay Improvements Jarvis to Parliament

Construction of the Interim Queens Quay Improvements, including the Martin Goodman trail from Jarvis to Parliament, is nearly complete. A preliminary handover review was held for all areas west of Lower Sherbourne Street at the end of December.

Granite installation at the head of Jarvis Slip has been completed and this area is now open to the public. The concrete sidewalk and Martin Goodman Trail has been completed between Dockside Drive and Parliament, with the exception of the segment between Lower Sherbourne to just east of Bonnycastle, which is currently on hold pending the completion of the municipal services on Bonnycastle. The Martin Goodman Trail and public sidewalk are expected to be open in the spring of 2015.

Health and Safety

There has been one health and safety incident on the Bayside Phase 1 project and six on the Queens Quay Revitalization project since the previous report. None of these incidents resulted in lost time.

Bayside

On January 13, 2015 a worker was working inside the Storm Water Shaft disassembling scaffolding. While lifting a scaffold plank above his head his foot slipped and he lost his balance. He fell and was caught by his harness and fall arrest system which prevented his fall from exceeding 6 feet. The worker was able to pull himself back up and climb out of the shaft.

Queens Quay Revitalization

On December 6, 2014 a pedestrian tripped and fell at the north-west corner of Rees St. & Queens Quay at approximately 11:00pm. The pedestrian has claimed to have tripped over a 2x4 sign leg protruding into the pedestrian crosswalk. Eastern immediately adjusted the sign footing base.

On December 9, 2014 a subcontractor mini-excavator made contact with a TTC streetcar at the Eastbound Spadina platform. There were no injuries but some damage to the TTC streetcar.

On December 12, 2014 a Rogers coaxial cable at 410 Queens Quay was damaged by a subcontractor. There were no injuries and Rogers repaired the cable.

On December 16, 2014 a new fire hydrant (#13 in front of Waterclub) was struck by a vehicle. Damage occurred in a public space and was not related to our construction activities.

On December 18, 2014 a mini-excavator made contact with the Starbucks sign at 10 Lower Spadina. No one was injured and the sign was temporarily repaired the same day.

On January 8, 2015 a new fire hydrant (#14 in front of Waterclub) was struck by a vehicle. Damage occurred in a public space and not related to our construction activities.

Port Lands Planning

Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority (TRCA) continue to work towards the implementation of Phase 2 of the Port Lands Acceleration Initiative (PLAI). Phase 2 includes the following components:

- The Environmental Assessment (EA) for the DMNP (approved January 28, 2015);
- The Port Lands Planning Framework/Transportation and Servicing Master Plan EA;
- Villiers Island Precinct Plan; and
- Film Studio Precinct Plan.

Port Lands Flood Protection Early Studies

In consultation with the City of Toronto and the TRCA, Waterfront Toronto has commenced early studies in preparing a preliminary work breakdown and budget required to commence the Flood Protection Infrastructure and enabling works in 2015. Procurement for components of these early works is to commence in April 2015. Waterfront Toronto continues to work with our government partners to move our funding request forward.

Port Lands Planning Framework/Transportation and Servicing Master Plan EA

Waterfront Toronto and the City of Toronto continue to work towards developing and completing a high-level Planning Framework for the Port Lands and the Transportation and Servicing Master Plan EA (TSMP EA) by the 2nd quarter of 2015 with consultation recommencing in the coming months. The City, in consultation with Waterfront Toronto, has retained consultants to undergo a Noise and Emission study for industrial users in the Port Lands and a Port Lands wide Community Services and Facilities study. Both studies are well underway and will help inform the Port Lands Planning Framework, the Film Studio Precinct Plan and the Villiers Island Precinct Plan.

Villiers Island Precinct Plan

The Project Team, led by Waterfront Toronto, prepared and presented the Preferred Streets and Block Plan, the Preliminary Built Form Direction and Draft Public Realm Concepts to a joint Stakeholders Advisory Committee (SAC) and Landowner and User Advisory Committee (LUAC) meeting on January 28, 2015 at Waterfront Toronto offices. There was a great turnout from SAC and LUAC members culminating in a fulsome discussion and substantive feedback was provided. The Project team will be incorporating the feedback provided into the materials and will commence running the carbon model, wind testing and transportation analysis on the built form model. Furthermore, the project team will start formulating an affordable housing strategy, a comprehensive public art plan for the Island, and sustainability guidelines. The Project team intends to go back to the SAC and LUAC in April with the Precinct Plan, followed by a community consultation meeting in May 2015. The project is still on schedule to be completed by the end of Q2 2015 and anticipates Council endorsement at that time.

Environment and Innovation

Corporate Social Responsibility and Sustainability Report

Waterfront Toronto updated selected performance measures for the Corporate Social Responsibility and Sustainability Report, ensuring performance reporting is being kept current on the microsite. This includes new data on waste diversion through figures for Bayside, Queens Quay and the Woonerfs in the West Don Lands. Other data includes figures on soil diversion, noting quantity of soil utilizing the Waterfront Green Soils facility (now GFL). We also added data on how Waterfront Toronto utilizes social media such as Facebook and Twitter and also noted the extent of our public outreach program such as number of meetings held. These updates are now live on the microsite.

A table summarizing these updates, as well as other performance measures, were compiled for the City of Toronto to assist with their review of WT 2.0. The table aligned key public policy and corporate objectives with how Waterfront Toronto has been meeting these commitments, using data from our Corporate Social Responsibility and Sustainability Report as evidence.

Intelligent Communities

Design of the phase 2 New Blue Edge platform is currently underway with Element Blue. The entire platform has recently been upgraded to all of the latest versions of the IBM tools that are licensed for use in the waterfront. In addition, Element Blue is creating the Apps4TO website to engage the developer community in the process.

The Apps4TO Appathon in partnership with IBM, the City of Toronto and others is expected to launch in mid-February. This appathon will create solutions to support the citizen use cases for the platform.

Teams will be working on their solutions throughout the spring, with the culmination of the process being the selection of the winning teams during the IDEAS day at the ICF Summit on June 12, 2015. A workshop focused on the preparation of the data was hosted by IBM on January 30, 2015.

Planning is continuing for the ICF 2015 Summit & Awards program from June 8 through June 12, 2015 in Toronto. Many of the events will be held in the designated waterfront area.

Communications and Marketing

Innovation Centre Announcement

On February 6, 2015 Waterfront Toronto held a successful tri-government media event to announce the Waterfront Innovation Centre. Remarks made by Minister Joe Oliver, Minister Brad Duguid and Mayor John Tory were very supportive of this private sector development initiative which is expected to bring 2,000 high-value jobs to the waterfront. The announcement, which was held in partnership with Menkes Developments, Ltd., was featured across all major news outlets and was widely shared via social media.

Canada's Sugar Beach

Canada's Sugar Beach was featured on the cover of world renowned landscape architecture magazine – Topos. The park was highlighted in the winter edition of the magazine in which it highlighted Creative Spaces from around the world.

Blog Posts

13 new blog posts have been written during the reporting period. The topics included sustainable development, winter recreation on the waterfront, building great streets, the waterfront before and after, Chicago and Toronto waterfront comparators, and the design competitions for the Jack Layton Ferry Terminal and for Aitken Place Park.

Ontario Place Revitalization

Ontario Place Park and Trail

Construction drawings and specifications for the surface elements of the park and trail will be complete by April 2015 and construction of Phase 1 (sub-surface elements) is already underway.

The public unveil of the final Park and Trail Design will be held in the spring of 2015. This will be an event coordinated by the Premier's Office directly, with support from Waterfront Toronto, Infrastructure Ontario and the Ministry of Tourism, Culture and Sport.

Jack Layton Ferry Terminal

Five world-class design teams have been shortlisted to participate in an Innovative Design Competition that will set the stage for the revitalization of the Jack Layton Ferry Terminal and Harbour Square Park. An impressive number of high calibre design team submissions were received during the pre-qualification phase of the competition which launched in partnership with the City of Toronto in November 2014.

In total, thirty-three design teams from twelve countries submitted proposals outlining their qualifications. The proposals were reviewed by a multidisciplinary team that included both Waterfront Toronto and City of Toronto staff and the selection process was overseen by an independent fairness advisor. The five shortlisted teams are:

- Clement Blanchet Architecture (Paris) + Batlle | Roig (Barcelona) + RVTR (Toronto and Ann Arbor)
- Diller Scofidio + Renfro (New York City), architectsAlliance (Toronto)
- KPMB Architects (Toronto), West 8 (Rotterdam), Greenberg Consultants (Toronto)
- Quadrangle Architects (Toronto), aLLDesign (London), Janet Rosenberg & Studio (Toronto)
- Stoss Landscape Urbanism (Boston), nARCHITECTS (New York City), ZAS Architects (Toronto)

A kick off meeting and site tour was held on January 14, 2015 and was a great success. The day included presentations from Deputy Mayor and Ward 28 Councillor Pam McConnell, Olivia Chow, as well as members of the Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC). The site tour included both City side and Island side with an impressive ferry trip across the icy inner harbour.

The teams will be back in Toronto for mid-term reviews of their proposals by SAC and TAC members as well as Waterfront Toronto and City staff on February 10 and 11, 2015. They will then have three more weeks to refine their designs before the due date of March 9, 2015. The design teams will then make public presentations when the exhibit opens at City Hall. During the exhibit, the SAC and TAC will review and provide final reports on each of the design proposals for the independent jury to consider as part of their deliberations. A winning proposal will be selected by the end of March 2015.

Lake Ontario Park

Waterfront Toronto, TRCA and City staff are targeting early March 2015 for a public meeting that will focus on the new trails proposed for the Baselands. The trails include both a new Martin Goodman Trail, and pedestrian trail network. This meeting will present the philosophy, design criteria, and proposed alignments for these proposed trails. City Parks and Transportation Divisions have agreed that it makes sense for TRCA to construct these trails. Detailed costing is currently underway by TRCA. A Delivery Agreement is being negotiated between Waterfront Toronto and TRCA for signage, construction of the recreational node, and consultation support.

Billy Bishop Toronto City Airport Runway EA

Waterfront Toronto is participating in the Ports Toronto (formerly Toronto Port Authority) Billy Bishop Toronto City Airport (BBTCA) Runway EA. A two-part public meeting was held on Saturday, January 24th and Monday, January 26, 2015 to provide information on the BBTCA Master Plan and to get feedback on the draft scope of the self-directed environmental assessment. Waterfront Toronto is working with Ports Toronto to ensure a comprehensive analysis is undertaken and that potential impacts are identified and measured. In particular Waterfront Toronto is looking to better understand the potential impacts on the development of Villiers Island/Port Lands and current plans for Ontario Place.

Gardiner East EA

Working with the City, the development of a new alternative as directed by Council is nearly complete. Updated analysis in each of the four study lenses (Transportation & Infrastructure, Economics, Urban Design and Environment) for the new alternative and Boulevard have commenced. Stakeholder and public consultation is on schedule for the spring of this year leading to a final report to City of Toronto Public Works and Infrastructure Committee and Council.

Lower Yonge Precinct

The City of Toronto and Waterfront Toronto are working with the landowner of One Yonge Street to make revisions to site plan applications in order to reflect recommendations from the Lower Yonge Urban Design Report that was brought to Council last summer. The Lower Yonge Transportation Master Plan will be brought forward to Council shortly to seek endorsement for the infrastructure proposals including the extension of Harbour Street from Yonge to Jarvis, addition of a new north-south local street west of Jarvis and potential extension of Cooper/Church Street underneath the rail corridor. Waterfront Toronto is currently in the process of procuring a consultant team to undertake the next phase of transportation analysis as part of a Municipal Class EA.

SmartTrack Plan

Mayor Tory's SmartTrack Plan builds on the existing Provincial Regional Express Rail initiative to transform the regional transportation system by advancing service through the current GO Transit network. Upon completion, SmartTrack will be a regional line that provides connections between the Mississauga Airport Corporate Centre in the west and Markham (Unionville) in the east by way of downtown Toronto's Union Station. This will be accomplished through service improvements on a 53km rapid transit line along the Kitchener and Stouffville/Lakeshore East Go corridors respectively. Specific enhancements include:

- A service frequency of 15 minutes or better;
- All-day, bi-directional, service across the city;
- Electrified service on the entire line;
- Integrated fares between GO Transit and TTC;
- Three additional stations plus the already planned new station at Mount Dennis on the Kitchener GO corridor (a total of 5 stops including Mount Dennis); and
- 7 additional stations on the Stouffville GO/Lakeshore East GO corridor (a total of 14 stops including Union Station).

The Province is currently working with the City of Toronto and their respective agencies to provide an accelerated work plan for the review of both the Regional Express Rail and SmartTrack plans. An assessment of the infrastructure requirements, planning, social, and economic development considerations and incremental costs of implementing the SmartTrack plan is being undertaken through several phases of work.

At a briefing with Mayor Tory and his staff, Management raised the idea of adding a SmartTrack stop at Lower Sherbourne Street to serve the EBF. Currently in the EBF, there are a number of existing and planned employment generating developments that will rely heavily on transit including:

- Corus Entertainment - existing – 500,000 sf of commercial
- George Brown College - existing – 330,000 sf of institutional
- George Brown College - future expansion planned – 225,000 sf of institutional
- Daniels Government site - planned – 446,000 sf of commercial
- Waterfront Innovation Centre - planned – 350,000 sf of commercial
- Hines Bayside - planned – 500,000 sf of commercial

In addition, EBF will house over 6,000 residential units, 1,200 of which will be affordable rental. Collectively, there is sufficient critical mass to warrant a stop on the SmartTrack line at Lower Sherbourne Street.

Given that the City and the Province are undertaking this analysis now, it is a practical time to review the potential for an additional stop at Lower Sherbourne Street. This fits within the priorities identified as part of the review process, reaffirms the provision of transit in the East Bayfront as a top priority and contributes to the overall provincial commitment to improving regional rail, reducing gridlock and advancing city building opportunities.