

West Don Lands (“WDL”)

Don River Park

Waterfront Toronto continues to work with Infrastructure Ontario (“IO”), the City and the Province in order to complete the Bala Underpass connection from Don River Park (“DRP”) to the Lower Don trail. This connection is required to have the dry side of the park open this summer. Waterfront Toronto is targeting June 27, 2013 to open the dry side of the park.

Waterfront Toronto, in partnership with The Grid newspaper, launched a naming competition for the park on April 11, 2013. Almost 450 suggestions were submitted to the online contest site during the two-week submission phase. A selection committee made up of a broad range of stakeholders met on May 1, 2013 to vet the submissions and produce a shortlist for public voting. The shortlist includes: “Ataratiri Park”; “Wonscotonach Park” (pronounced Waw-sco-taw-NAWSH); “Don River Park”; “Corktown Common”; and “King’s Reserve”. Voting closes on May 17, 2013 and the winning name will be announced on May 22, 2013.

Underpass Park

The Ministry of Environment (“MOE”) recently required a separation of submission details for environmental reporting to address multiple property ownership for the park site (City and Province). As a result, the Record of Site Condition (“RSC”) which is required to open the second phase of the park is now anticipated to be issued in the fall. Waterfront Toronto is working closely with MOE to obtain an RSC as soon as possible.

Urban Capital

Urban Capital achieved first occupancy of its River Street building in early April 2013. This marked the first residential occupancy of one of Waterfront Toronto’s development partners within the revitalized waterfront. It was, therefore, a significant milestone in the broader waterfront revitalization initiative. Occupancy of Urban Capital’s King Street building is scheduled for early summer 2013.

Toronto and Community Housing (“TCHC”)

TCHC remains on track with its construction schedule and for first occupancy of its buildings in the fall of 2013.

Stormwater Quality Facility

A re-design of the stormwater quality facility to expand the Ballasted Flocculation Facility (“BFF”) is being considered, to accommodate stormwater requirements for the East Bayfront (“EBF”) and North Keating areas. The BFF redesign remains on hold pending the completion of addenda to the Class Environmental Assessments (“EAs”) for Stormwater Quality for both EBF and WDL. A stakeholder meeting for both EAs was held on March 19, 2013 and preparation of the Addendum documents is ongoing with a targeted completion in June, 2013.

The WDL stormwater project received an Award of Excellence from Consulting Engineers of Ontario. The award was presented to R.V. Anderson Associates in April 2013.

Woonerf Construction

Construction of the first stage of road and streetscape work was completed and turned over to Urban Capital on March 18, 2013, to facilitate first occupancy of the River Street building in mid-April. The next stage of construction is underway with completion scheduled for mid-June in time for the first scheduled occupancy of the King Street building. All construction staging is being closely coordinated with Urban Capital and TCHC to meet occupancy requirements.

Public Art

The footings for the public art “No Shoes” are scheduled to be poured in the third week in May. Waterfront Toronto is awaiting confirmation from the artist’s studio for the date of installation of the artwork itself, which is anticipated in early summer 2013.

The submissions have been received for the three Front Street sites from the short-listed artists and have been reviewed by the Jury. The selection process is underway and is expected to be complete within the next few weeks. Results will be reported in June.

East Bayfront (“EBF”)

Parkside

Great Gulf is proposing minor changes to the built form of its Monde condominium. Waterfront Toronto has reviewed the revisions for consistency within the intent of the EBF Precinct Plan and is satisfied that the proposal remains consistent with the Precinct Plan. The revisions were also reviewed by the Waterfront Design Review Panel on May 8, 2013 and given approval with minor revisions to come back to the Panel in June. Great Gulf will make an application for municipal development approvals (minor variances or rezoning) to the City of Toronto and will undertake community consultation regarding its proposed built form changes as part of the statutory review process.

Bayside

The sales centre for residential development by Hines and Tridel (Hines’s residential development partner) is currently under construction and is on track to be completed by September, 2013.

The draft plan of subdivision for Bayside was approved on March 28, 2013. No notices of appeal were submitted in the 20-day period following March 28, 2013. Registration of the final Plan of Subdivision is targeted for the summer of 2013.

At its meeting held on March 21, 2013, City Council enacted the zoning bylaw for the Bayside Phase 1 Lands.

Bayside engineering final municipal and public realm designs were submitted to the City on March 25, 2013. We await final comments from the City and approval. Early works construction related activities have commenced. Full construction expected to start in late June/July.

Dockside

Construction of signals at the intersection of Lower Sherbourne and Queens Quay East has commenced. The expected completion date for the work is mid-June.

Public Art Master Plan

The City has drafted a legal agreement between Waterfront Toronto and the City of Toronto that lays out how the funds for the EBF Public Art Master Plan (the “Master Plan”) will be collected, administered, monitored, and reported. This draft is currently circulating internally with City staff and is expected to be sent to Waterfront Toronto for review within the next month. This agreement will accompany the Master Plan when it goes to City Council for approval. It is anticipated that the Master Plan will be sent to Council for consideration later this year.

Central Waterfront (“CWF”)

Queens Quay Design and Approvals

On April 7, 2013 Waterfront Toronto obtained community council approval for the signage bylaw required to open the York Street layby for tour bus use. Waterfront Toronto has commenced its work on the remainder of the signage bylaw which will require council approval prior to the road opening in 2014.

Waterfront Toronto continues to work with the private landowners to finalize agreements related to the cost-sharing of paving on the privately owned public sidewalks. Agreements have been finalized with several landowners and negotiations are ongoing with the remainder.

Queens Quay Construction

In late April Waterfront Toronto awarded the contract for TTC demolition west of the Peter Slip Bridge to Coco Paving. In addition, on April 24, 2013 a tender was released for the reconstruction of the TTC Spadina Loop and track work at Spadina and Queens Quay.

Coco Paving (TTC Reconstruction Contractor) completed the demolition of the TTC Corridor between Bay Street and the Peter Slip Bridge. Demolition of the TTC Corridor at YoYo Ma Lane commenced in late April. Construction of the three new bus laybys was complete on April 27, 2013. Work is ongoing at the Peter Slip Bridge where Coco Paving is now preparing the TTC Corridor in this area for waterproofing.

Beneath the Peter Slip Bridge Waterfront Toronto is undertaking (on Toronto Hydro’s behalf) the installation of 30 conduits across the span of the bridge. Conduits have been installed on the east and west abutments, concrete was poured for the extension of the sidewalk and the retaining wall in the approach slab and preparation is underway for the installation of the truss across the bridge.

Varcon (Site Services Contractor) has completed 85% of their test pits along Queens Quay. The purpose of these test pits is to confirm the location of existing utilities in the field prior to commencing excavation. After obtaining appropriate water levels, Varcon continues its work on the sanitary sewer between York and Rees Streets and the mainline is approximately 50% complete. Atlas (dewatering contractor) has experienced significant challenges lowering water levels west of Rees and this has delayed the start of the storm sewer. Waterfront Toronto is currently evaluating work-around solutions. Where possible Varcon is pre-installing catchbasins and leads to advance works out of sequence.

Stacey Electrical completed installation of temporary signalization at various locations along Queens Quay. This will facilitate changes in traffic operations required in the transportation management plan, throughout the construction process. These will be replaced with permanent signals prior to the roadway completion.

Materials which were pre-purchased, including red and white granite pavers and soil cells, have been delivered. All trees for the project were tagged over the spring. Waterfront Toronto commenced the landscaping at the Westin Harbour Castle Hotel. Demolition is now complete and preparation for tree pits and granite is now underway.

Toronto Hydro continues to work at completing chambers and duct banks along Queens Quay. At this point Toronto Hydro has completed the majority of its lateral crossings west of the Peter Slip Bridge. In addition, 12 chambers have been completed and approximately 25% of the duct bank. In order to facilitate the acceleration of the TTC Spadina Loop construction Waterfront Toronto has requested that Toronto Hydro mobilize crews to this area to complete lateral crossings and chambers which conflict with this planned work. It is expected that Toronto Hydro will continue to work across the corridor throughout the summer and fall in order to complete its full civil program.

Bell has completed its splicing and has demobilized from the site. Design is underway by Allstream, Cogeco, Rogers and Beanfield.

Queens Quay Consultation

We continue to work closely with stakeholders as construction becomes more invasive on Queens Quay and the busy summer tourist season approaches. WT is maintaining a strong working relationship with the Waterfront Business Improvement Area and is regularly presenting at its monthly Area Planning Committee and Events Committee meetings. On April 25, we provided a construction overview to a group of 50+ BIA members and have coordinated several meetings with the Redpath Waterfront Festival (Tall Ships) to ensure this event (which draws over 750,000 people to the waterfront) is a success during construction.

On May 8, 2013 Waterfront Toronto hosted the annual Central Waterfront Public Meeting. Over 200 attended this meeting. The focus of the meeting was Queens Quay construction. Feedback was very positive and the community was very appreciative of the efforts that Waterfront Toronto is making to keep the community informed about construction activities and to mitigate the impacts to traffic and access. Our monthly Construction Liaison Committee meetings were held in April and May, the focus of which was to plan for the summer construction activities.

Portland Slip Waters Edge

Construction is progressing on schedule. The granite mosaic has been completed and the contractor is now focusing on installing site furniture and planting trees. We are scheduled to receive the RSC in December 2013 at which point the promenade can be opened to the public.

Queens Quay Martin Goodman Trail ("MGT") Connection

The interim concrete sidewalk and MGT connection from Yonge to Jarvis is approximately 85% complete and scheduled to open in July. The contractor has commenced the remediation of various punch list items (this includes reconstruction of the sidewalk as it did not meet design specifications). Once complete, the contractor will install the pavement markings and regulatory signage.

Jarvis Dockwall Reinforcement

Construction is progressing well. All of the underground structural work is now complete and the contractor has commenced the installation of the granite mosaic. Once complete they plan to install the site furnishings. The scheduled completion is July, 2013.

Government Relations

Governance

As part of the Waterfront Toronto 2.0 exercise, Management is re-engaging governments in discussions regarding enhanced operational governance requirements. Waterfront Toronto recently sent a letter to governments updating them on the current status of the review and indicating that enhanced governance, including the ability borrow, encumber assets, receive revenues (including philanthropy) and create subsidiaries are imperatives to deliver on the remainder of our mandate. Each basket of projects identified as part of the review will likely require its own unique set of financing tools. We have indicated to governments that the “work arounds” used previously to deal with our lack of governance (adjusting project timing and cash flows) is not a tenable strategy going forward.

Part of the governance discussions will focus on determining the best vehicle/mechanism to deliver enhanced governance (whether through amending the TWRC Act, through regulation or through a comprehensive consent package).

Meetings with Minister Murray

A regular meeting cycle with Minister Murray has been formalized. The Chair and CEO will meet with the Minister every 4-6 weeks in advance of Waterfront Toronto’s Board meetings with the provincial Board representatives attending on a quarterly basis.

Health and Safety

There have been three health and safety incidents on the Queens Quay Revitalization site since the last report, none of which resulted in lost time.

On April 5, 2013 a vehicle involved in a traffic accident on Lake Shore Boulevard left the road and crashed through the fence into the Construction Manager’s site compound and storage area at Simcoe Street. The vehicle damaged a number of fence panels and signs however there were no injuries.

On April 19, 2013 a City water main leak occurred as a result of the failure of an old repair on the pipe. The break caused some damage to the adjacent sewer pipe installation (which will be repaired under the Builder’s Risk insurance policy), was repaired by the City the same day and resulted in no injuries or lost time.

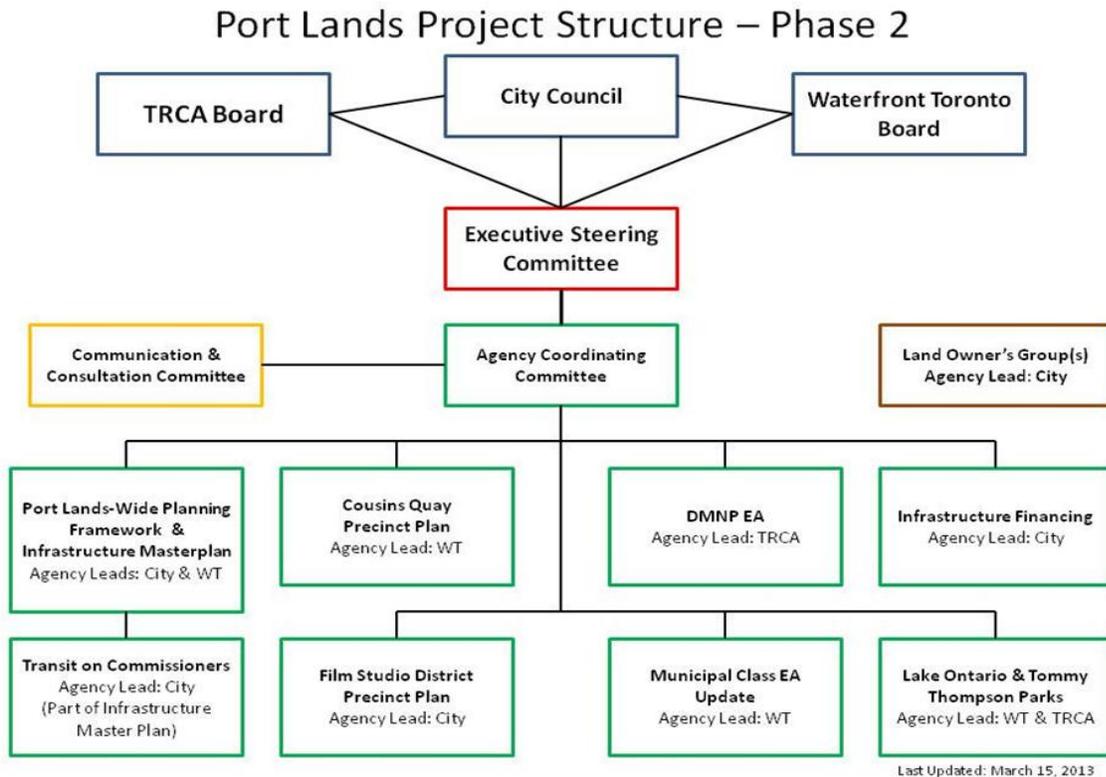
On May 1, 2013 a vehicle owned by Toronto Hydro’s contractor, Power Line Plus collided with a taxi cab at the intersection of Queens Quay & the driveway to 401 Queens Quay. No injuries were reported.

The remainder of Waterfront Toronto project sites have no incidents to report.

Lower Don Lands (“LDL”/Port Lands)

Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation (“TRCA”) continue to work towards the implementation of Phase 2 of the Port Lands Acceleration Initiative (“PLAI”). Since October 2012, the project team has been working to develop a work program based on key directions from City Council in order to finalize Phase 2 of the PLAI by Q1 of 2014.

Similar to PLAI Phase 1, Phase 2 will continue to be led by an Executive Steering Committee co-chaired by Waterfront Toronto’s John Campbell, Deputy City Manager, John Livey and TRCA CEO Brian Denney. An Agency Coordinating Committee consisting of senior staff from each organization provides day-to-day oversight and coordination amongst tasks. The project team consists of staff from the City of Toronto, Waterfront Toronto and TRCA. Each organization is responsible for the delivery of key projects with oversight from both the Agency Coordinating and Executive Steering Committees.



City staff updated elected officials on the status of the Port Lands Acceleration Initiative Phase 2 with a report that was considered and adopted by the Executive Committee on April 23, 2013 and subsequently by City Council on May 7, 2013. Key recommendations include the following:

1. To amend the precinct planning boundary for Cousins Quay to include the lands east of Cherry St. between the Keating Channel and Commissioners Street. To revise the precinct boundary for the Film Studio District to include all of the lands between the Don Roadway and Carlaw Avenue.

While the precinct boundary for Cousins Quay has been expanded, development will be limited to lands west of Cherry St. and 309 Cherry St. subject to the implementation of the following measures:

- Filling to raise the grade of development lands (west of Cherry and 309 Cherry Street);
 - Removal of existing Cherry Street bridge over the Keating Channel;
 - Widening of Keating Channel at former bridge abutments;
 - Construction of a new Cherry Street bridge at the Keating Channel; and
 - Re-aligning Cherry Street along a new Right-of-Way.
2. To coordinate the South of Eastern Strategic Direction with the Port Lands Planning Framework.
 3. To review existing Toronto Port Lands Company (“TPLC”) agreements and policies/practices for lands within the Film Studio District to:
 - Outline possible actions required to align these agreements and policies, including use permissions and terms with the PLAI;
 - Review of the practice that does not permit 'fee simple' ownership; and
 - Report to the July 3, 2013 City Council Executive Committee meeting with recommendations.

On April 10, 2013, Waterfront Toronto held a Port Lands Public Update Meeting at Riverdale Collegiate to provide updates on a variety of projects underway or planned for the Port Lands. Over 100 people attended the meeting - updates were provided by the lead organizations on the status of PLAI, Leslie St. Barns, Tommy Thompson Park and the Soils Facility.

Waterfront Toronto, in partnership with TRCA, held the first of two stakeholder advisory committee consultation meetings on the combined DMNP/LDL EAs on April 29, 2013 to seek input and advice on the materials for the upcoming public meeting. The second Stakeholder Advisory Committee meeting is currently scheduled for June 20, 2013 at Waterfront Toronto. The public meeting is scheduled for July.

Environment and Innovation

Corporate Social Responsibility and Sustainability Report

Waterfront Toronto’s first Corporate Social Responsibility and Sustainability Report is now complete. The report demonstrates our sustainability progress, challenges, and achievements, supporting our dedication to transparency and open communication, and also providing our stakeholders with a mechanism to understand and evaluate our work. A balanced triple bottom line approach is taken, quantifying success not by economics alone, but also through measurable environmental and social improvements. It covers the period from the establishment of the Corporation in 2001 to December 2012, and will form the basis of future reports. The report lives on an interactive microsite with an option to download a more traditional PDF version. In preparing this report, Waterfront Toronto chose the Global Reporting Initiative (“GRI”) framework, which is an internationally accepted independent standard for reporting on sustainability performance. We based our reporting on GRI’s G3.1 Guidelines as well as the Construction and Real Estate Supplement, which covers key sector-specific issues. This report is aligned with the requirements of GRI Application Level C.

EcoDistrict Workshop

In April, Waterfront Toronto participated in an interactive one-day course, EcoDistricts: Accelerating District-Scale Sustainability, aimed at equipping professionals with the tools to build comprehensive green neighbourhoods. This is an initiative of the Canadian Green Building Council with the Portland Institute, Oregon. EcoDistricts are neighbourhoods or districts where neighbours, community institutions and businesses join with city leaders and utility providers to meet ambitious sustainability goals and co-develop innovative district-scale projects. As part of this course, Waterfront Toronto supported the initiative by providing information for a case study exercise, using part of the Port Lands. This allowed participants to apply the EcoDistrict framework principles to an important Toronto precinct and provided some analysis that Waterfront Toronto can choose to consider in the future.

Intelligent Communities

The iServices pilot with Cisco Canada is now live at the Waterfront Toronto offices. This interactive signage will provide a testing site for key portions of our citizen engagement solutions developed for the Intelligent Community.

On April 17 & 18, 2013, the Intelligent Community Forum conducted the City of Toronto Top 7 Site Visit. These two days were tremendously successful in showcasing the progress Toronto has made transforming itself into a world-leading Intelligent Community. Key site visits included the University of Toronto, Ryerson's DMZ, MaRS, George Brown College Waterfront Campus and the School of Design, Corus Quay, Sheridan College and Evergreen Brickworks. Over 200 individuals participated in various aspects of the site visit, which demonstrated the breadth of collaboration and innovation occurring in our City. Preparations are currently underway for the final stage of the 2013 competition during the ICF Summit, June 5-7.

Waterfront Toronto will also be the host for the i-CANADA National Leadership Summit June 3-4, 2013.

Work is currently underway to develop the middleware platform with Element Blue, IBM and Cisco Canada with an anticipated launch in early autumn.

Communications and Marketing

Economic Impact Analysis Media Event

Waterfront Toronto released the results of an urbanMetrics study on the economic output created by the initial investment of \$1.26 billion. John Campbell was joined at the media event by representatives from all three levels of government, as well as two developers and a tenant. Two of the government representatives referenced the need for Waterfront Toronto to have stronger governance powers. This theme, along with the strong economic output generated by the initial investment and the need for waterfront transit, dominated the media coverage. An overview of the results will be provided at the Board meeting.

Community Activity

On May 11, 2013, Waterfront Toronto and TRCA together with the Governments of Canada, and Ontario and the City of Toronto, celebrated the official opening of improvements to Tommy Thompson Park as bird watchers gathered for the park's annual Spring Bird Festival.

Waterfront Toronto led a Jane's Walk along Queens Quay with close to 200 participants.

Waterfront Toronto promoted the LEED Gold certification of the Sherbourne Common Pavillion via our website, newsletter, Twitter and Facebook.

Social Media

In the past two months, we continue to see growth in our follower base on Facebook and Twitter. We have evaluated best-practices amongst similar organizations and agencies and continue to run small experiments on our own social media channels to test the effectiveness of different strategies with our target audience. This research continues to feed our social media strategy and guide our efforts going forward.

Facebook

“Likes” on the Waterfront Toronto fan page have increased to 1661, up 22% from 1366 at the beginning of January. We continue to experiment with paid Promoted Posts that boost the exposure of selected posts and help them reach a wider audience. A recent promoted post was for the Don River Park Naming Contest and reached more than 4600 users that “like” Waterfront Toronto and their friends. Our monthly total reach on Facebook was up 60% to 11467 month-over-month.

Twitter

Our number of followers has increased to 4662, up 19% from 3902 at the beginning of January. Our posts were retweeted 101 times in April, down slightly from 108 in March. Influencers (defined as Twitter accounts with a Klout score of 50 or higher) retweeted our posts 19 times in April, a slight decrease from 21 in March. Though retweets and retweets by influencers have declined slightly month-over-month, we continue to expand our network effect through growth in our follower base.

Gardiner East Environmental Assessment

Negotiations have been finalized with the EA and Third Party Consultation consultant teams and they have begun preparing for the first Stakeholder Advisory Committee meeting and Public Meeting on May 28th and June 13th respectively. The first round of consultation will serve to remind the public about the scope and process for the EA as outlined in the approved 2010 Terms of Reference (“ToR”). Precedents from other cities who have faced similar infrastructure challenges will be presented for context, as will a summary of the existing state of the elevated Gardiner Expressway structure. The International Design Options (“IDO”) as submitted through the 2010 competition will be presented and their role in the environmental process explained. The IDO concepts and other ideas for the Gardiner will be presented utilizing the EA categories as follows: 1) “Improve” the urban fabric while maintaining the existing expressway; 2) “Replace” with a new above or below grade expressway; and 3) “Remove” the elevated expressway and build a new boulevard. The current City of Toronto rehabilitation program, which in the EA is described as “Do Nothing” will also be explained and carried in the EA itself.

Lower Yonge Precinct

The first Stakeholder Advisory Committee meeting was held May 2, 2013 and the first Public Meeting is scheduled for May 22, 2013. Waterfront Toronto and the City of Toronto are undertaking two studies in the Lower Yonge Precinct Area: Urban Design Guidelines and a Transportation Master Plan EA. When completed, these studies will be used to develop a more detailed Lower Yonge Precinct Plan by the City of Toronto. The goal is to establish the planning context required to guide future development of the Lower Yonge Precinct Area which includes the 1 Yonge (Toronto Star), LCBO, and Loblaws properties.

Porter Request for Exemption to Commercial Jet Ban at Billy Bishop Airport

Waterfront Toronto continues to monitor the issue closely. Our public statements have been factual and neutral: “Our revitalization efforts to date have co-existed with the island airport in its current form. Valid questions are being raised. Waterfront Toronto needs more information in order to better understand what expansion means in terms of impact on waterfront neighbourhoods.”

City staff consulted with Waterfront Toronto and other agencies regarding information needs in advance of the May 6, 2013 report to Council on the work plan to assess the Porter request. We require information essentially on the impact on built form as a result of the use of larger aircraft, noise, traffic, and marine impacts and whether expansion allowing CS100s to land means that any jet can also use the airport. City staff expect to report back in two phases, July 3, 2013 and October/November 2013 at which time we will have a clearer idea of expansion impacts.