

West Don Lands (WDL)

West Don Lands Development

Waterfront Toronto (WT) continues to have design discussions with Dundee Kilmer and Urban Capital regarding development of the next phases of the Canary District and River City, respectively. Both development teams are working on concept designs for their next buildings.

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 WT'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. The next meeting is scheduled for October 4, 2016.

Public Art

The public artwork entitled *Garden of Future Follies* by the artist duo Hadley+Maxwell has been installed at the corner of Front Street and Bayview Avenue in the WDL on June 28, 2016. It has been very well received within the WDL community and completes Phase 1 of the Public Art Plan for this precinct, which is Canada's first precinct-wide Public Art Strategy. WT has begun the process of handing it over to the City.

WDL Memorandum of Understanding ("MOU")

Waterfront Toronto continues to work with MEDEI staff in the development of an MOU for the revitalization of the remaining blocks in the WDL (mainly west of Cherry Street). As previously reported, Infrastructure Ontario has declared the remaining provincial blocks in the WDL as "surplus" and circulated them to provincial Ministries, municipalities and not-for-profit corporations in accordance with the Provincial Realty Directive. IO continues with its circulation process.

Communications and Public Engagement

Northern Entrance to Corktown Common Opened

The final portion of Corktown Common – which we refer to as the northern entrance – opened in early July after being fenced off since earlier this year to allow for seeding to take root. This portion of the park is located along the west side of the Don River (between River City and Bayview Avenue) and features a welcoming entrance at the intersection of King Street, Queen Street and River Street. Here you'll find some informal seating, gently sloping hills and more urban prairie. Similar to the eastern side of Corktown Common, visitors will notice that there aren't any trees or other structures here, as nothing can be planted or buried here that could be damaged during a storm and compromise the important flood protection features.

Corktown Common Dog Run

A new pea stone surface was applied to the dog run in early July and planning is underway for a double-gate entry/exit system to be added in the fall. WT and Deputy Mayor McConnell's office are reviewing the other requests for the dog run made by community members to determine the best course of action.

The placement of the dog run in the meadow on the eastern side of the park was an outcome from the public consultation held during the design of Corktown Common. The size and shape of the dog run was further informed by the natural boundaries offered by the service road to the east, the hydro tower to the south, the flood protection landform to the west and Bayview Avenue running along the north-west side. Trees cannot be planted in this area because of the proximity of the dog run to the flood protection landform and the risk that they could be uprooted during a major storm and damage the landform.

East Bayfront (EBF)

Servicing

The interim sewage pumping station is now operational. Work continues on the stormwater management facility with a target to tender and award next phase of work by December 2016.

Bayside

WT continues to pursue comprehensive environmental and municipal approvals for Phase 2 of Bayside including subdivision approval with the City and a Record of Site Condition (RSC) with the Ministry of the Environment and Climate Change (MOECC).

WT is working with Hines and the City towards contractual arrangements necessary to facilitate a fall launch of R5, the next planned residential building in Bayside. The R5 building is being designed by the Danish firm 3XN and will incorporate a child care facility. The Hines/Tridel team is currently working on their marketing strategy. The concept and schematic design have been reviewed favourably by the Waterfront Design Review Panel.

Bayside Public Realm

The construction of outstanding Bayside Phase 1 works, including local private streets and Aitken Place Park, have been awarded to Delterra Construction. This work will be constructed over the next twenty-four months and will be completed prior to occupancy of the Aquavista market condominium and Affordable Housing units.

Construction has commenced on the initial dock wall stabilization work that is a part of the Bayside Phase 2 infrastructure and Public Realm project. This work will be completed prior to the end of 2016 and will be followed by the tender, award and construction of the next portion of Bayside Phase 2 including new roads and underground services.

Waterfront Innovation Centre (Blocks 1 & 2)

WT continues to work with Menkes towards a Development Agreement for the project. Menkes will provide a financial offer for both a Ground Lease and fee simple purchase. WT will then prepare recommendations for City Council consideration in early 2017. Menkes continues its marketing efforts to pursue tenants for the Innovation Centre.

George Brown College (GBC) Block 3

WT is working with GBC and City staff towards a land transaction recommendation for Toronto City Council consideration, with a target of December 2016 for a report to Council.

Quayside

WT is securing advisors to provide input and analysis on the range of project targets and potential delivery models that will position Quayside as a transformational, mixed-use project that showcases advanced technologies and approaches for sustainable community development. Based on the outcome of this analysis, including additional market soundings, WT intends to issue a Request for Qualifications (RFQ) in early 2017.

Public Art

A Motion to approve the release of Section 37 funds to WT for the provision of public art as part of the Council-approved East Bayfront Public Art Master Plan was passed on July 12, 2016. A legal agreement between the City and WT laying out the terms of collecting funds and providing them to WT to implement the plan is currently being finalized.

The Aitken Place Park Request for Proposals (RFP) for the Park's public art was issued to the five shortlisted artists on July 21, 2016. The deadline for submissions is September 29, 2016 and the jury will meet at the end of October to select the preferred proponent.

Health and Safety

There are no incidents to report.

Port Lands

WT, 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 Don Mouth Naturalization Project (DMNP) (approved January 28, 2015);
- The Port Lands Planning Framework/Transportation and Servicing Master Plan EA;
- The Villiers Island Precinct Plan; and
- The Film Studio Precinct Plan (on hold).

Port Lands Planning Framework/Villiers Island Precinct Plan/Transportation and Servicing Master Plan EA

WT and the City of Toronto continue to work towards developing and completing a high-level Planning Framework for the Port Lands, the Villiers Island Precinct Plan and the Port Lands and South of Eastern Transportation and Servicing Master Plan EA (TSMP EA).

The team continues to work towards addressing feedback from the November 2015 consultation, the Design Review Panel and the Port Lands Review Exercise. The sustainability audit, undertaken to advise the team on how to achieve a Climate Positive neighbourhood for Villiers Island, has been completed. The team is making refinements to the plan to address recommendations provided, specifically as they relate to improved energy performance.

The team continues to draft the Framework Plan report, the Villiers Island Precinct Plan, the TSMP EA document and draft Official Plan Amendment. Additional consultation is being planned for the fall and collaboration with other planning initiatives in the area is ongoing to ensure seamless transitions and coordinated plans. The team continues to work towards reporting back to City Council later in 2016. A presentation will be made on the Port Lands Planning Framework.

Port Lands Flood Protection and Enabling Infrastructure Project

The technical and financial Due Diligence program for the Port Lands Flood Protection and Enabling Infrastructure Project (which received Capital Approval from the Board in May 2015) has been concluded. In addition, two separate peer reviews of the due diligence program and results were completed in June and July 2016, the first by the Netherlands' Rijkswaterstaat (Ministry of Infrastructure and the Environment) and the second by the Peter Kiewit Infrastructure Company. The Rijkswaterstaat is a world leader in the assessment and delivery of comparable projects and is responsible for planning and managing the delivery of some \$1.75 billion annually in water-related infrastructure development; Kiewit is one of the world's largest contractors, with considerable experience in civil infrastructure.

Examining the draft Due Diligence Report from the perspective of a public sector project delivery agency, Rijkswaterstaat's experts concluded that the due diligence program provides adequate information to support a government funding decision.

A draft version of the Due Diligence Report, which compiles the extensive investigations and analyses undertaken to provide a recommended scope, budget, and schedule for the Project, and sets out conceptual designs for key components, was submitted to governments on June 27, 2016 for their review and comment. Staff is now working to address those comments, which were received from governments at the end of August. It is anticipated that the final report will be completed in September prior to submission to the City of Toronto Executive Committee in October and City Council in November.

In parallel with finalizing the Due Diligence Report, further critical work necessary to secure environmental and other regulatory approvals, such as the Community Based Risk Assessment (CBRA), is on-going.

Environment and Innovation

Resiliency and Innovation Framework

WT is developing our new Resiliency and Innovation Framework in an effort to increase the sustainability impact of our projects. The new framework builds on the success of our 2005 Sustainability Framework with a greater focus on climate change resiliency, advanced innovation, and smart cities development, and aims to define the next level of global leadership.

The scope of this project has now been expanded to include more detailed Intelligent and Connected Communities content to reflect the increased alignment between the two portfolios in addressing sustainability challenges in an urban environment. More resources have been dedicated to ensuring that this topic is well integrated and covered in the framework.

Climate Change Actions Assessment – Arup Report

WT hired Arup to review City, Province and Federal climate change action targets for 2020, 2030 and 2050, review global best practices, and provide an analysis on WT's current performance in meeting these targets and identify additional strategies.

Using the City of Toronto's 80% GHG reduction target by 2050, Arup concluded that WT would fall short in meeting this target given our current trajectory. While WT's sustainability efforts would cut carbon emissions by almost half relative to the Toronto, 1990 baseline, it is not sufficient to meet the 80x50 goal.

A number of additional strategies were recommended to meet the City's targets, based on best practices from other developments and cities throughout the world. These include:

- Aggressive energy-efficiency measures promoting passive house principles and a low energy use intensity target for new development;
- Electrification of heating or district systems where appropriate;
- Electrification of transport;
- Rooftop solar Photovoltaic cells; and
- Transportation mode-shifting.

By implementing these strategies as soon as possible, WT would come close to reaching the 80% GHG reduction target by 2050. However, an additional 26% gap remains. Arup suggests that this gap could be bridged by new technological improvements over the next 30 years.

Anishnawbe Health Centre

As part of the waterfront community, the Anishnawbe Community Health Centre, which will be located on Block 10 in the WDL, is required to meet WT's Minimum Green Building Requirements (MGBRs) Version 2.1. The estimated cost of achieving these requirements for this project is approximately \$3.9 million (out of a total project cost of \$30.6 million). Given the budget constraints of this project, and the unique opportunity to showcase a high-performing green building in the context of a significant Aboriginal health project, WT is organizing a costing workshop with green building experts to strategize on ways to reduce or eliminate the additional costs associated with delivering our MGBRs.

The Bentway (previously called Project: Under Gardiner)

Detailed Design for The Bentway was completed and submitted to the City and utility companies for their review on July 4, 2016. The team has completed its second cost estimate which was used to refine the Phase One scope of work to include only the items which can be completed within the \$25 million donation from the Matthews Foundation. The next design milestone is Detailed Design (or 90% design), which will be submitted to the City for the purpose of obtaining a permit to commence construction and will be the basis for the construction tender process. It is anticipated that the 90% drawings will be completed in October 2016, with a goal to obtain a construction permit in November/December, with a full construction start in January 2017.

WT has nearly completed its procurement process for the Construction Manager (CM) for the project. It is anticipated that this contract will be awarded to the preferred proponent in mid-September. After the contract is awarded the CM will work with the team during pre-construction to develop a detailed schedule, establish tendering packages and procure trades to complete the construction activities.

In July, Toronto City Council approved the filing of the Environmental Assessment for a proposed crossing at Fort York Boulevard which recommended a Suspended Bridge as the preferred alternative. Following Council approval the team has completed a draft of the environmental study report which will be filed for public review and approval in September.

In July Toronto City Council also approved moving forward with a governance and funding model for the programming, operations and maintenance which proposed that a not-for-profit charitable corporation is the most appropriate governance model for The Bentway. To support the early stage operations of the non-profit entity, a one-time draw of \$10 million in City capital funding was recommended as a match to \$10 million of the Donor's funds and directed to programming, operations and maintenance from 2016 to 2023. The City's \$10 million contribution would be drawn from Development Charges and cash-in-lieu funds intended for the creation of parkland and recreational space (these capital funds cannot be directly committed to operating expenses).

The Donor's \$10 million operating contribution would be drawn from its original \$25 million capital donation to the Project. Since being approved by Council, WT continues to work with the City of Toronto and the Matthews Foundation to amend the MOU to reflect this approach.

Jack Layton Ferry Terminal and Harbour Square Park Master Plan

City Parks has confirmed funding of \$1.8 million for Phase 1A of the Jack Layton Ferry Terminal Master Plan. WT and City of Toronto Parks Department have been working collaboratively to develop a Delivery Agreement to transfer the funds.

Phase 1A consists of both lighting and landscape improvements. The landscaping will include the entry at Bay Street including a section of the new promenade south towards the Ferry Terminal. This promenade will be designed to be consistent with the other promenades built along the waterfront with granite mosaic paving, new trees with Silva Cells, full-replacement of existing light fixtures with waterfront signature light poles and benches. In addition, a new play feature near the ticket area for the Ferry Terminal will be installed. In addition to landscaping, the Phase 1A scope will include a full upgrade to the lighting within the park to WT's standard.

Design for Phase 1A will commence in September and construction will commence immediately following the 2017 Ferry Season. It is anticipated that the winning design team from the competition will be retained to undertake the design for this and any subsequent phases.

East Bayfront Transit

In 2015, Toronto City Council requested that acceleration of East Bayfront Transit be investigated again, as a part of a wider examination of an integrated waterfront transit line across the city. This request has resulted in the Waterfront Transit Reset Study - which is being led by the City of Toronto, with both WT and TTC participating as part of the project team. This study is being conducted in two phases; Phase One of the report, which developed alternative solutions for segments along the waterfront between Long Branch and Woodbine Ave, was taken to Council in July 2016. The report included initial alternatives for East Bayfront Transit which will be further studied in the Phase Two report.

The project team continues to refine the Phase One report which is anticipated to be completed in the fall 2016. In September 2016, the City will release the RFP for the Phase Two scope of the study which includes:

- Identifying a preferred waterfront transit network which will be informed by updated transit demand assumptions, modelling and a full technical analysis of the options.
- Develop a phasing plan for the preferred network including near-term and long-term projects.
- Develop functional design for the preferred alternative.
- Develop cost estimates, a business case and implementation recommendations.

The goal is to return to Council with the Phase Two study in the second quarter of 2017.

Gardiner East EA

Following Toronto City Council's support for Hybrid Option 3 earlier this year, the project team has completed a draft of the Environmental Study Report. On July 22, 2016 it was released for a period of 45 days for public review and comment and was issued to the MOE for their draft review. Following this period, which will end on September 6 2016, the team will make any necessary adjustments and file the EA for approval with the MOECC which is expected to take until the end of 2016/mid 2017.

At the March 2016 City Council review of the Gardiner East EA, City Staff was asked to report back to Public Works and Infrastructure Committee by the end of 2016 with an implementation strategy for proposed Gardiner East EA public realm improvements. WT is working with the City of Toronto on this initiative which includes assessing the extent of the public realm improvements, developing a delivery strategy and establishing timing and phasing for the works.

Lower Yonge Precinct

City and WT staff continue to work with Menkes Developments on their applications for Rezoning, Official Plan Amendment and Plan of Subdivision to ensure their application to develop the LCBO Lands is consistent with the objectives set out in the Lower Yonge Precinct Plan.

WT and the City, with engineering consultants, continue to work on the Lower Yonge Precinct Municipal Class Environmental Assessment (Phases 3 and 4 of the Transportation EA). Preliminary preferred alternatives for the road cross sections and alignments have been established and were presented to the public for feedback at a Public Information Centre held on June 23, 2016. Comments and feedback are currently being consolidated and addressed. The EA process is anticipated to be wrapped up by the end of 2016.

Central Waterfront

Queens Quay

In July, our contractor mobilized to install visual cues to the mixing zone areas to inform pedestrians of the presence of cyclists, such as the insertion of "LOOK" text in the pavement adjacent to the Martin Goodman Trail (MGT). It is anticipated that in the next few weeks we will remobilize to add visual cues at Spadina/Queens Quay to help drivers distinguish between the roadway and the TTC Right of Way which are both paved with concrete.

Police Enforcement on Queens Quay

Toronto Police conducted a traffic blitz on Queens Quay August 13-14, 2016 to ensure safety on the redesigned Queens Quay, which is a popular destination for both tourists and local residents. The new Martin Goodman Trail on Queens Quay is now one of the most-used cycling trails in the entire city – in peak times, as many as 600 cyclists per hour use the trail. With the street so busy, it's important that everyone obey the signs and signals and act in a safe, lawful manner. Police conducted this enforcement blitz to ensure that cyclists, motorists and pedestrians understood the importance of obeying traffic signs and signals. In advance of the blitz, Mayor Tory joined officers from 52 Division, WT staff and Waterfront BIA staff for a walk on Queens Quay. The media was invited to raise the profile of the blitz. Mayor Tory told reporters that the redesign has been successful and that he supports the police in educating the public on the rules for this road and making everyone safe. Police report that, in addition to educating people about the rules on Queens Quay, they issued a significant number of tickets for a range of infractions.

Portland Slip Sidewalk Extension

When WT completed the extension of the Martin Goodman Trail (MGT) on Queens Quay West between Yo Yo Ma Lane and Stadium Road in summer 2015, it was not possible to complete the additional work required to create space for both a sidewalk and bike trail at Dan Leckie Way at the head of the Portland Slip. This June, WT completed a competitive procurement and awarded a contract to Somerville Construction to design and build a small sidewalk extension at the foot of the Portland Slip in order to provide this much needed space and eliminate the pinch point where the MGT conflicts with the sidewalk along the head of that slip.

The Contractor provided a preliminary design that was used to apply for the navigation protection act as well as facilitate negotiating a license agreement between the City and the Federal Government who currently own the water lot. Once these permits are acquired, construction can begin.

Government Relations

There has been very high activity of engagement with governments over the past two months. WT staff have had continuous discussions regarding flood protection funding and additional opportunity of early infrastructure starts in the Port Lands with officials from the Premier's office, the Mayor's office (including a briefing of the City Manager), and both political and ministry staff at the federal government. In mid-September, WT staff will have the opportunity to meet with Federal Infrastructure Minister Sohi and Ontario Infrastructure Minister Chiarelli.

The discussions involve seizing upon the present government alignment on the importance of climate change infrastructure and the opportunity funding for high impact infrastructure such as the flood protection of the Port Lands.

We have also provided governments with a sense of the findings of the visioning strategy underway and the opportunity that continues to exist for the waterfront to act as innovative testbed/pilot opportunity for innovation in delivering city building and for innovative models for private sector engagement.

Summer 2016 Arts & Cultural Programming

Over the course of the summer, in an effort to provide residents and visitors with a positive experience on waterfront space and better understand effective ways to program events on the waterfront, WT has produced a program of free arts and cultural events in the WDL and EBF neighbourhoods. WT also provided crucial funding to a pair of mural projects that are helping to beautify waterfront parks and trails. These free events are an important means of inviting Torontonians and visitors of all ages to see first-hand the dramatic changes on the waterfront. This first season of programming acts as a key pilot project that gives us real-life results and learning that will guide future programming initiatives. WT's goal is to establish the types of programming that deliver the greatest positive impacts in terms of establishing and building new communities and in building a wider profile around the parks and public spaces designed and constructed by WT.

Here is a summary of the impact of those programming initiatives up to August 31, 2016, with two series of events still to take place in the month of September.

In the first season of arts and cultural programming, events were carefully selected to present a range of activities that would appeal to a diverse audience. Several smaller event series were presented that focused on cultural activity and workshops that fostered community development in the WDL Neighbourhood. West African Dance with Miss Coco and Uke Can Sing with K Funk and Lady Ree offered community workshops in dance and music. On a slightly larger scale, Shadowland Theatre's Community Parade presented a day-long series of arts, crafts and choreography workshops that culminated in a community parade through Corktown Common. Other events were designed to draw larger audiences from across the City of Toronto, encouraging more Torontonians to explore and enjoy their revitalized waterfront.

The Gata: Water Ceremony was a Buddhist opera presented under the stars and full moon. It brought more than 400 visitors to Sherbourne Common in the emerging, yet still unpopulated, EBF neighbourhood. Similarly, Movies on the Common: Apollo 13 attracted more than 300 visitors to Corktown Common in the WDL.

One installation and two mural projects are bringing a different kind of animation to our waterfront parks and public spaces. Street Projects installed five special “art gallery boxes” along the paths of Corktown Common, offering park-goers a fun and surprising new reason to explore the park’s trails. The Love Letter to the Great Lakes mural project has beautified several Don Valley Parkway support columns along the Lower Don Trail with new art work that celebrates the resiliency of the Don River and the Great Lakes ecosystem. Soon, the Legacy Pillars mural project will complete the series of murals in Underpass Park.

Still to come in September:

- Singing River will present an afternoon of storytelling, song and dance at Corktown Common.
- Open Network will install a piece of sculptural land art that will be activated by a series of volunteer-run community events that include yoga, arts and crafts, doggy meet-ups, and walking tours.

To-date, the Summer 2016 program of events has yielded community impact both online and offline. For a total program investment of \$45,000, more than 1,200 people have attended our events in-person, with another 6,000 interacting and engaging in online conversations with WT about our programming. On Facebook alone, the first season of programming activity has already generated nearly 300,000 impressions. Future seasons of programming will draw on the results and learning of our pilot programs to tailor our initiatives and the types of events we fund in order to most efficiently deliver the deepest and broadest impact possible, with an eye toward establishing a community of program presenters who may take over the responsibility for delivering key types of programming over time.

Expo 2025

WT has been asked to provide technical information to the EXPO 2025 Due Diligence team. In this capacity, and under the control of a Non-Disclosure Agreement (NDA), we have provided their team with supporting plans, schedules and costs related to both the flood protection project, and to other adjoining lands targeted for EXPO use, if approved. WT is now reviewing draft documentation developed by the EXPO team (also provided under a NDA), with a specific focus on backbone infrastructure, schedule, scope and cost and its impact, if any, on the planned flood protection project. The EXPO report is scheduled to go to Executive Committee on October 26, 2016 and then Council on November 8/9, 2016 for consideration.