



Jack Layton Ferry Terminal & Harbour Square Park Phase 1A - Landscape Improvements

June 21, 2017

Introduction

- This project was last presented at DRP in January 2017 for Schematic Design and gained Panel support.
- This is the third time the project is presenting to the Panel.
- Since the last meeting, the project has completed Schematic Design (March 2017) and Detailed Design (May 2017) phases
- This project is being presented for two separate items:
 - Detailed Design for the new promenade; and
 - Issued Identification for wayfinding and signage at Bay Street entrance

Key Dates for Jack Layton Ferry Terminal Phase 1A

- 100% Construction Documents: end of June 2017
- Start of Construction: September 2017

Jack Layton Ferry Terminal & Harbour Square Park: Phase 1A

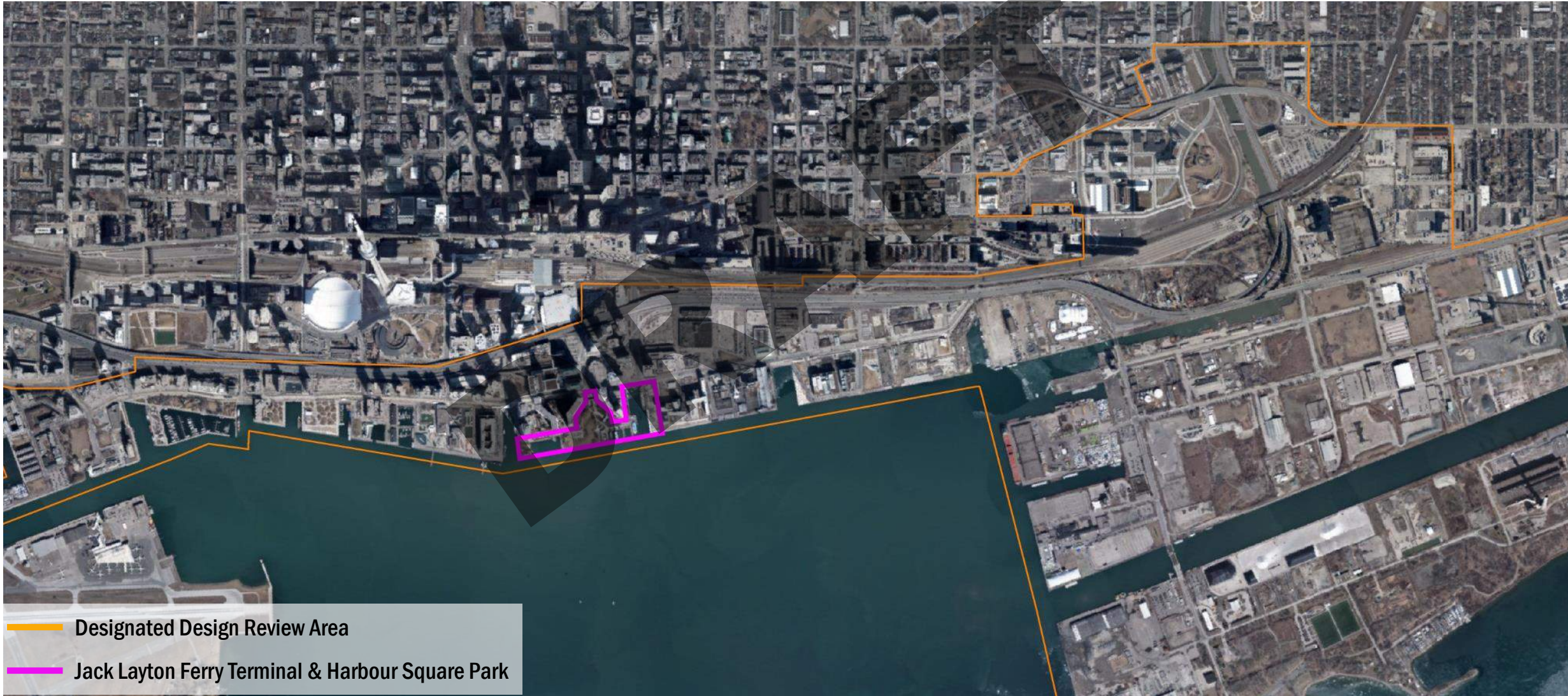
Proponent: WT/City of Toronto

Design Team: KPMB/West8/Greenberg Consultants

Presenters: Jelle Therry, West8, Carlolina Solderholm and Kristina Lubavonic

Review Stage: Detailed Design (Landscape) and Schematic Design (Wayfinding)

Site Context



Policy Context – Central Waterfront Secondary Plan

Removing Barriers and Making Connections

(P6) A water-based transportation system utilizing water taxis and ferries will become another way of moving people from one end of the waterfront to the other. The Ferry Docks will be revitalized as the hub of all water-based transportation activities.

(P11) The public realm will be defined by a coherent framework of streets, parks, plazas, buildings, viewing areas, walkways, boardwalks, promenades, piers, bridges and other public infrastructure and open space elements.

(P12) Parks and plazas strategically located along the water's edge will become centres of public activity – in effect, windows on the lake.

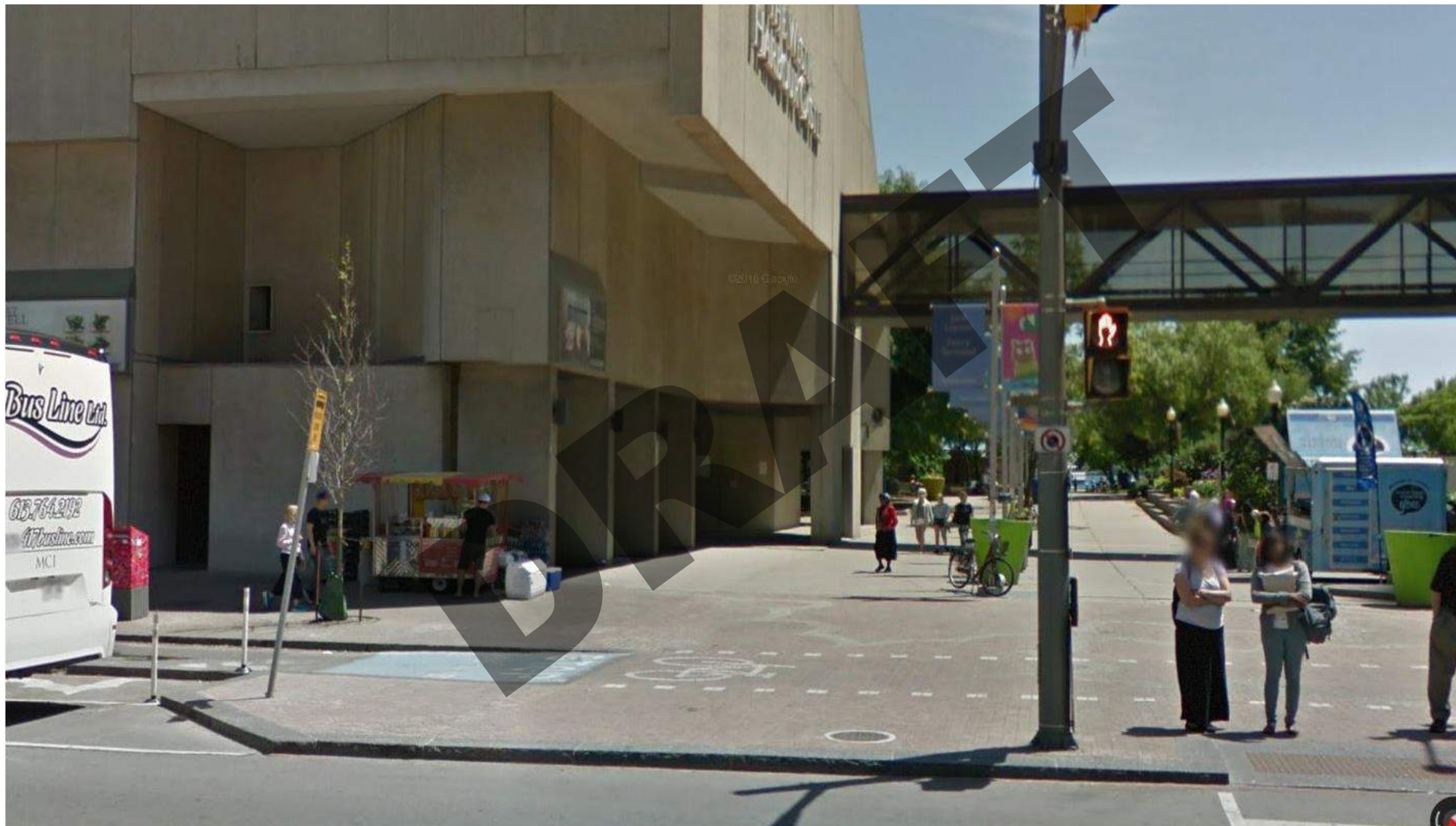
(P15) Parks in the Central Waterfront will be diverse, well maintained, animated and safe, accommodating a full range of recreational experiences from areas for active play, enjoyment of sports and entertainment to areas for quiet solitude and relaxation. These experiences will be provided in a comfortable setting during all seasons of the year.

Recap

Summary of the Panel's comments from January 2017:

- Overall a great presentation and the Panel feels confident that the team can deliver high quality public realm
- Strong support for the pavement design – there is commonality to Queens Quay and supports the continuation of the waterfront vision
- The Panel is confident that the proposed design will respond to the queuing/operational needs
- Wayfinding and signage needs to be developed further in this phase to ensure it is unique and reads well
- Integration of public art needs to be demonstrated in this phase or the next phase of design

Existing



Existing condition

Masterplan Component Map

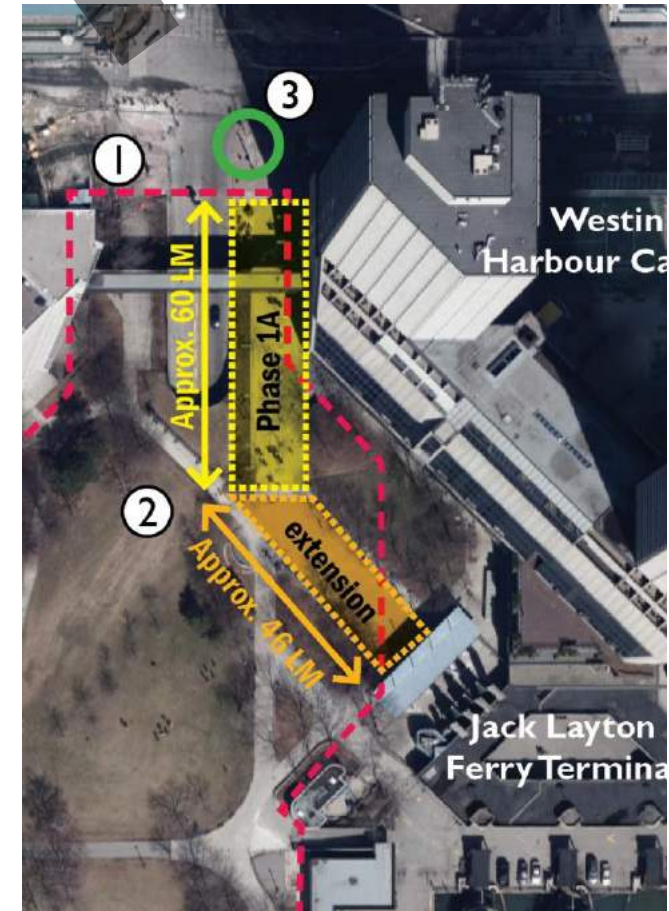
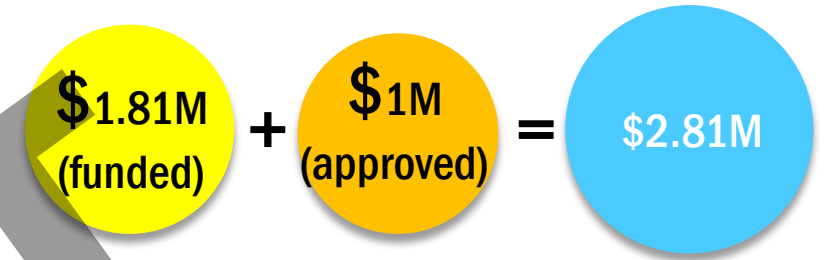


- ① Ferry Terminal Building and Docks
- ② Harbour Square Park
- ③ York Promenade and Sundial Folly Park
- ④ Harbour Square Promenade and Bridge
- ⑤ Yonge WaveDeck
- ⑥ Foot of Yonge Park
- ⑦ Ferry Boat Replacement

Phase 1A Project Update – Extended Scope

Adjustment to the Phase 1A Scope:

- A budget of \$2.81M to extend the walkway to the existing ticket booth
- Informal play elements have been replaced with a wayfinding and signage element in the Phase 1A due to feedback indicating how crucial wayfinding is to the success of the redesign of the ferry terminal and park (i.e. - Need of a stronger visual presence at Queens Quay entrance)
- Design optimization exercise for the project is currently underway



Phase 1A Project Update – Landscape

- The Project Team focused on refining the new promenade alignment and how it fits within the existing and future context to develop the material layout plan for the full walkway to the ferry ticket booth (Phase 1A extended scope)
- The Phase 1A team conducted consultation meetings with the Stakeholder Advisory Committee and Technical Advisory Committee in April and May 2017 and some of the feedback received includes:
 - Moving people should be a key priority for the Phase 1A - additional improvements that will address operational issues should be explored including operational effectiveness of the terminal
 - Bay/Queens Quay is very congested today – must be taken into consideration
 - Concerns about salting along the promenade (tree species intolerance)
 - Lowering the grading of the promenade to create view of the lake is encouraged
 - “Jack’s Got Your Back” statue should remain accessible
- The Project Team also met with Westin Harbour Castle in December 2016 and April 2017 regarding the proposed landscape improvements
- RFQ for a general contractor for Phase 1A construction work was released in April 2017

Phase 1A Project Update – Wayfinding and Signage

- The Project Team engaged Caroline Soderholm (Designholmen) and Kristina Lubanovic who both work locally
- The Phase 1A team conducted consultation meetings with the Stakeholder Advisory Committee and Technical Advisory Committee in April and May 2017 and some of the feedback received on the wayfinding and signage included:
 - Location of the wayfinding and signage element should not impede traffic along Queens Quay and should be accessible and visible from both east and west and not only from the north
 - Further exploration and refinement of the application was suggested.
 - Investigate integration of digital information or lighting
- The design team is further exploring and refining the wayfinding and signage concept

Areas for Panel Consideration

Landscape

- Appropriateness of promenade alignment, materiality and grading
- Relationship between proposed work and existing edges – treatment along tunnel wall, Westin Harbour Castle interface, Queens Quay and the park

Wayfinding and Signage

- Appropriateness of wayfinding/signage as a strong, clear marker at Bay Street entrance
- Location of the wayfinding and signage

JACK LAYTON FERRY TERMINAL

PHASE 1A

WATERFRONT TORONTO DESIGN REVIEW PANEL

Presentation

June 21st, 2017

KPMB Architects / WEST 8 / Greenberg Consultants

Existing context



Jack
Layton
Ferry
Terminal
Toronto Island



Ferry
Terminal
Toronto Island



Jack
Layton
Ferry
Terminal
Toronto Island



Welcome to Toronto Island Park

LEGEND

- Trails
- Water
- Land
- Buildings
- Points of Interest

416-397-BOAT (2628) toronto.ca



Defining scope Phase 1 - existing context

Scope of work



Promenade



Upgrade existing lighting



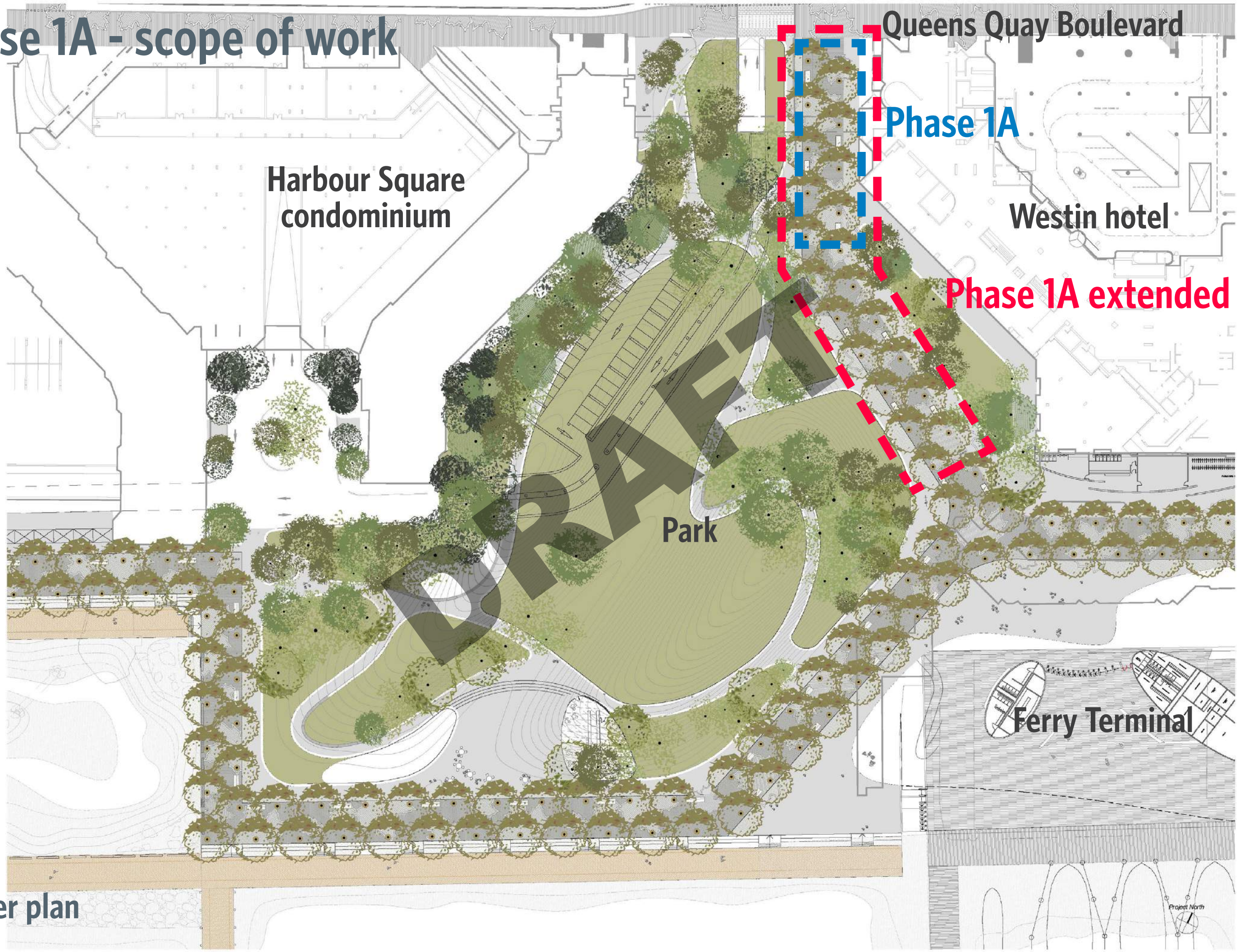
Wayfinding

Defining scope Phase 1A

promenade

DRAFT

Phase 1A - scope of work



Harbour Square
condominium

Phase 1A

Westin hotel

Phase 1A extended

Park

Ferry Terminal

Master plan



Project North

Phase 1A - existing context

Queens Quay Boulevard

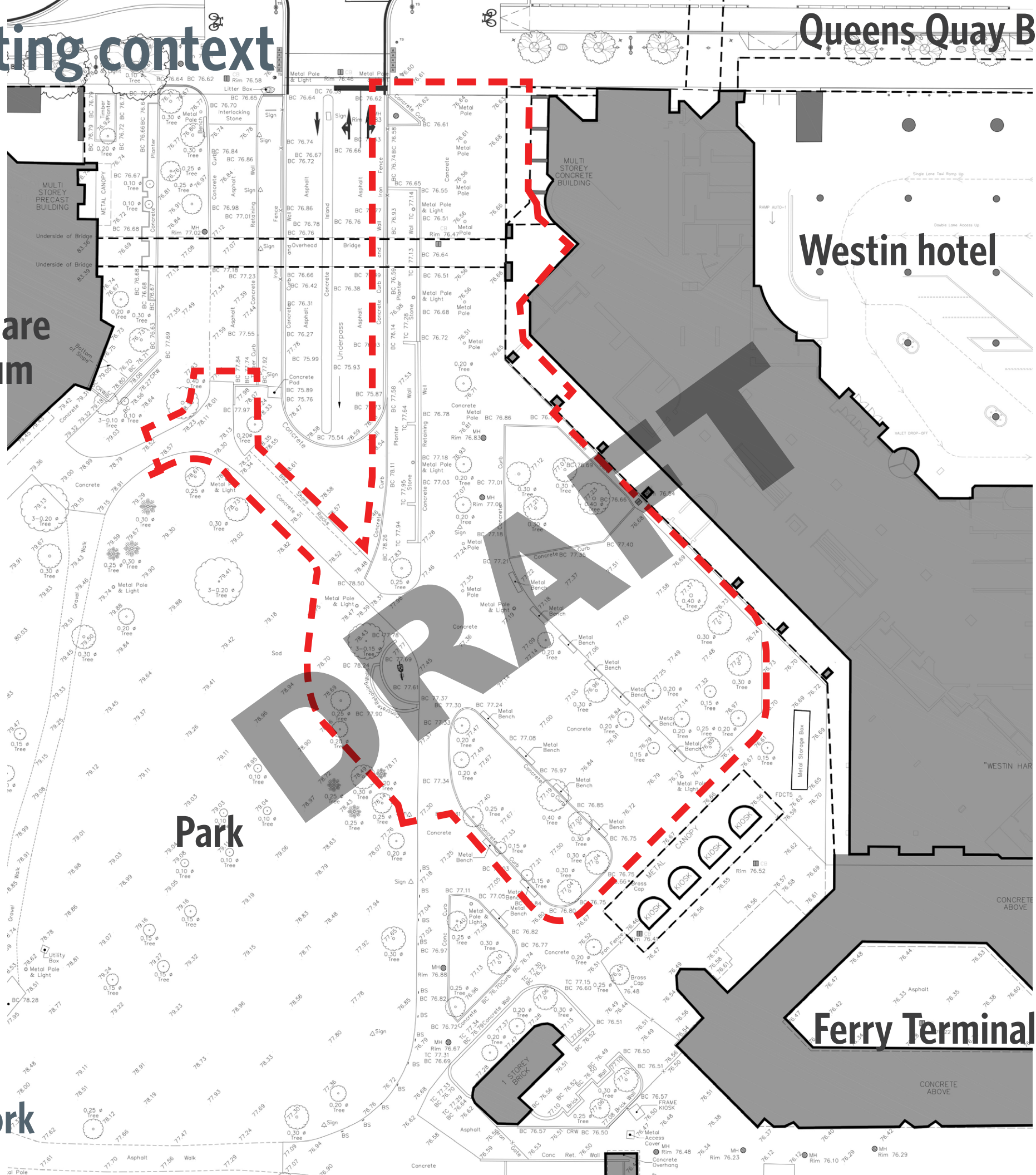
Harbour Square condominium

Westin hotel

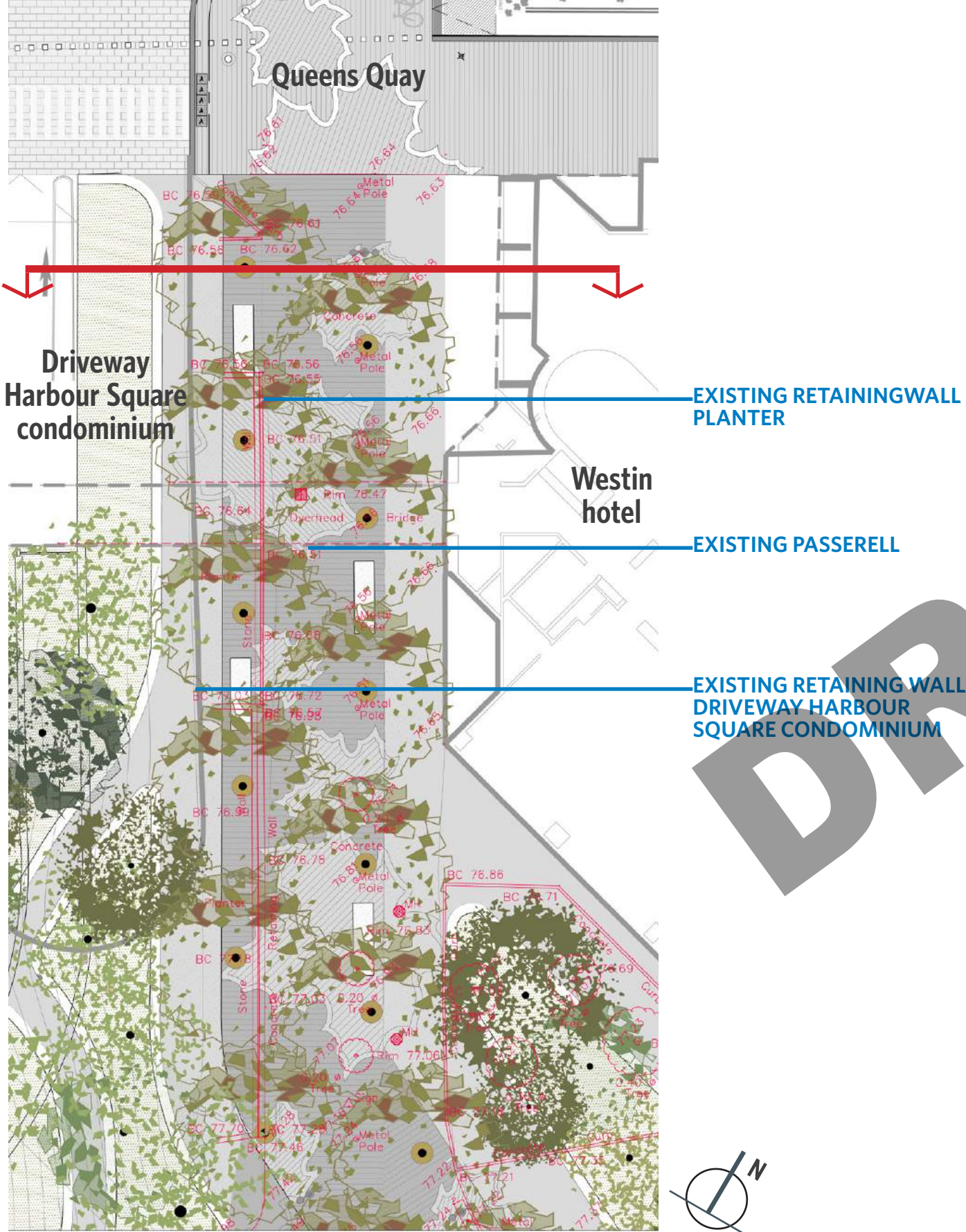
Park

Ferry Terminal

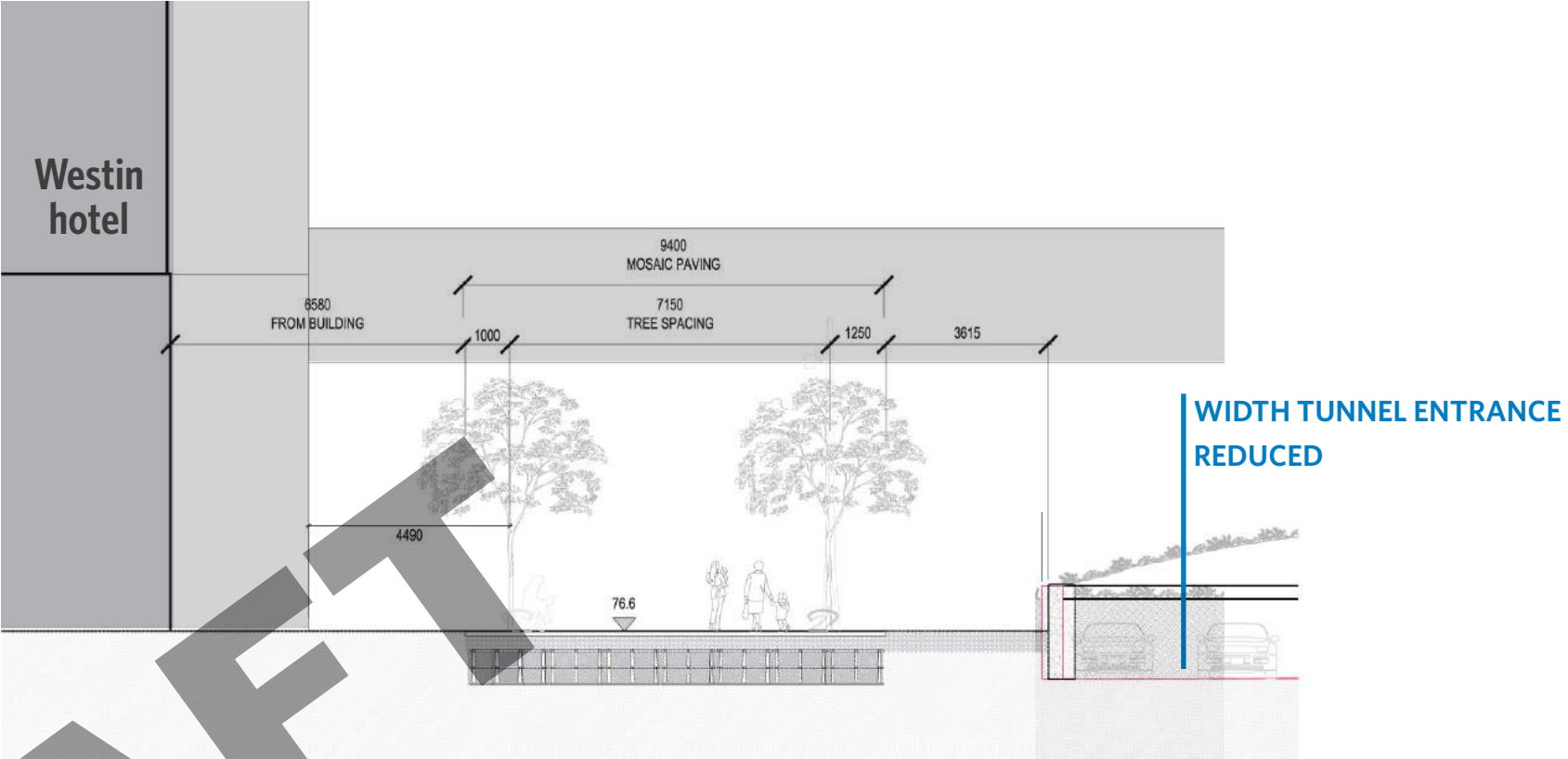
Survey + scope of work



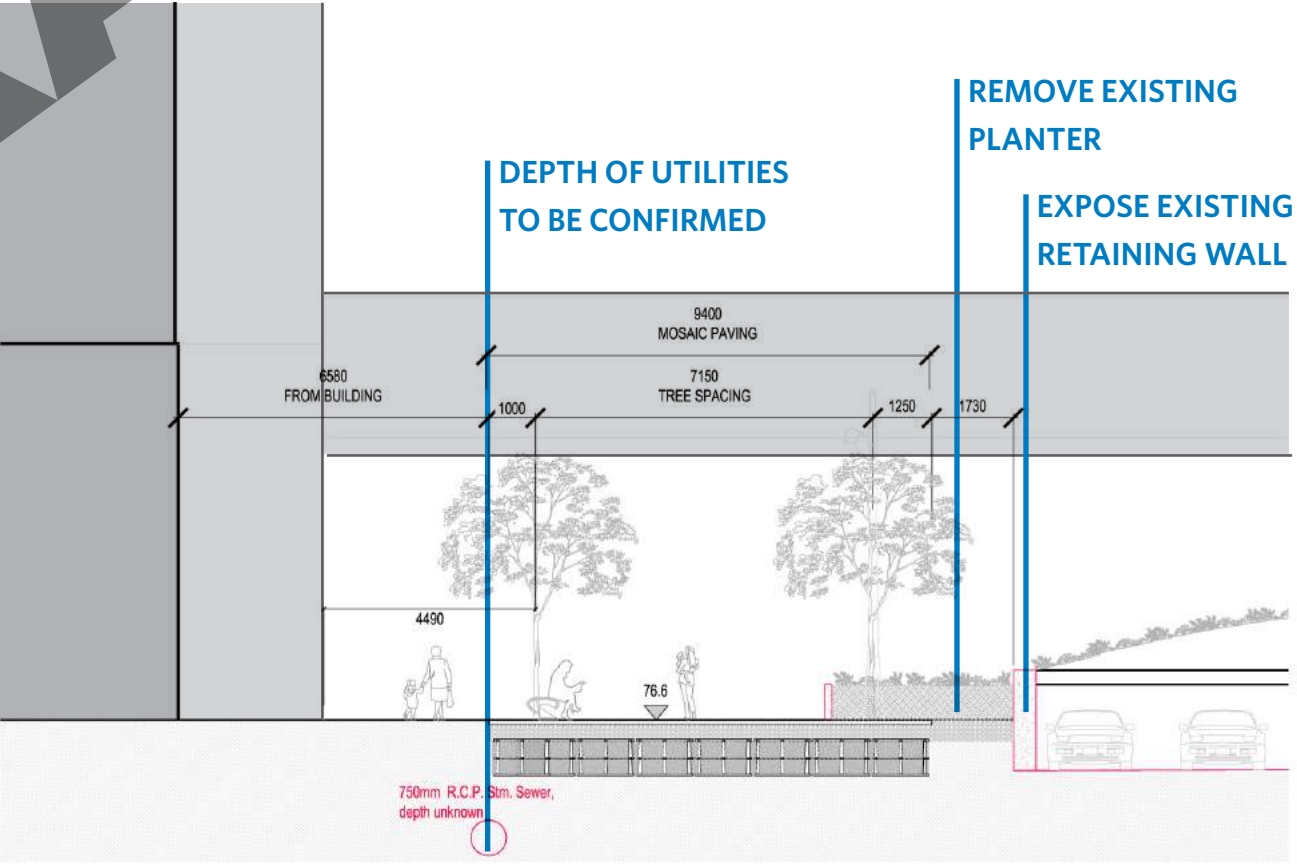
Phase 1A - cross section



Survey with Master plan alignment



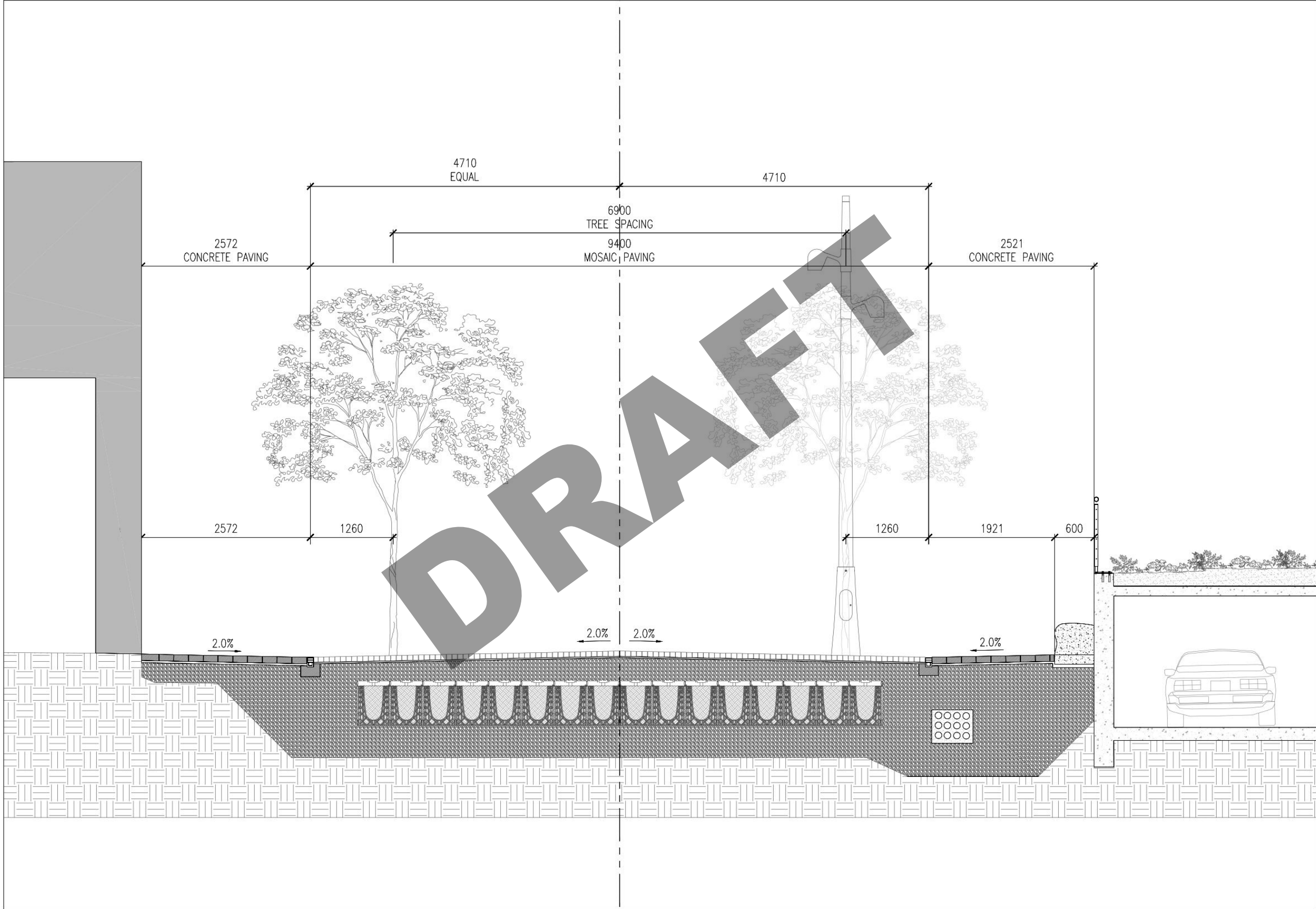
Cross section Masterplan alignment (looking south)



Cross section survey with Masterplan alignment (looking south)

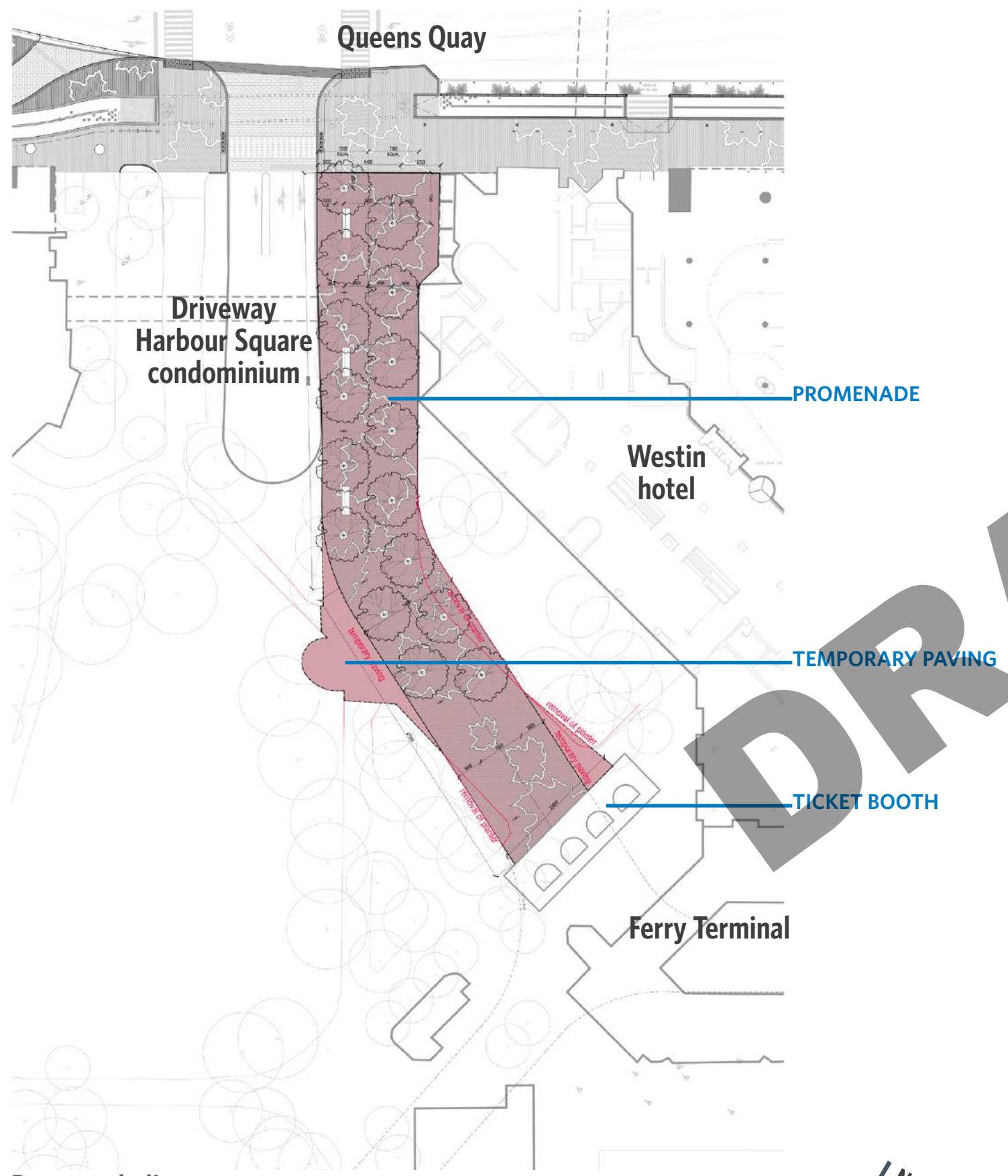
Phase 1A - Proposed cross section

(looking south)

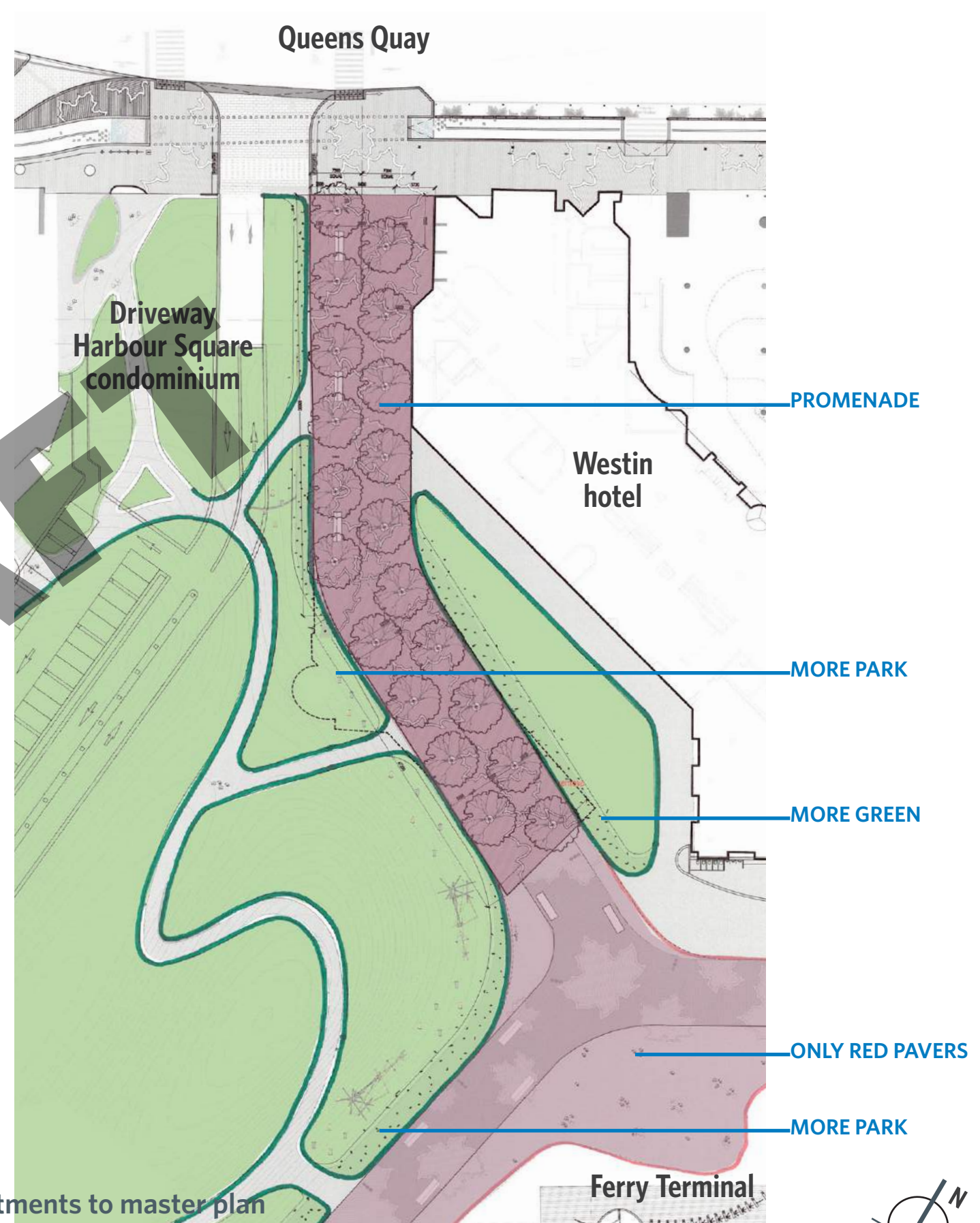


Proposal: widen the space from 9,6m to 14,6m and create a promenade

Phase 1A - scope



Proposed alignment
Alignment promenade



Adjustments to master plan

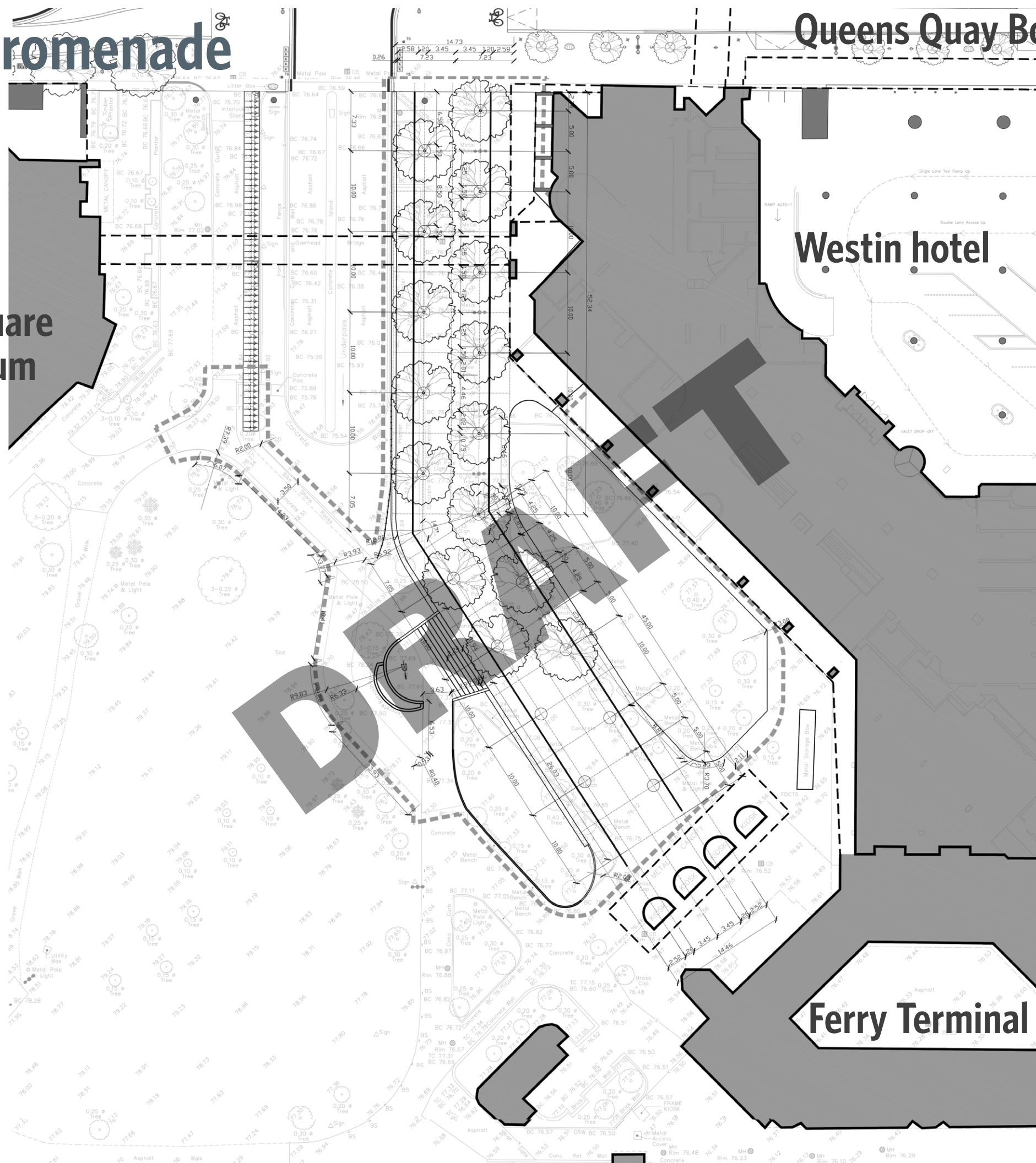
Layout plan - promenade

Queens Quay Boulevard

Harbour Square
condominium

Westin hotel

Ferry Terminal



Layout plan



Phase 1A - scope

Queens Quay Boulevard

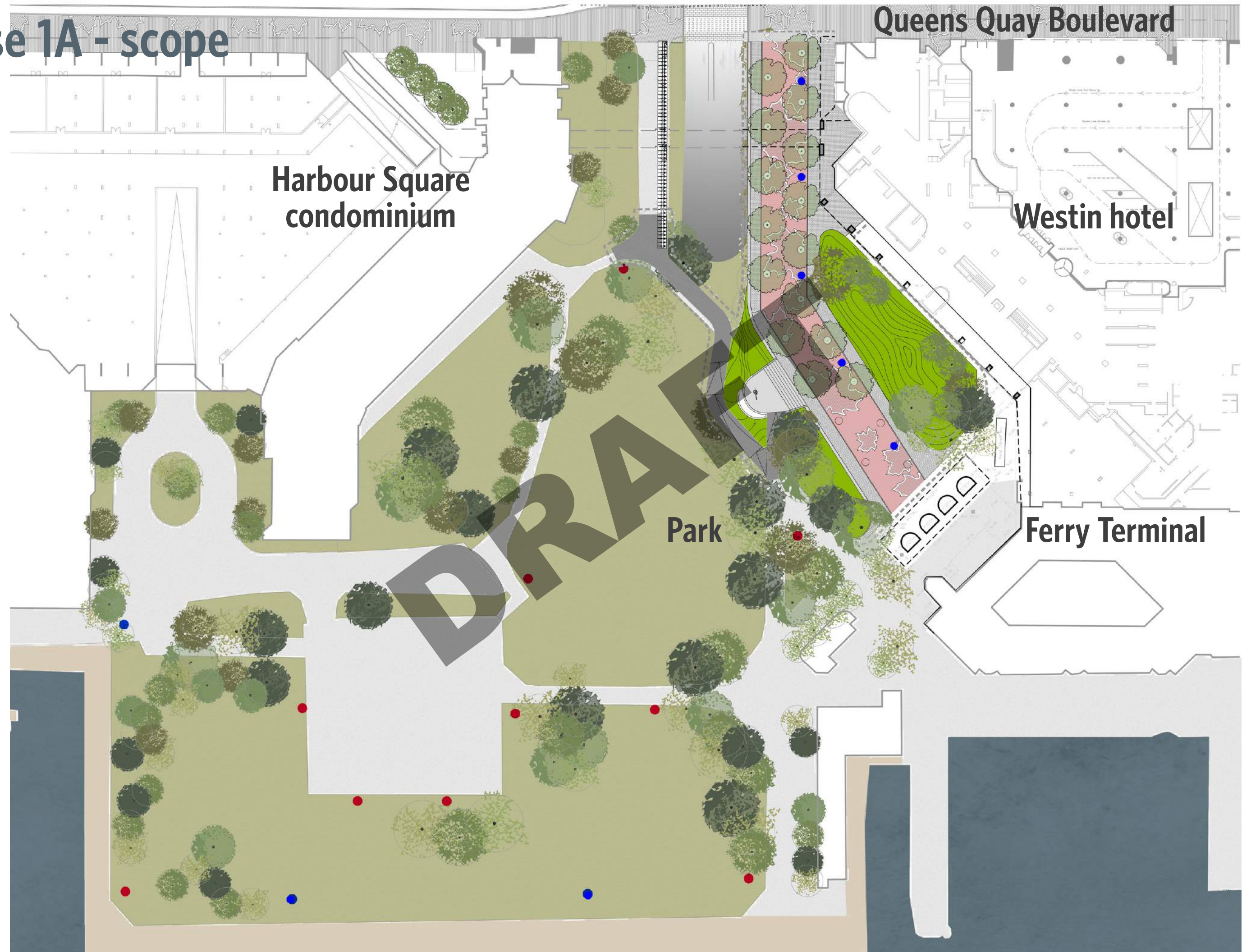
Harbour Square
condominium

Westin hotel

Park

Ferry Terminal

DRAFT



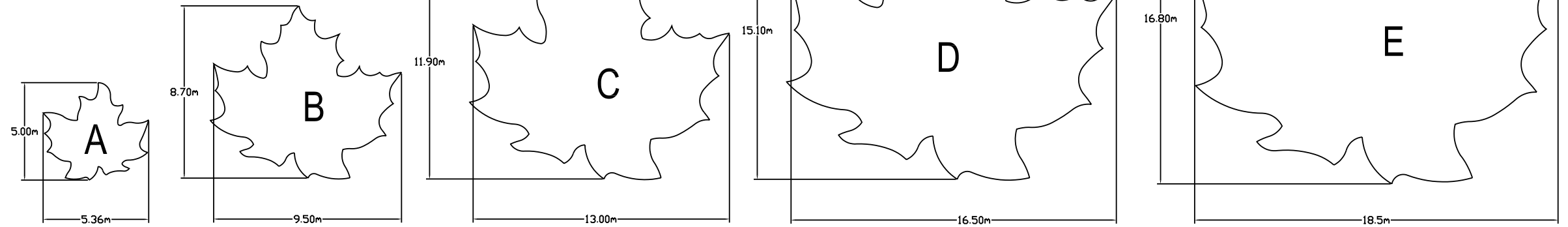
Coherent palette of material Waterfront District



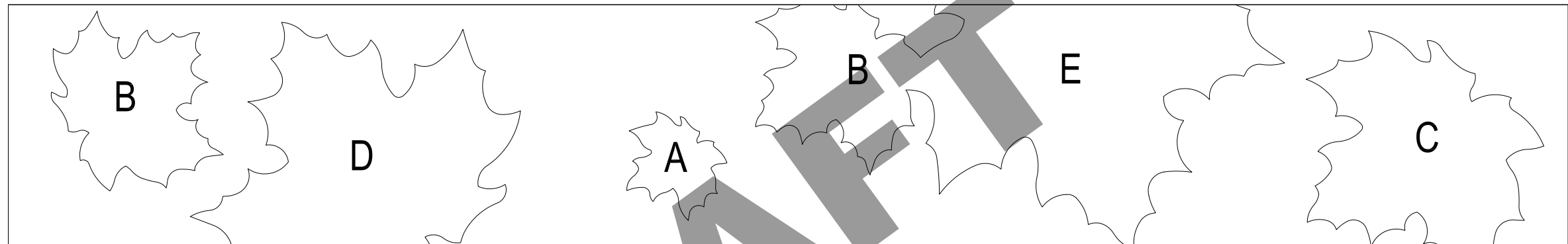
Build upon the palette of materials of Queens Quay



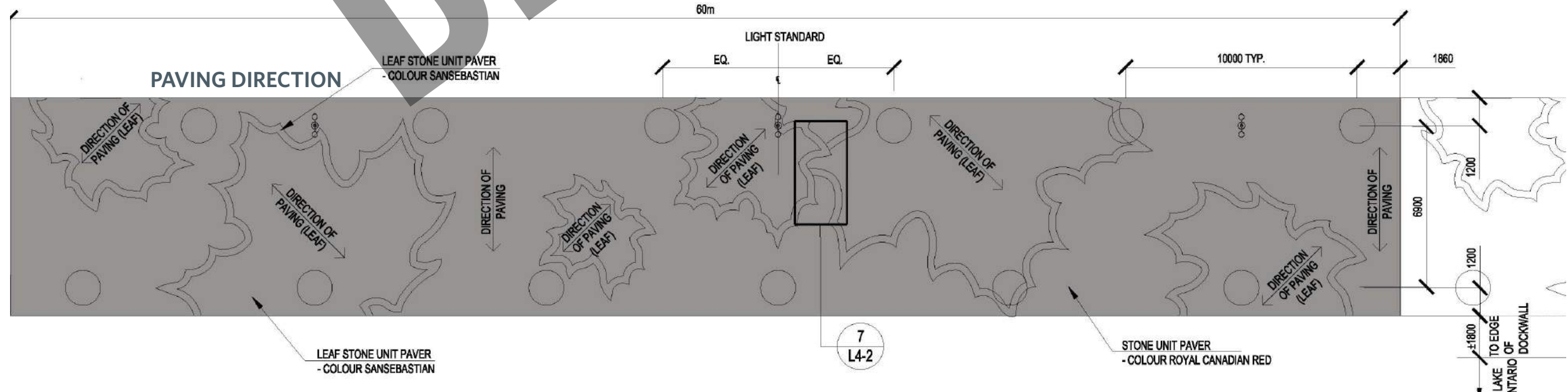
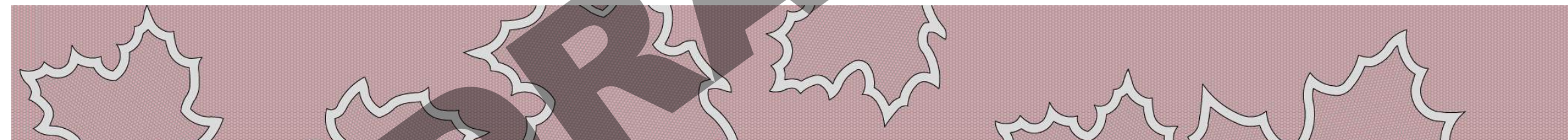
5 LEAF SIZES



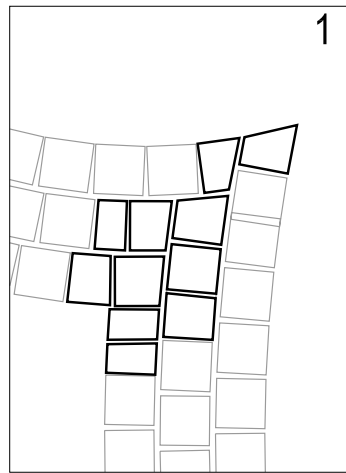
MOSAIC MODULE



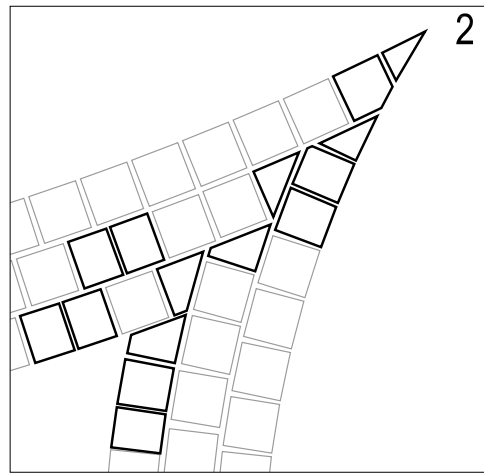
PATTERN



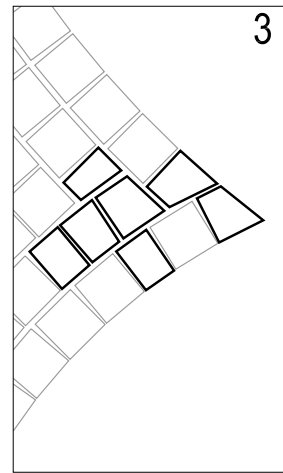
Granite mosaic leaf pattern - the outline in San Sebastian (grey) and the infill in Royal Canadian Red



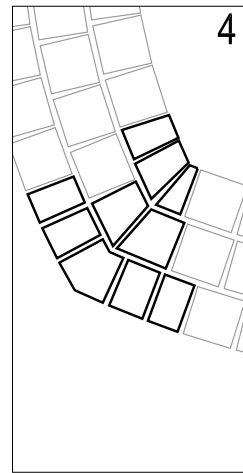
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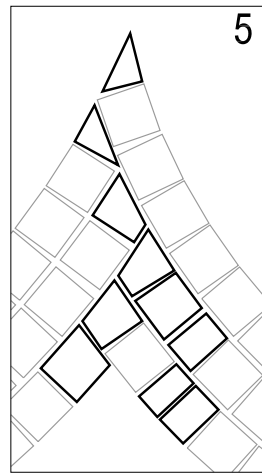
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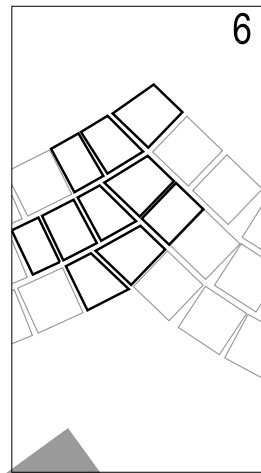
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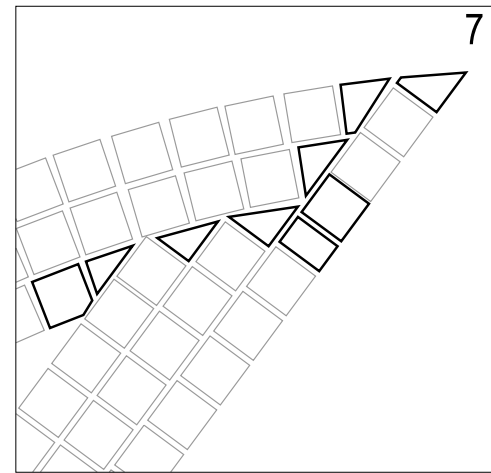
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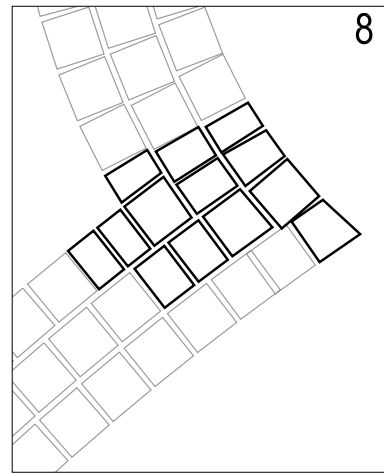
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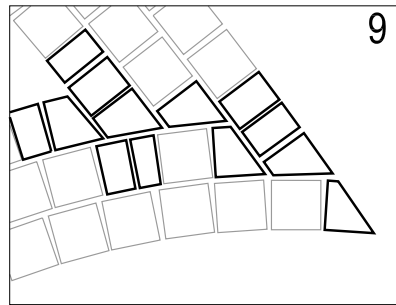
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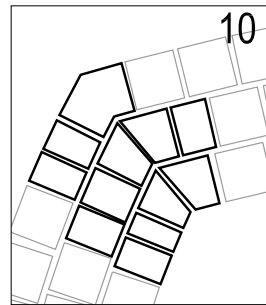
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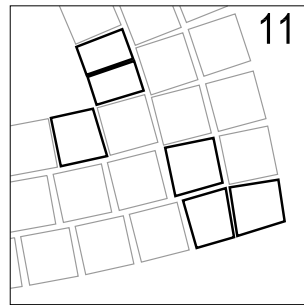
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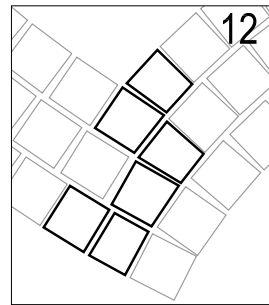
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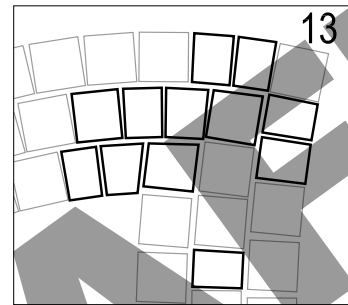
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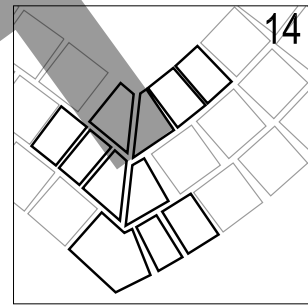
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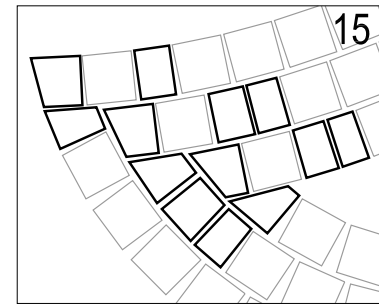
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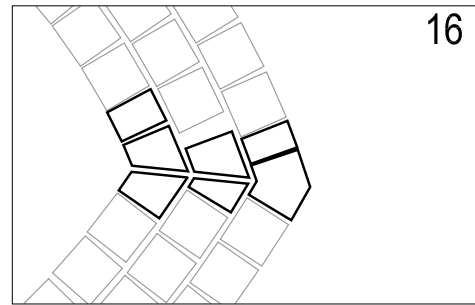
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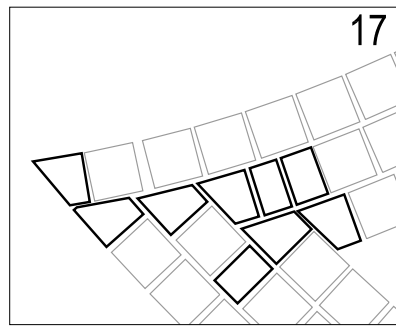
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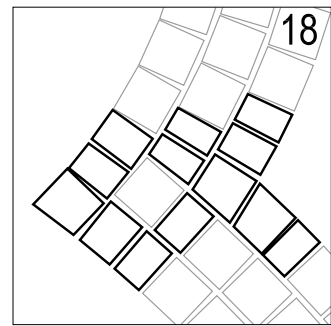
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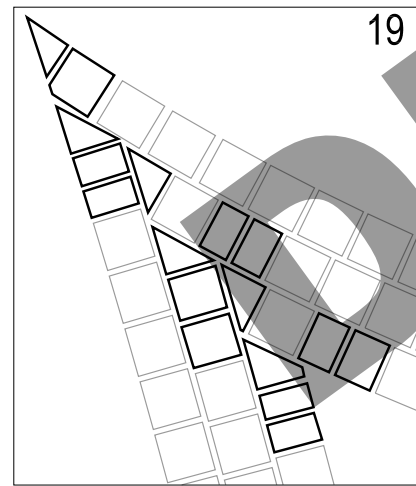
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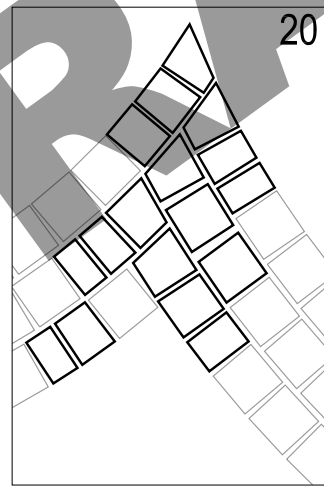
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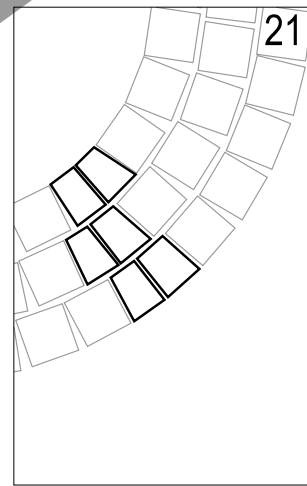
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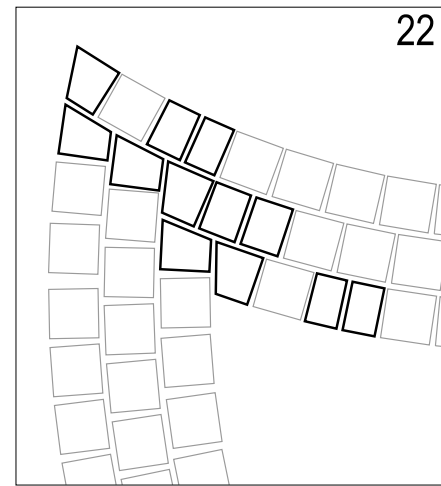
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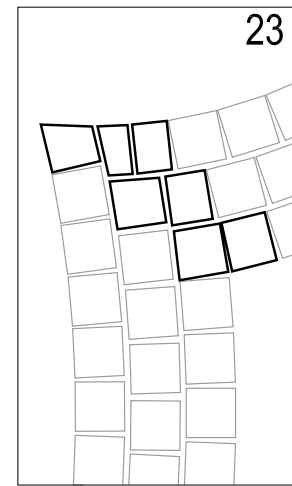
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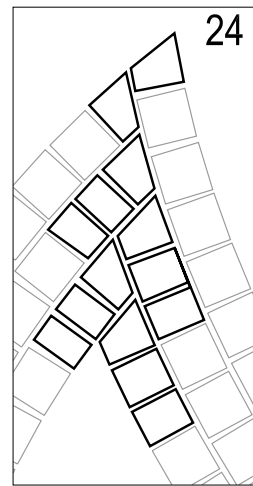
21



22



23



24

PRINCIPAL DETAILS

Layout plan - promenade

Queens Quay Boulevard

Harbour Square
condominium

Westin hotel

Ferry Terminal

WATERFRONT TORONTO'S
SIGNATURE WOODEN
LIGHT POST 6M HIGH

CONCRETE PAVING

TREE WITH TREE RING

GRANITE MOSAIC

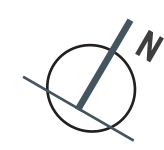
TEMPORARY STAIRS

SEATING EDGE

UPGRADED ASPHALT PATHWAY AS
PART OF ACCESS TOWARDS THE
FERRY TERMINAL DURING CON-
STRUCTION



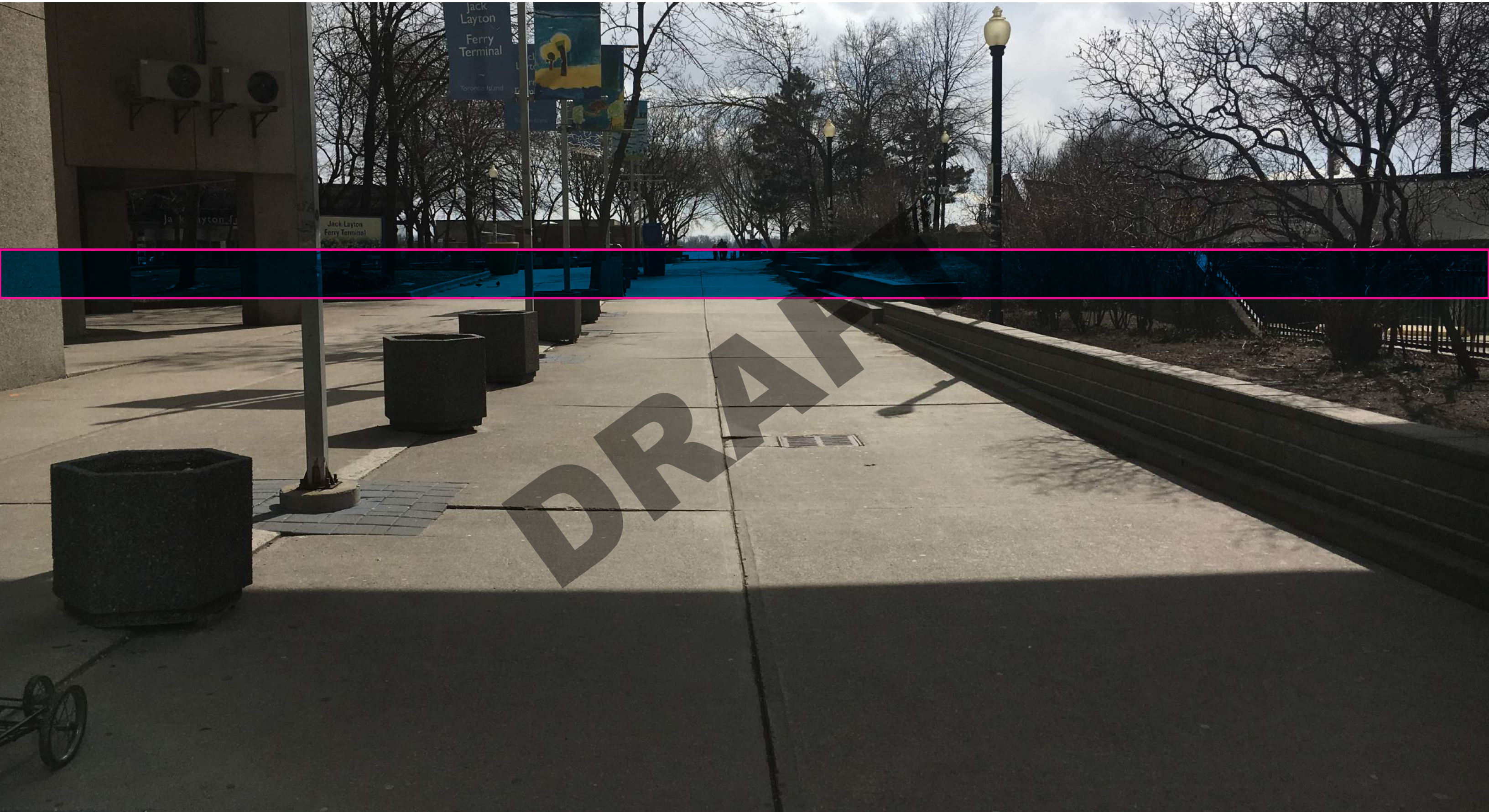
Material plan



Grading



Existing situation



Vision - increase the visibility of the lake

Queens Quay Boulevard

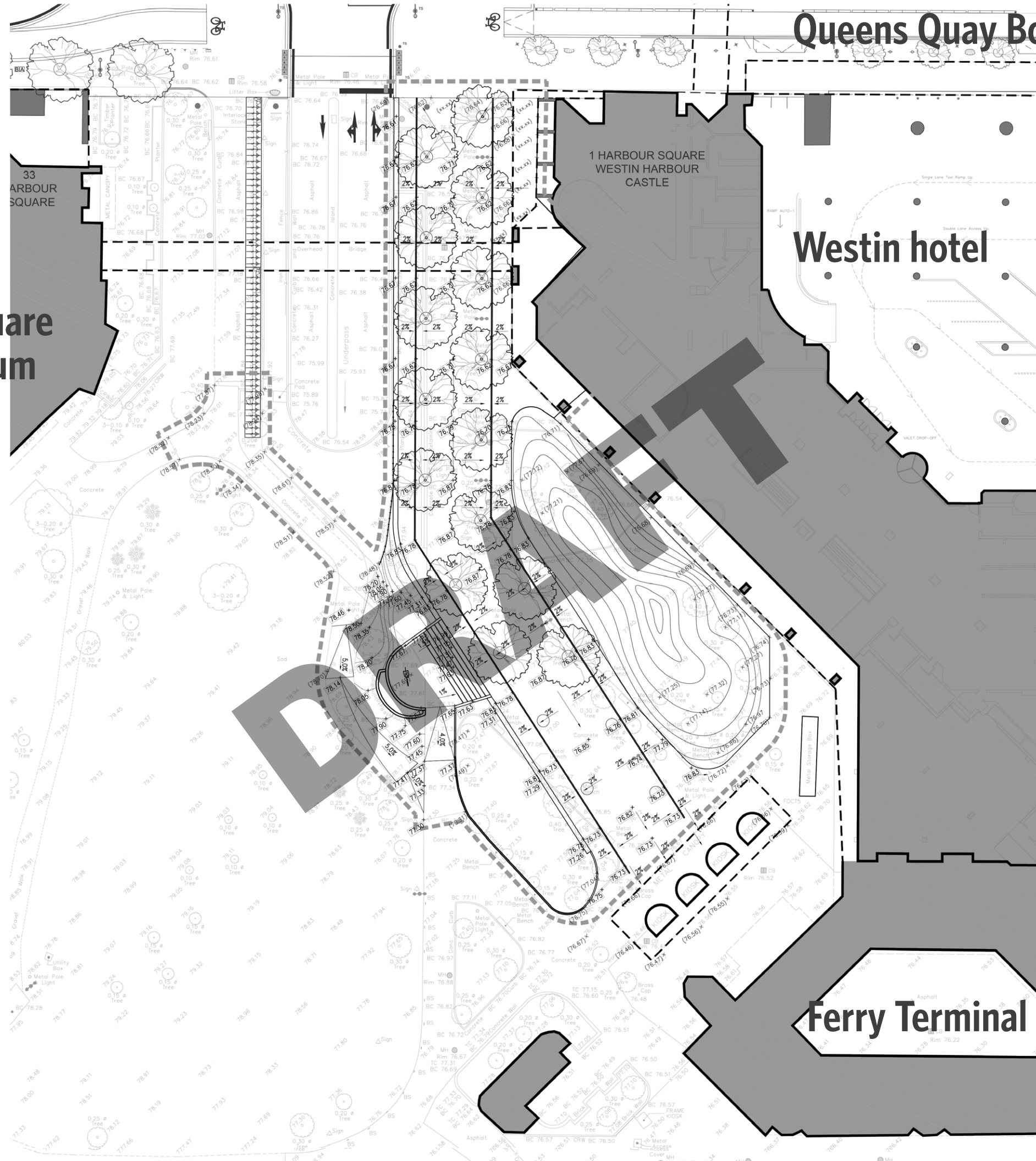
1 HARBOUR SQUARE
WESTIN HARBOUR
CASTLE

Westin hotel

Harbour Square
condominium

Ferry Terminal

Grading plan









Tree planting



East Bayfront Water's Edge Promenade

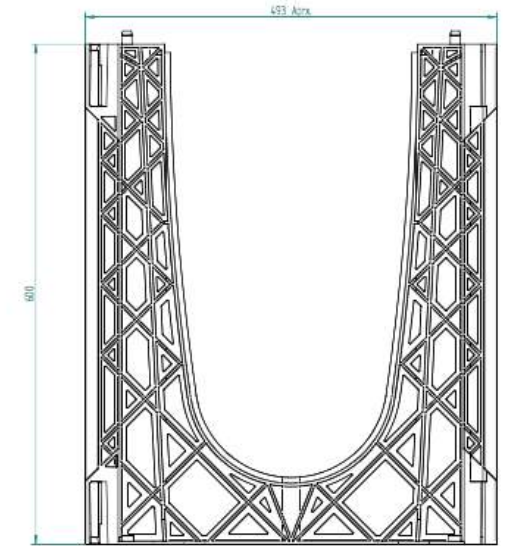
Use of soil cells with passive irrigation providing a growing condition of 30m³ of uncompacted soil per tree

Planting details

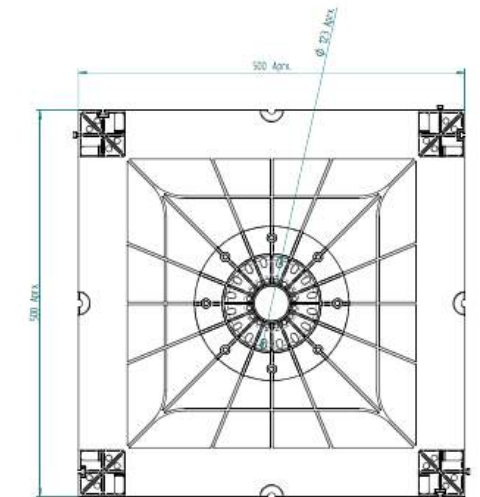


RootSpace Soil Structure System

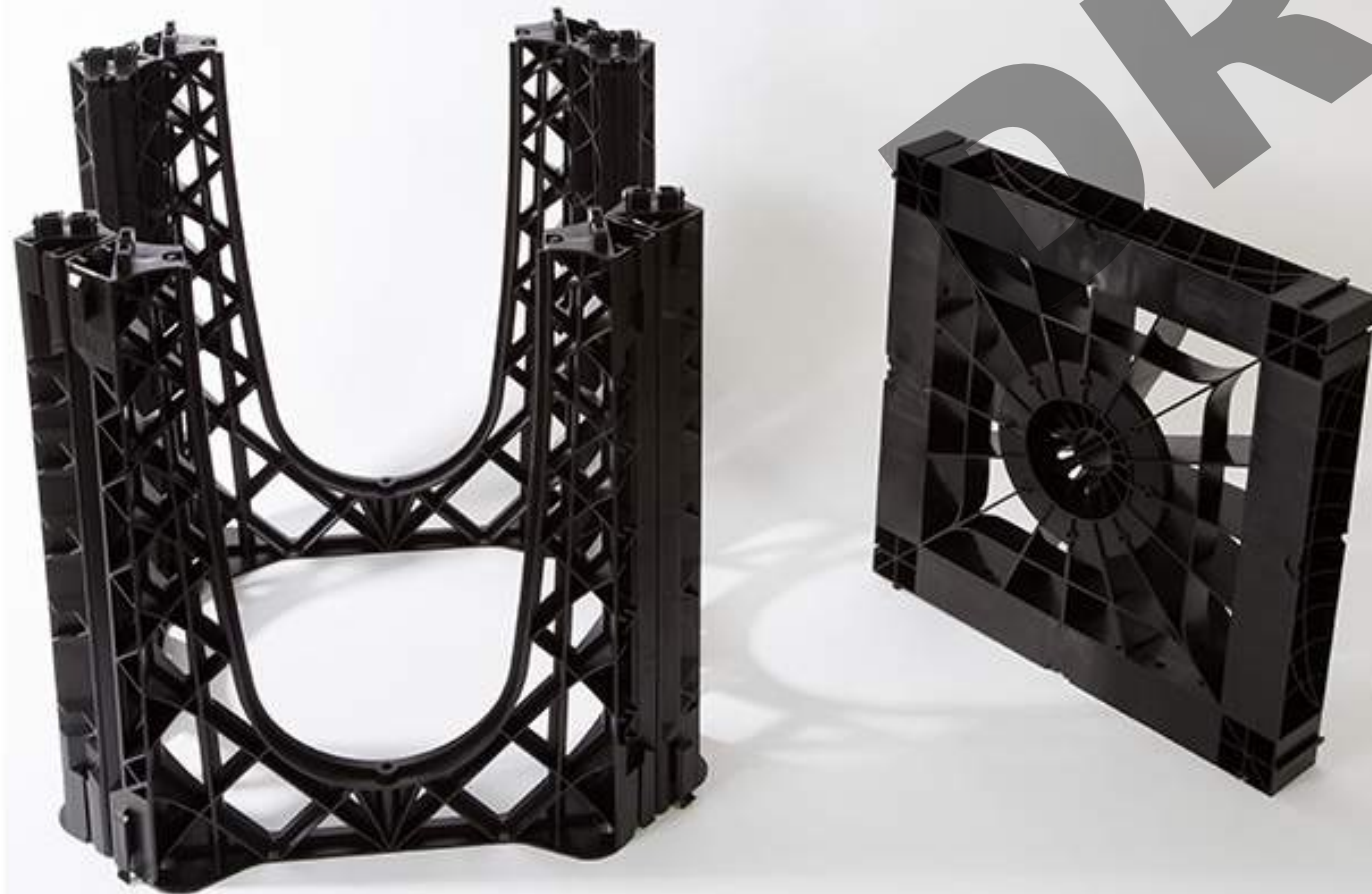
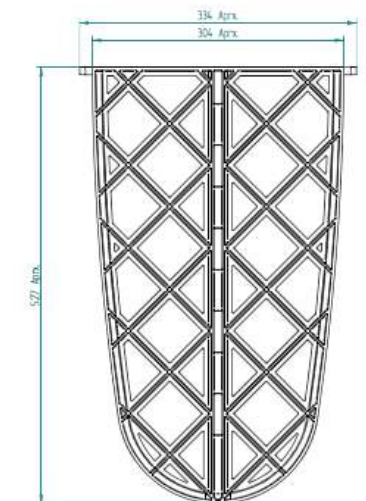
Type:	600 Upright
Code:	GBURAC600A
Dimensions:	500mm x 600mm x 90mm
Weight:	1.93kg
Material:	Recycled polypropylene
Colour:	Black
Finish:	Natural
Load bearing capacity:	260kpa



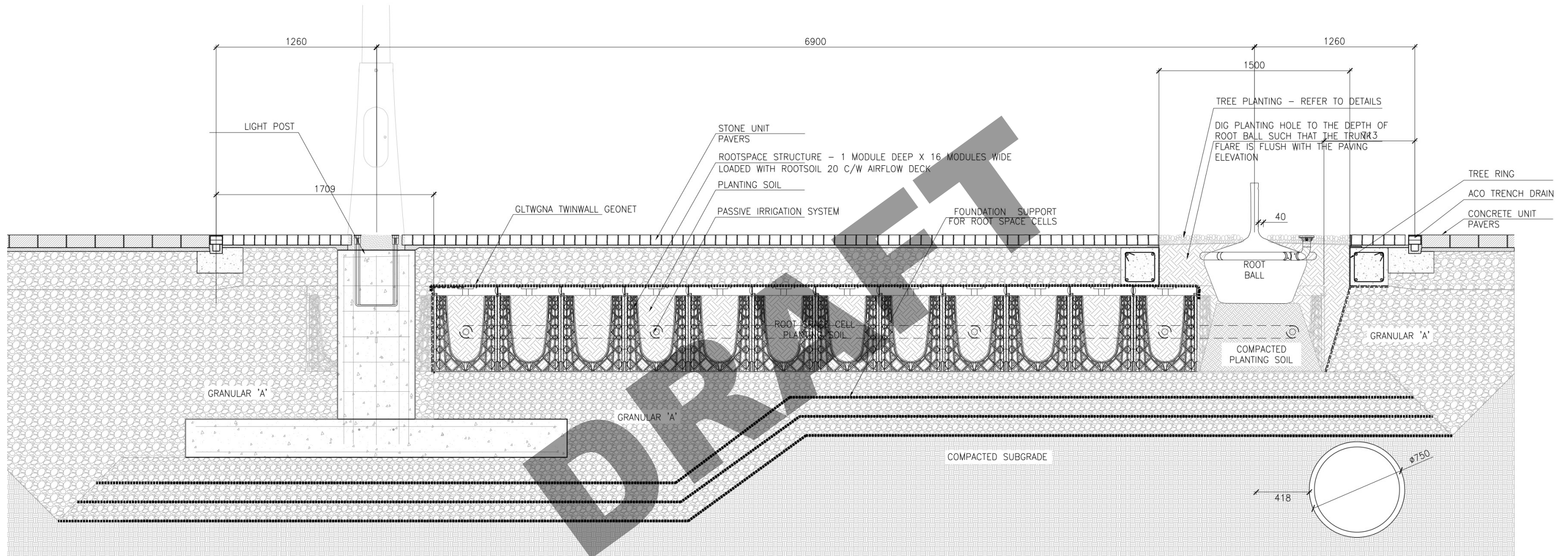
Type:	Airflow QR (Quick Release) Top
Code:	GBURAC500A
Dimensions:	550 x 550 x 80mm
Weight:	2.54kg
Material:	Recycled polypropylene
Colour:	Black
Finish:	Natural
Load bearing capacity:	260kpa



Type:	600 Infil
Code:	GBURSP65PA
Dimensions:	585 x 310 x 40mm
Weight:	0.94kg
Material:	Recycled polypropylene
Colour:	Black
Finish:	Natural
Load bearing capacity:	260kpa

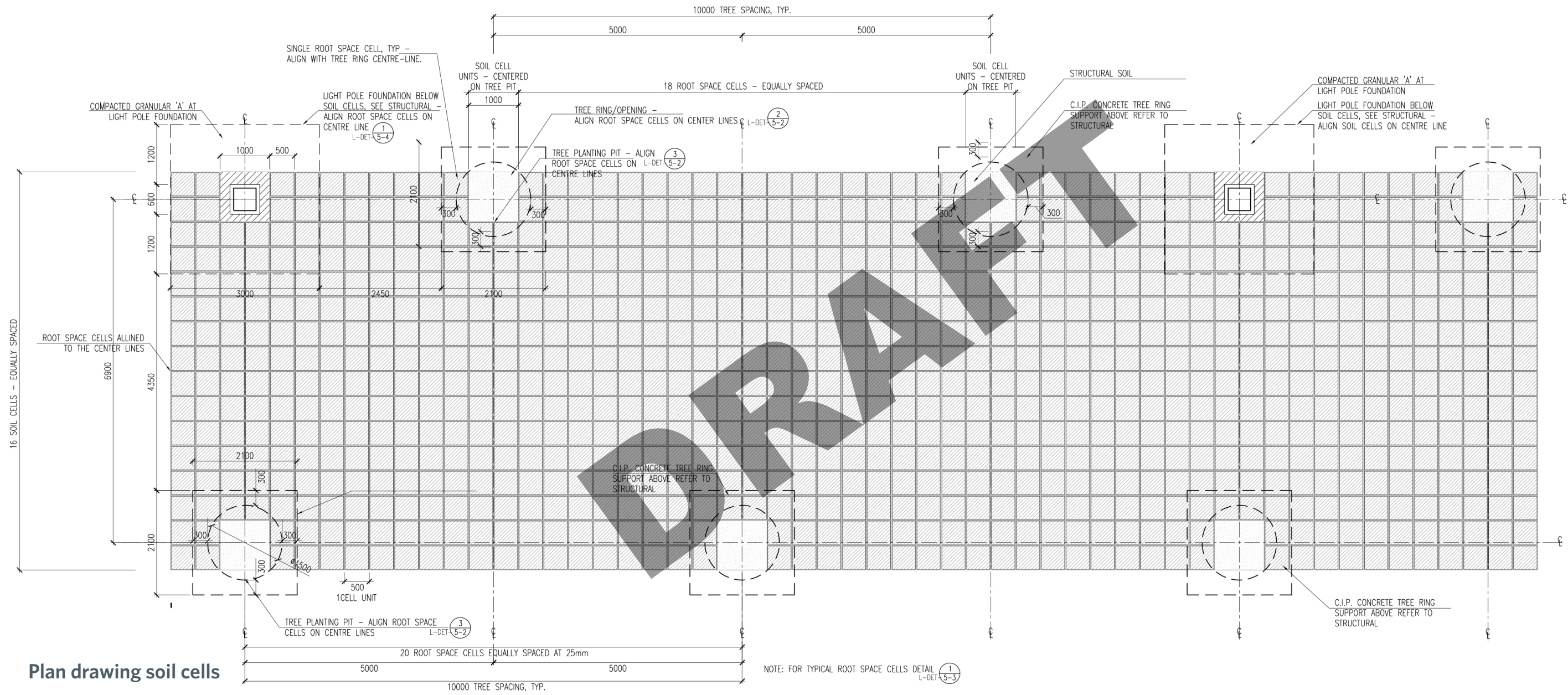


Planting details

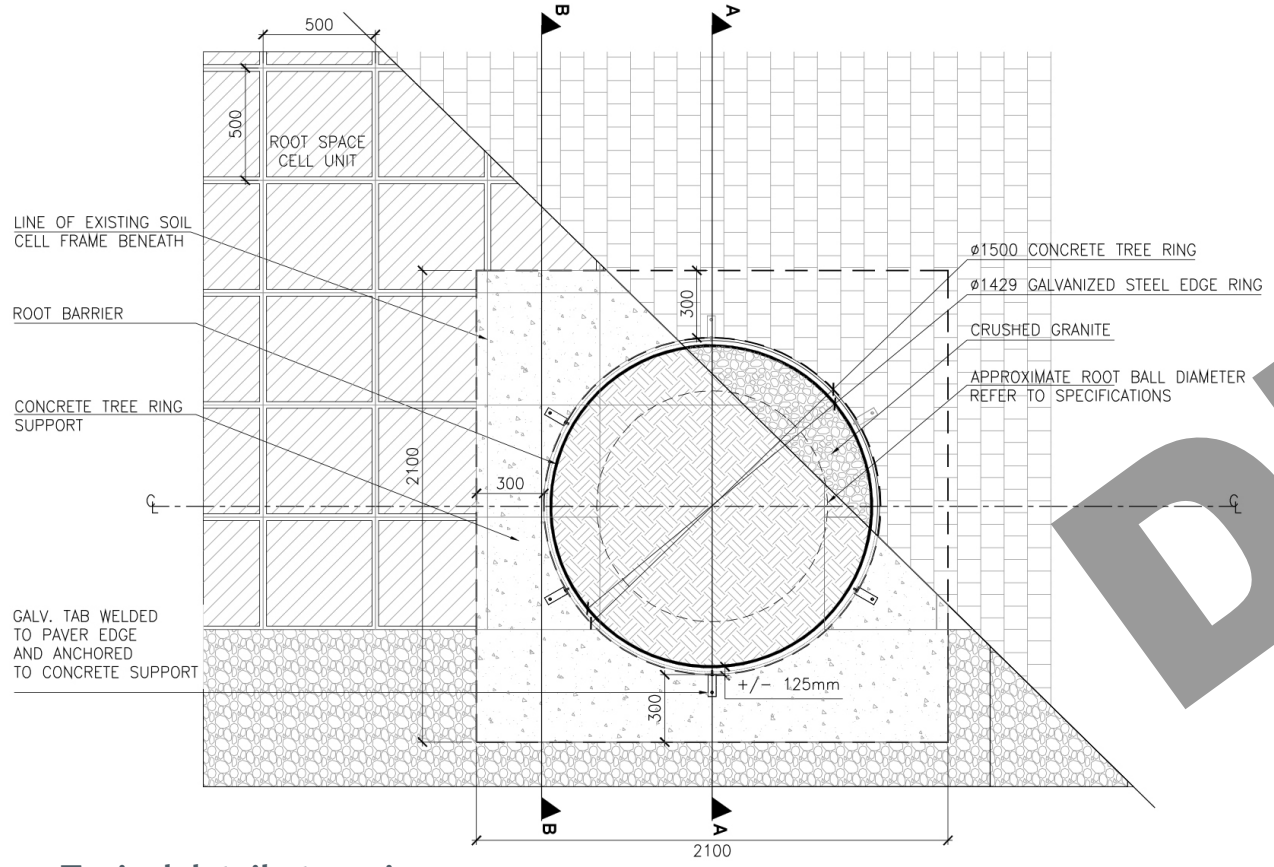
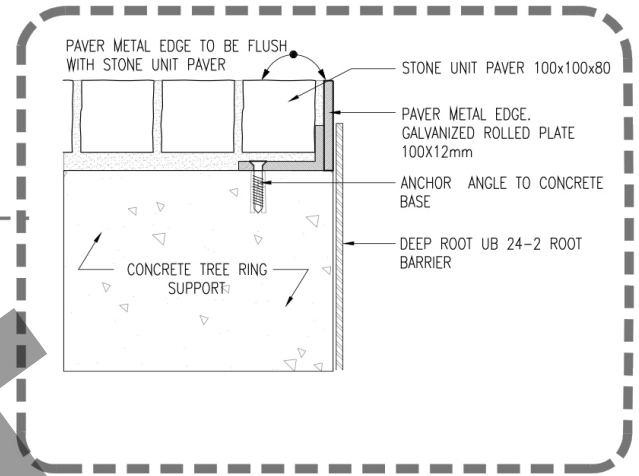
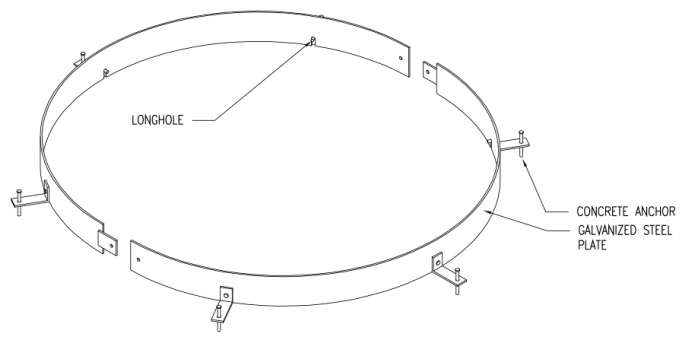


typical cross section

Planting details



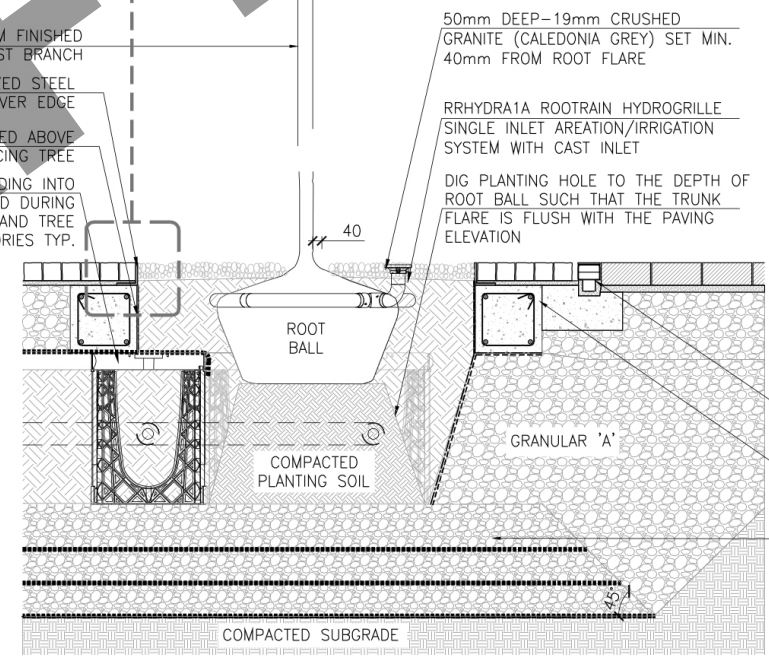
Plan drawing soil cells



2000mm MIN. FROM FINISHED GRADE TO LOWEST BRANCH

RE-ROOT RIBBED LINEAR BARRIER INSTALLED ABOVE ROOT SPACE, WITH RIBS FACING TREE

ROOT SPACE CELL DECKS TO BE EXTENDING INTO TREE OPENING AND MUST BE PROTECTED DURING THE INSTALLATION OF TREES AND TREE ACCESSORIES TYP.

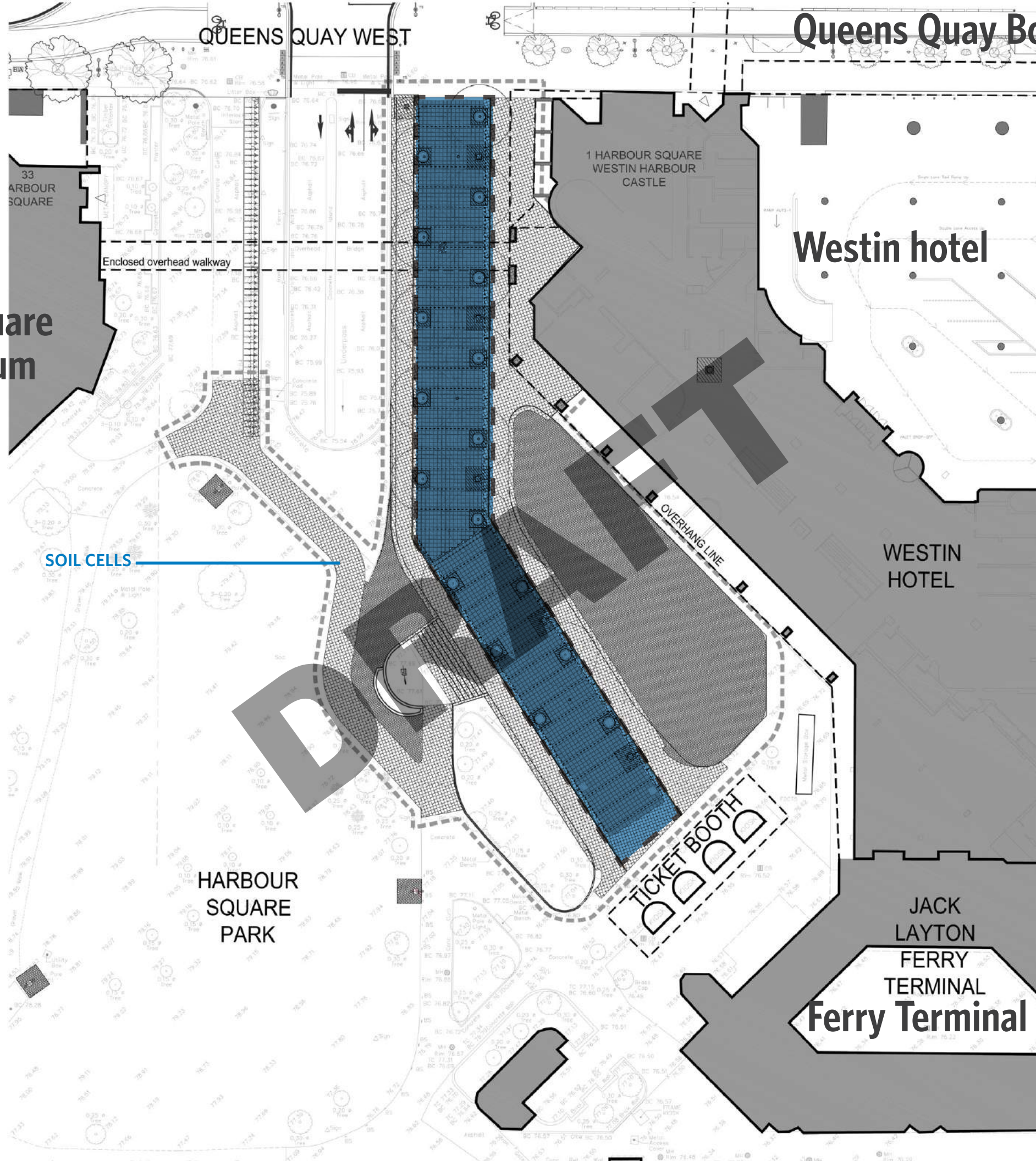


- NOTE:
1. TREE WILL BE POSITIONED WITH TRUNK FLARE SLIGHTLY ABOVE FINAL GRADE AND TOP ROOTS NEAR SURFACE.
 2. TWO T-BAR STAKES, 2440mm LONG, DRIVEN SECURELY INTO UNDISTURBED SOIL. FASTEN TREE WITH 2mm GALV. WIRE ENCASED IN 13mm RUBBER HOSE.
 3. INSTALL AS REQUIRED AND AS DIRECTED BY LANDSCAPE ARCHITECT

- ACO TRENCH DRAIN L-DET-5-3 6
- CONCRETE TREE RING SUPPORT L-DET-5-2 2
- FOUNDATION SUPPORT FOR ROOT SPACE CELLS L-DET-5-3 3

DRAFT

Typical detail - tree ring



QUEENS QUAY WEST

Queens Quay Boulevard

33 HARBOUR SQUARE

1 HARBOUR SQUARE WESTIN HARBOUR CASTLE

Westin hotel

Enclosed overhead walkway

SOIL CELLS

OVERHANG LINE

WESTIN HOTEL

HARBOUR SQUARE PARK

TICKET BOOTH

JACK LAYTON FERRY TERMINAL
Ferry Terminal

Subsurface plan



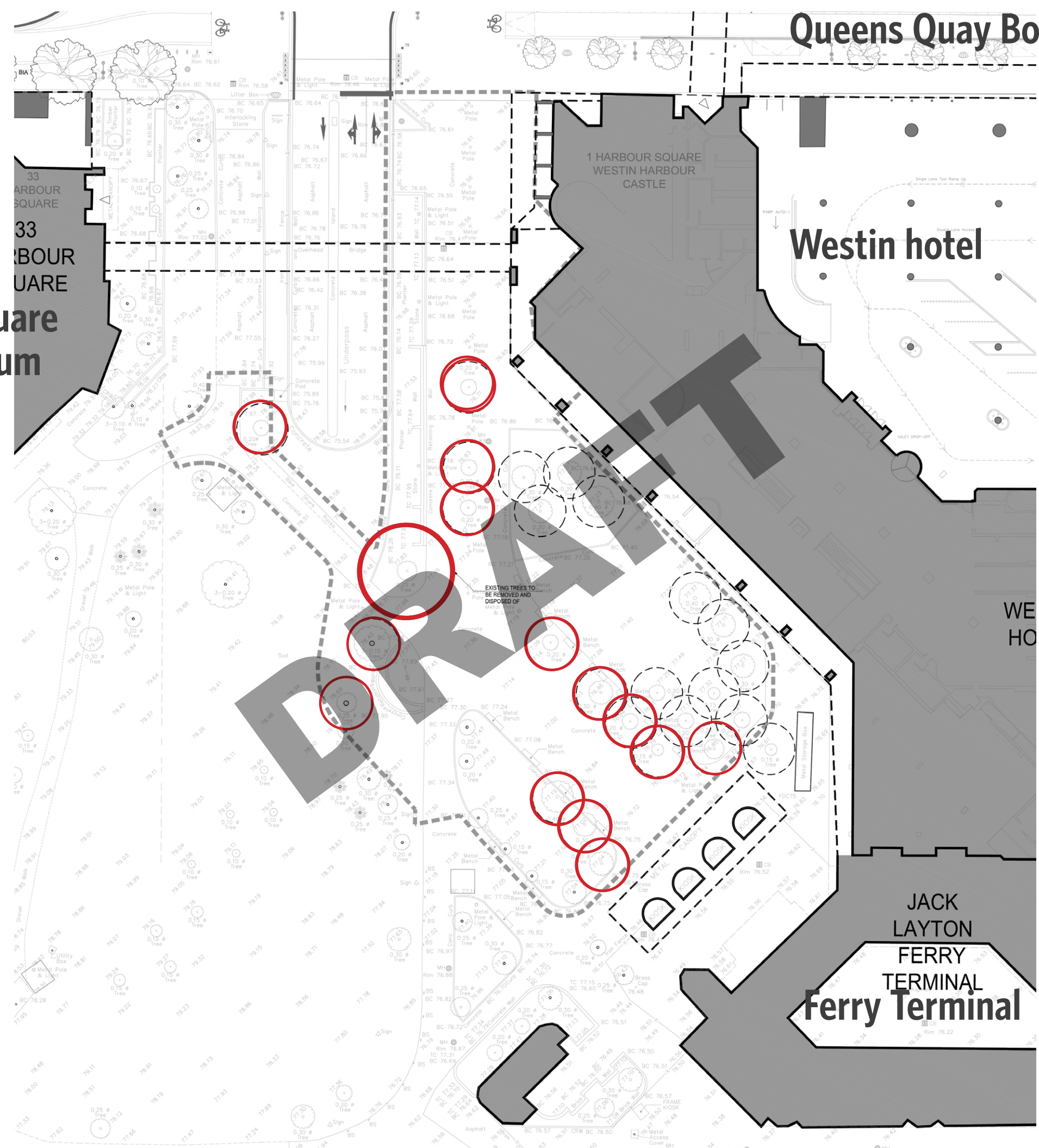
Trees

Queens Quay Boulevard

Harbour Square
condominium

Westin hotel



JACK
LAYTON
FERRY
TERMINAL
Ferry Terminal



Tree removal plan



Tree species

-  Acer x freemani 'Jeffersred'
Autumn Blaze Maple
-  Acer x freemani 'Marmo'
Marmo Maple
-  Acer x freemani 'DTR102'
Autumn Fantasy Maple



Reference of East Bayfront Water's Edge promenade.

All trees size 80mm cal.

Tree height when planted 450-575cm



Drainage

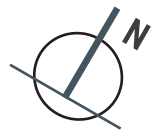
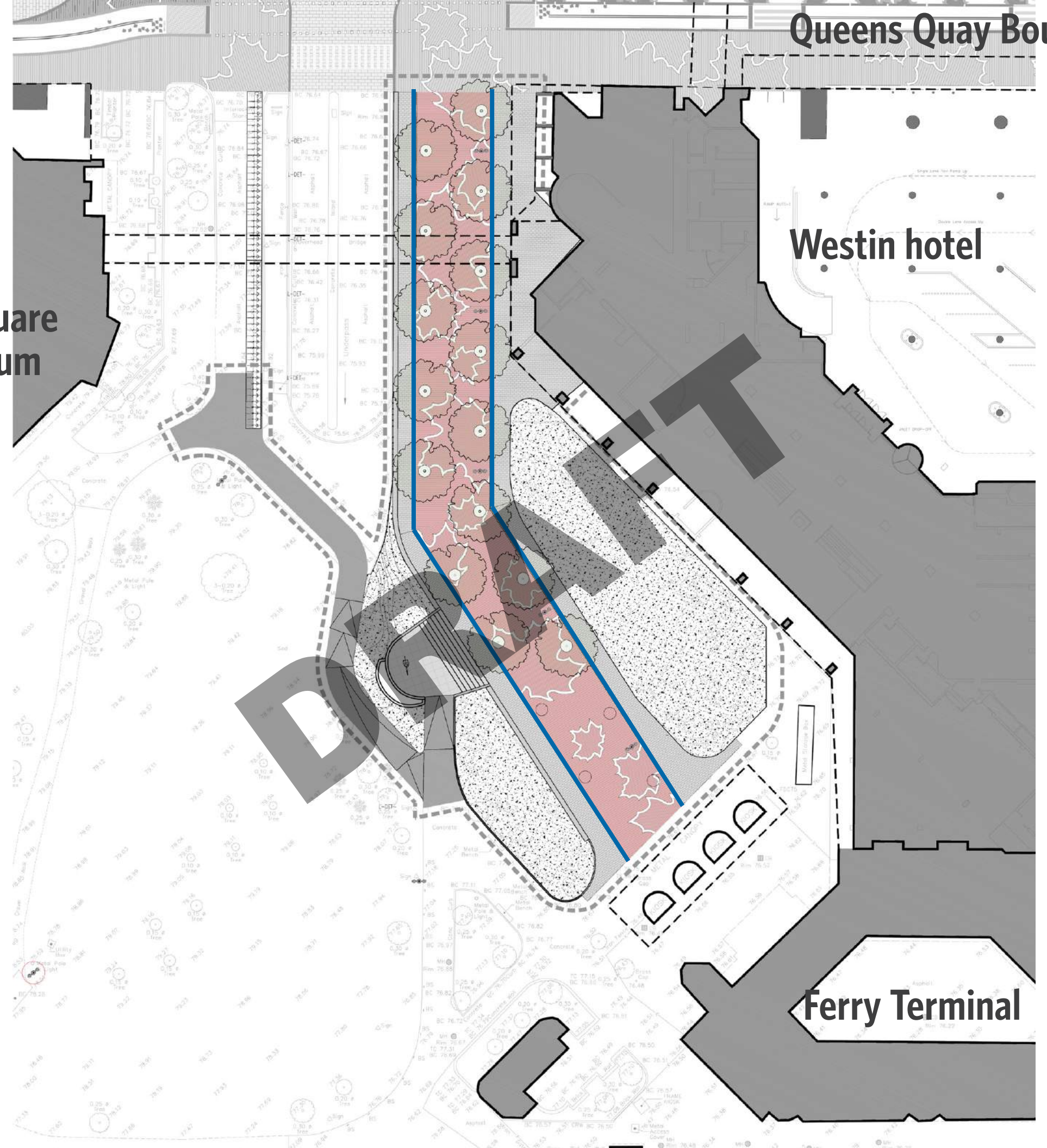
Queens Quay Boulevard

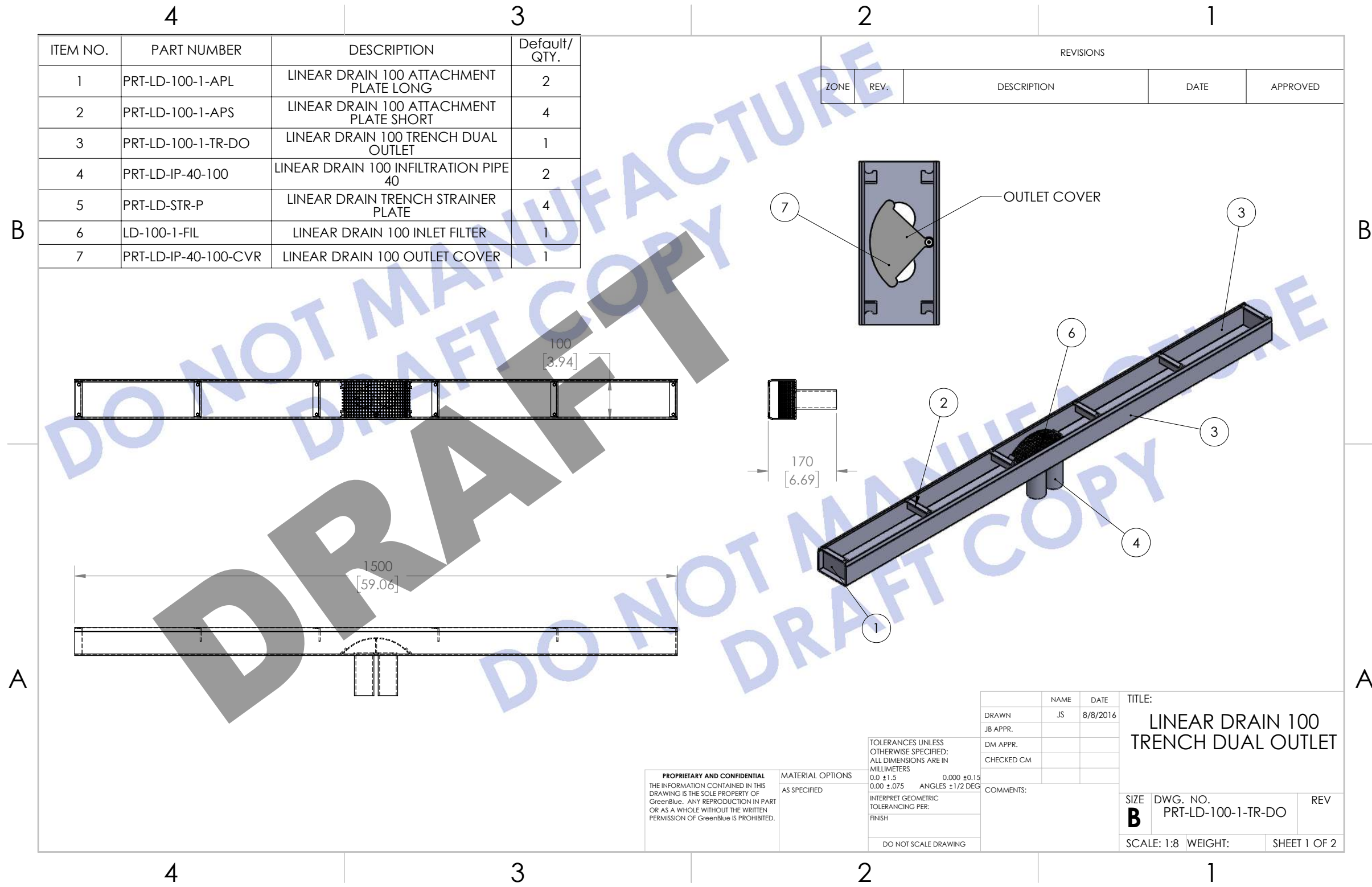
Westin hotel

Harbour Square
condominium

Ferry Terminal

Trench drain





Seating edge - defining edges



reference project - Jubilee Garden London (UK)



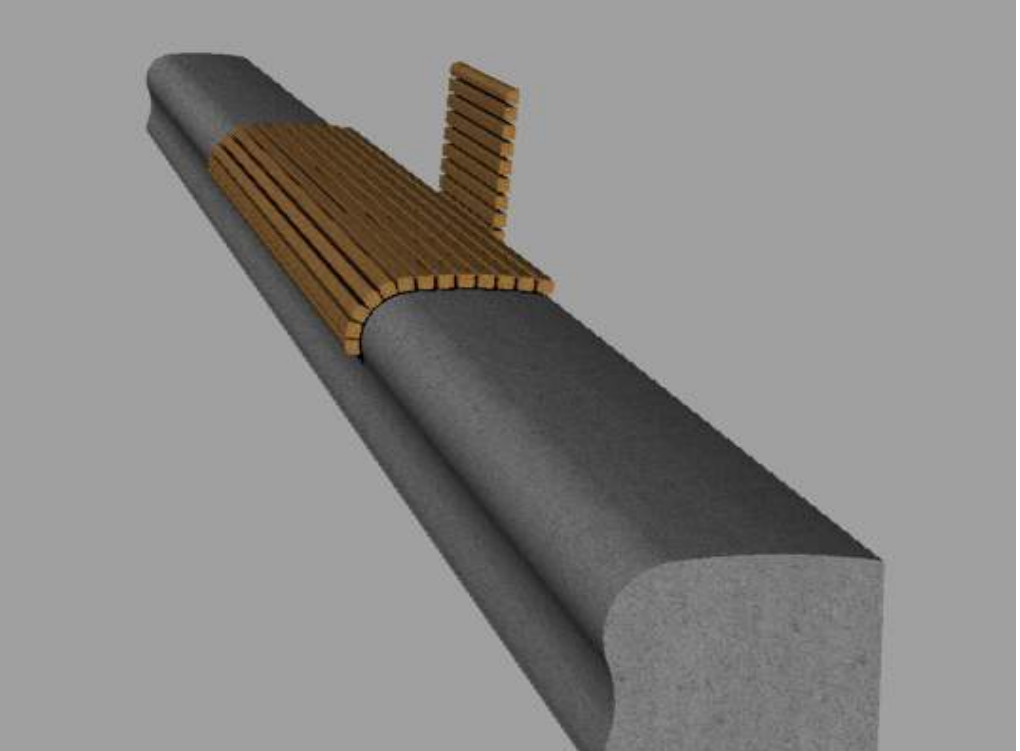
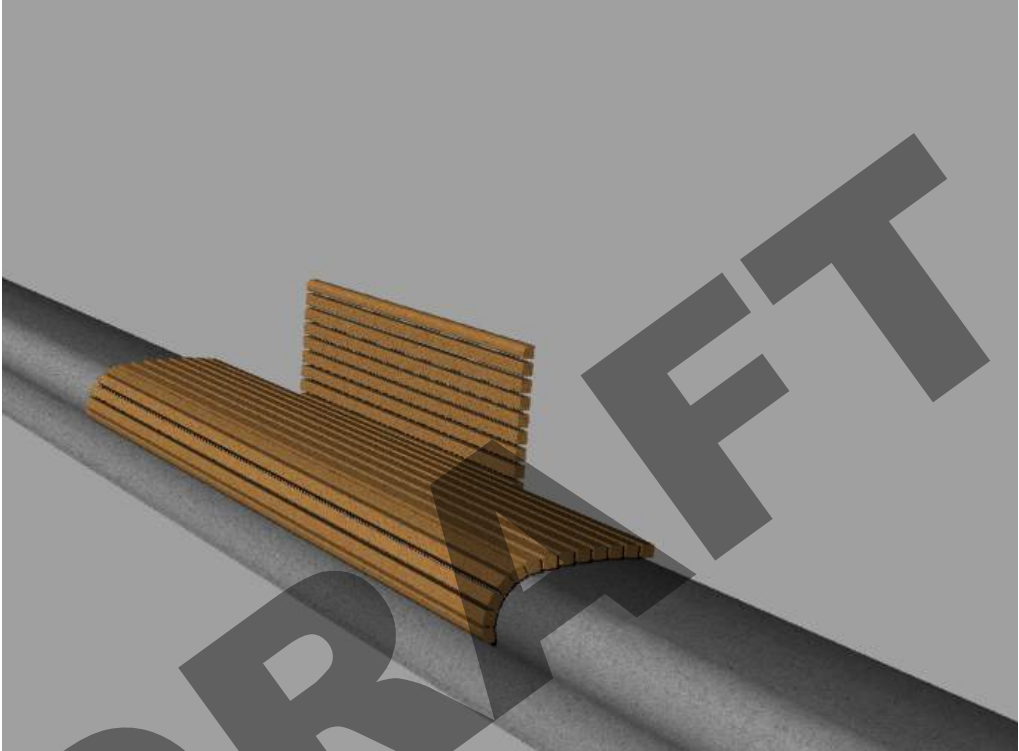
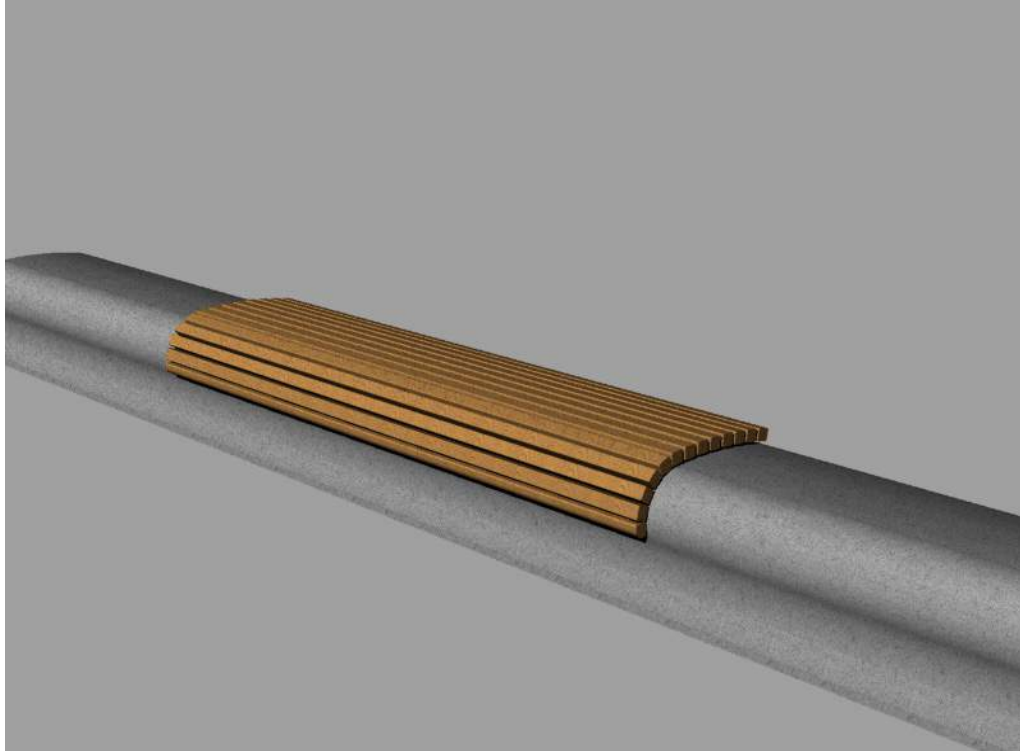




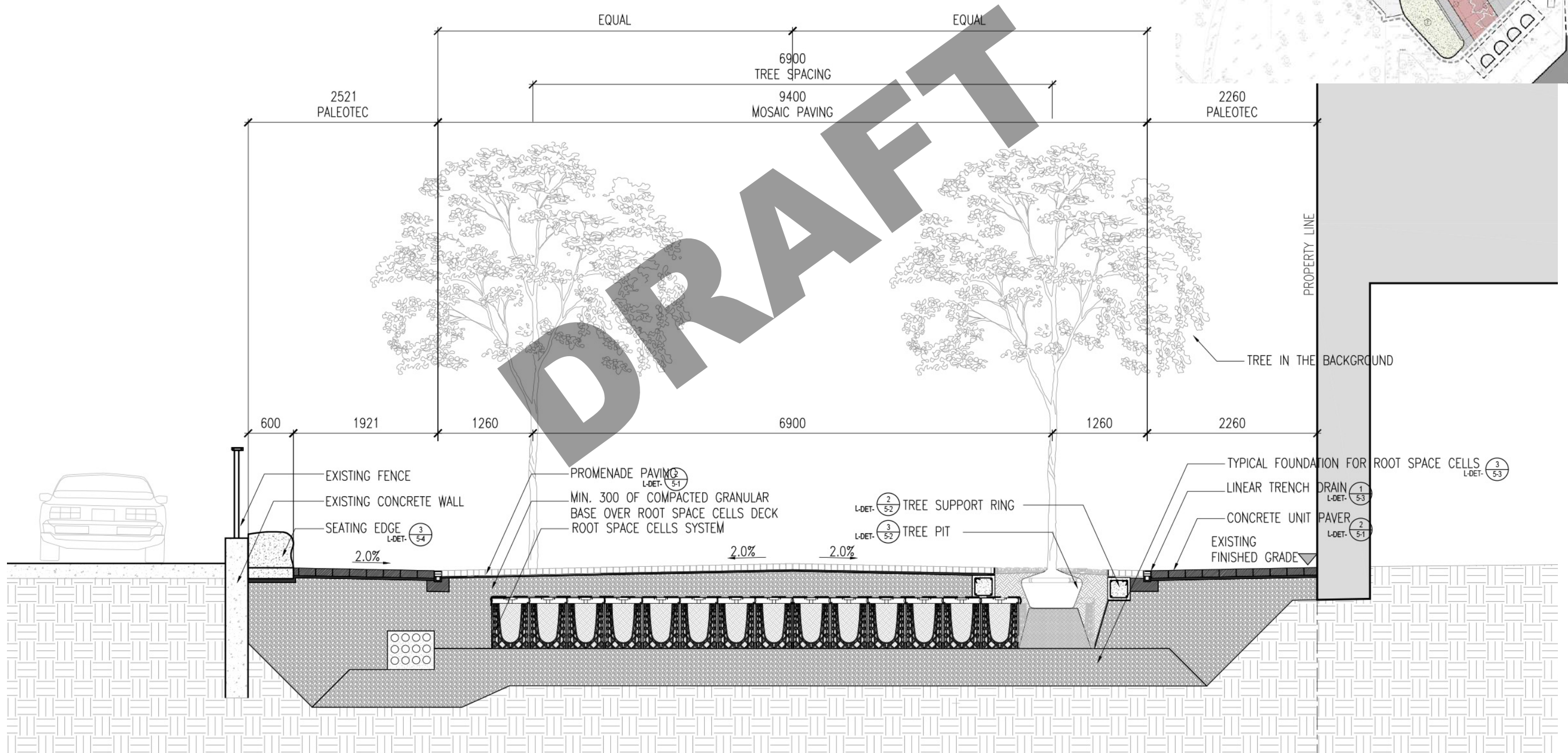
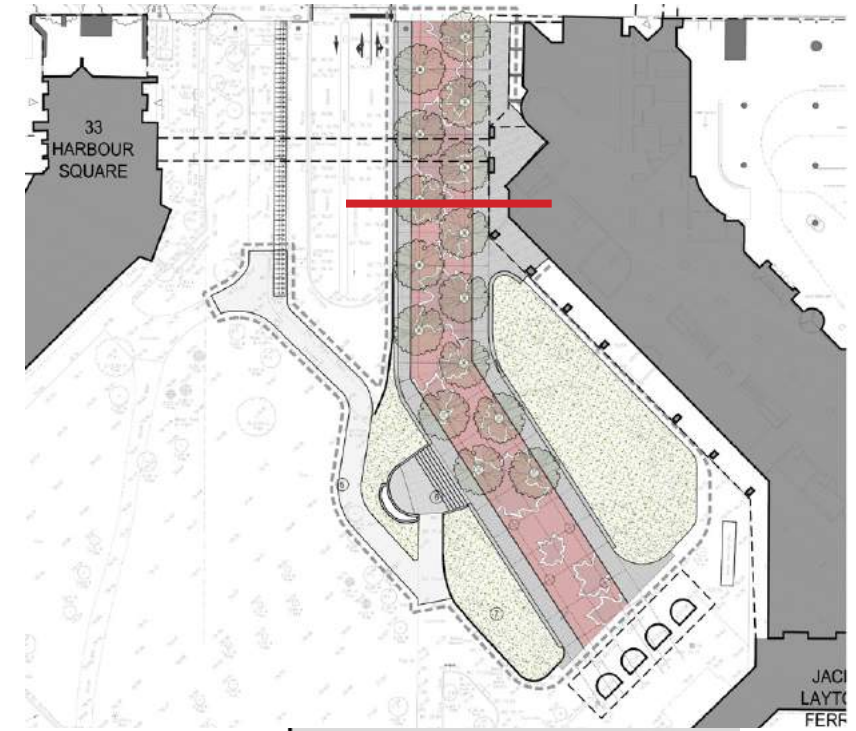


Artistic Illustration of Proposed Design

Seating edge - defining edges



Cross sections



Statue of Jack Layton



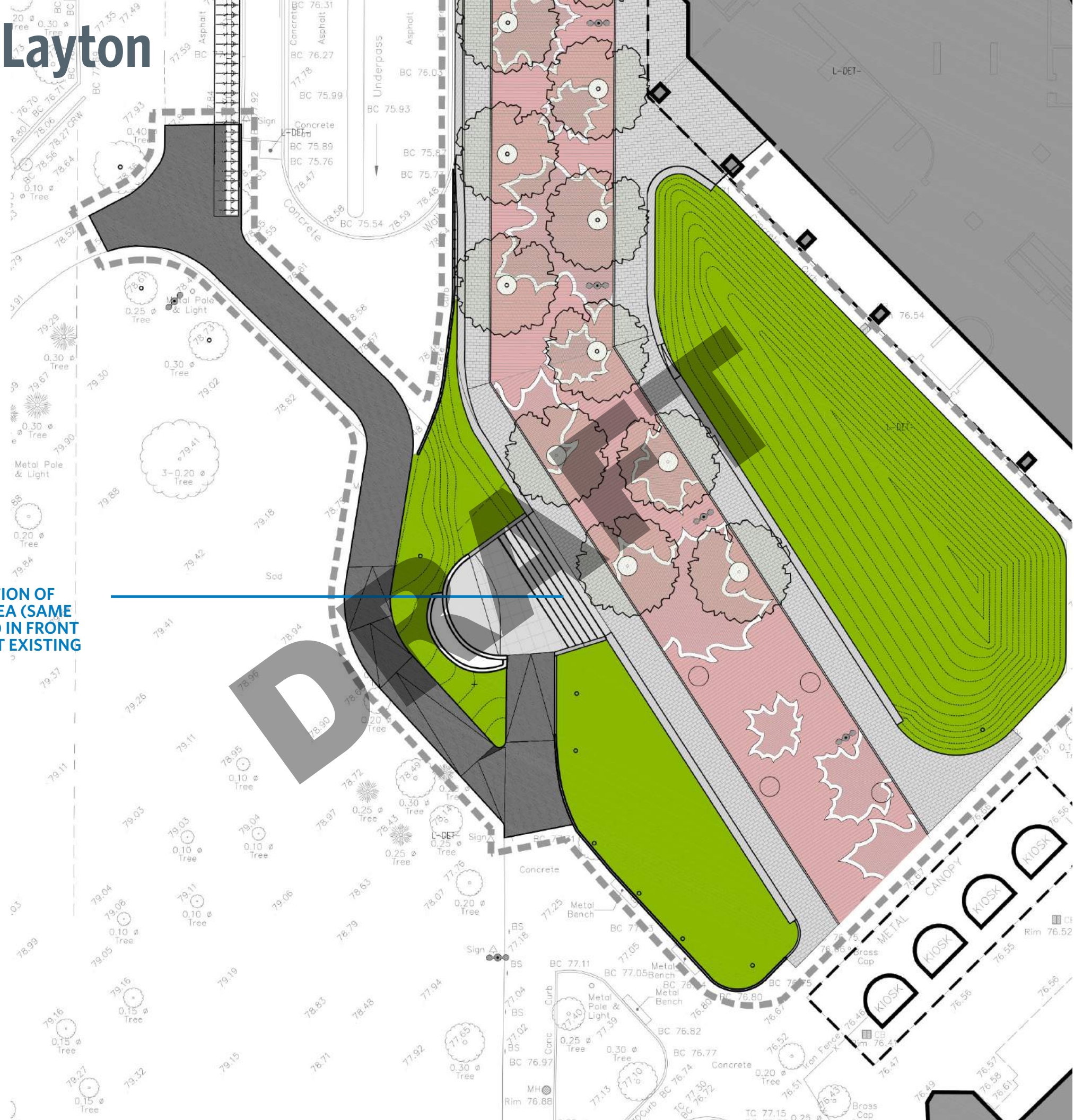
Existing situation



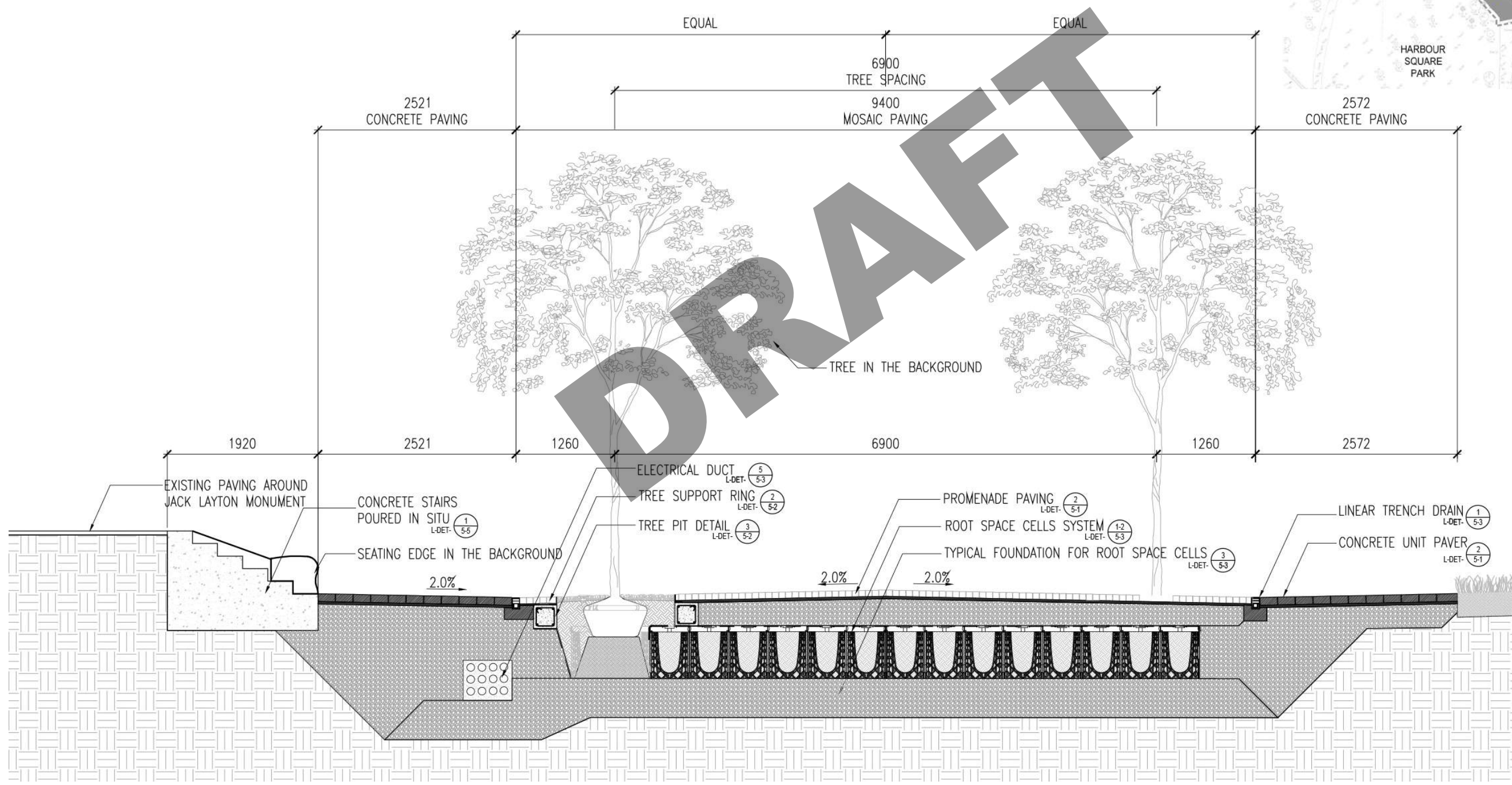


Statue of Jack Layton

TEMPORARY INSTALLATION OF STEPS AND A PAVED AREA (SAME MATERIAL AS EXISTING) IN FRONT OF THE STATUE TO MEET EXISTING GRADING



Cross sections



DRAFT

Phase 1A - scope

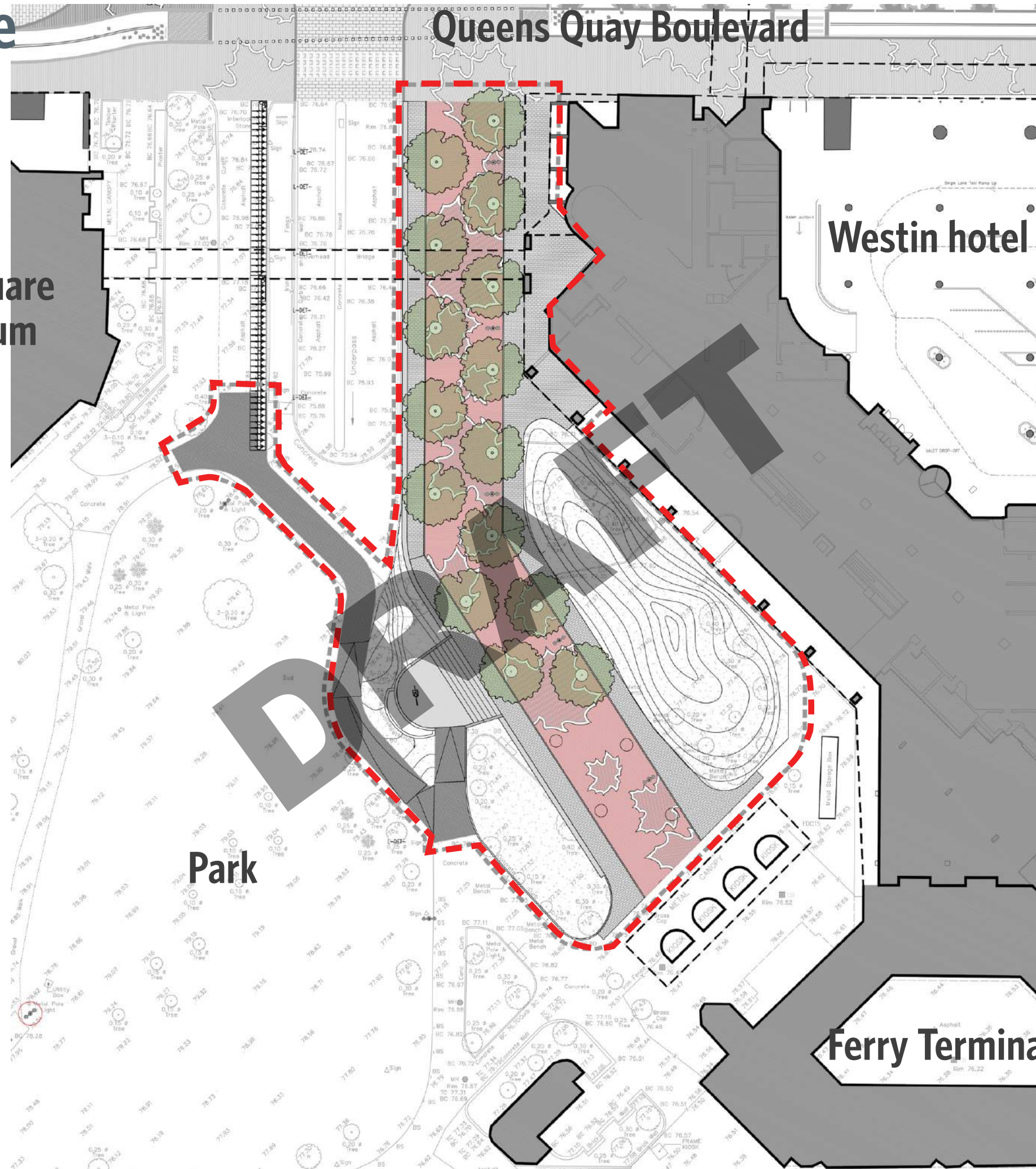
Harbour Square
condominium

Queens Quay Boulevard

Westin hotel

Park

Ferry Terminal



Phase 1A - scope

Queens Quay Boulevard

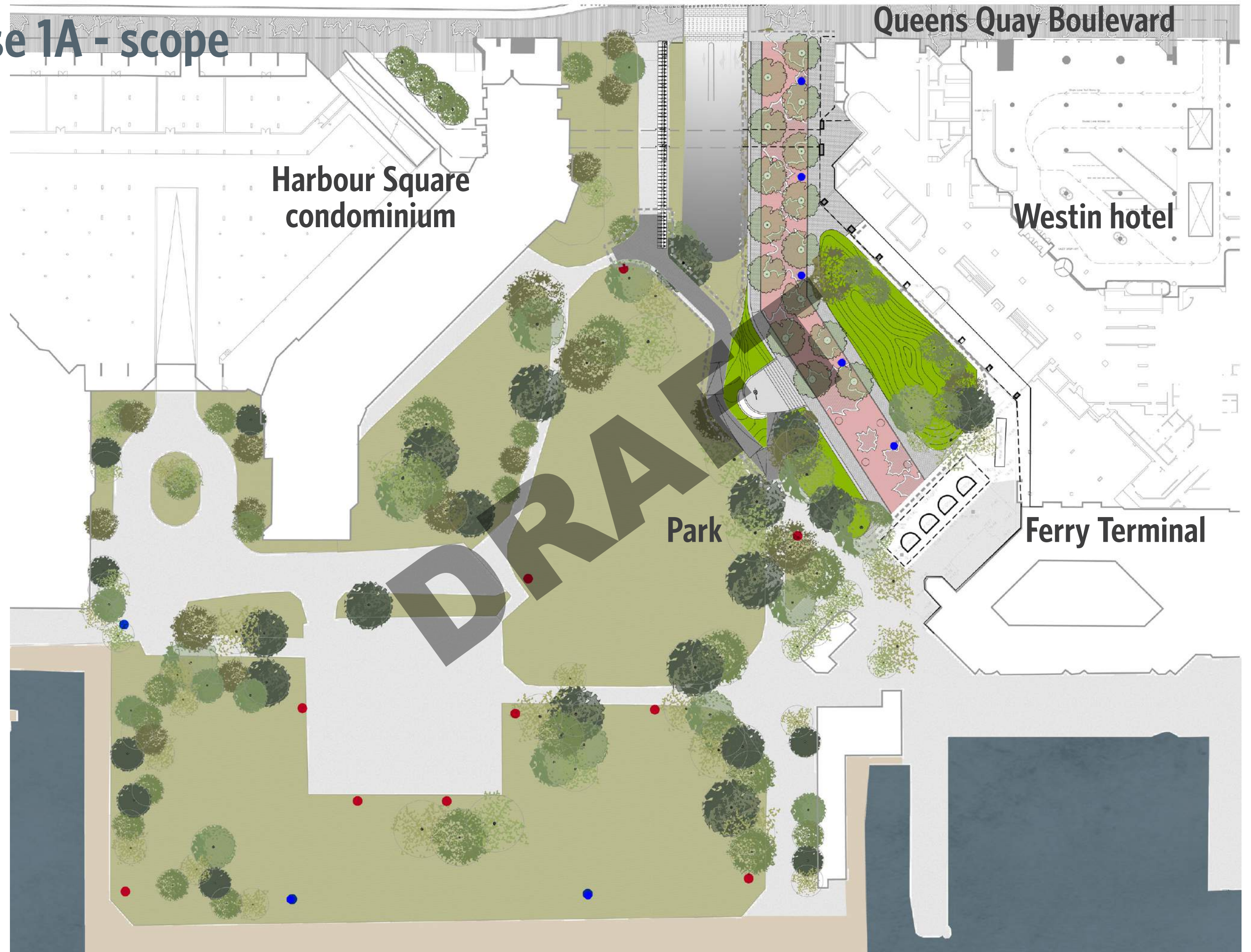
Harbour Square
condominium

Westin hotel

Park

Ferry Terminal

DRAFT



upgrade existing lighting

DRAFT

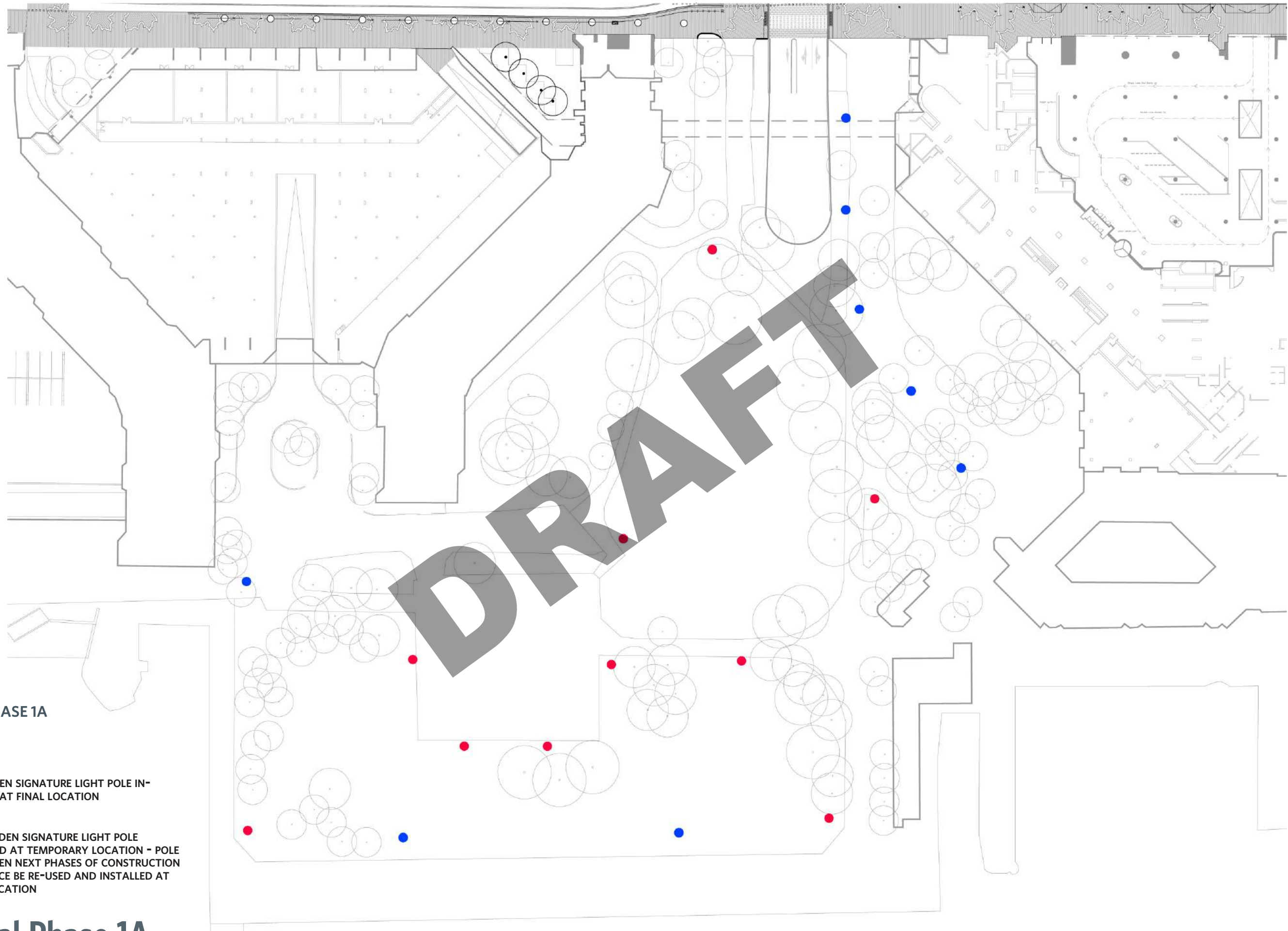
State of good repair



Existing light feature



Waterfront Toronto signature light pole 6m high with Olivia light feature and shroud



PROPOSAL PHASE 1A

- 8 WOODEN SIGNATURE LIGHT POLE INSTALLED AT FINAL LOCATION**
- 10 WOODEN SIGNATURE LIGHT POLE INSTALLED AT TEMPORARY LOCATION - POLE WILL WHEN NEXT PHASES OF CONSTRUCTION FIND PLACE BE RE-USED AND INSTALLED AT FINAL LOCATION**

Proposal Phase 1A



LED Belux Corporation

lighting facts®

A Program of the U.S. DOE

Light Output (Lumens)	4936
Watts	56.19
Lumens per Watt (Efficacy)	87.8

Color Accuracy Color Rendering Index (CRI)	82
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Light Color
Correlated Color Temperature (CCT) **3023 (Bright White)**

LED Lumen Maintenance Projection at 50,000 Hours at 40°C Ambient*	86.52%
Warranty**	Yes

All results, except LED Lumen Maintenance, are according to IESNA LM-79-2008: Approved Method for the Electrical and Photometric Testing of Solid-State Lighting. The U.S. Department of Energy (DOE) verifies product test data and results.

* Based on TM-21 projections for the light source.
** See www.lightingfacts.com/products for details.

Registration Number: WVZA-AKQ1PS (7/24/2015)
Model Number: OLGL-F40-L58-30-120
Type: Luminaire - Directional



Specifications Olivio Grande - LED

wayfinding

DRAFT

Jack Layton Ferry Terminal Brand Identity & Wayfinding

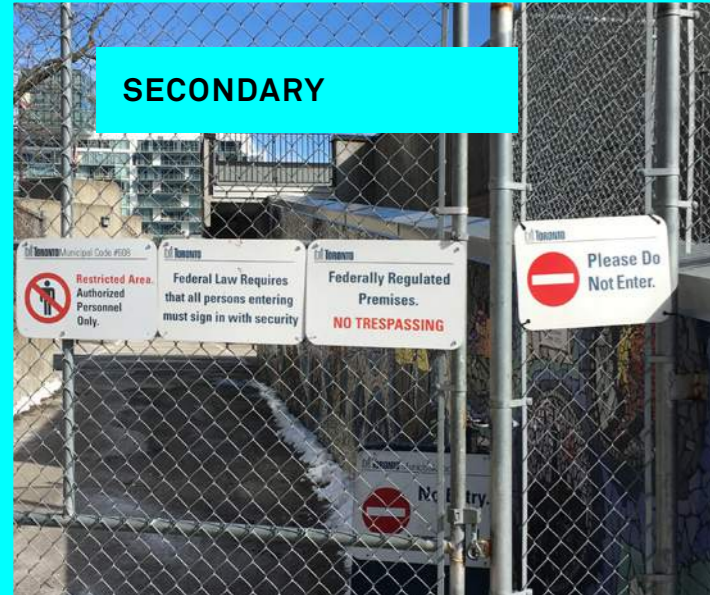
SNAP SHOT OF PROJECT PROCESS

February	March	April	May
Multiple Site Visits Island visit Ferry trips	Site Strategies Stakeholder Interviews (8) Interview Insights Visual Precedents Research Design Principles	Schematic Design Presentation (2) Direction chosen Design Development City Presentation	Stakeholder Meeting (May 8th) Design Development continues DRP (June)

SIGN AUDIT: PRIMARY



SECONDARY



DIDACTIC

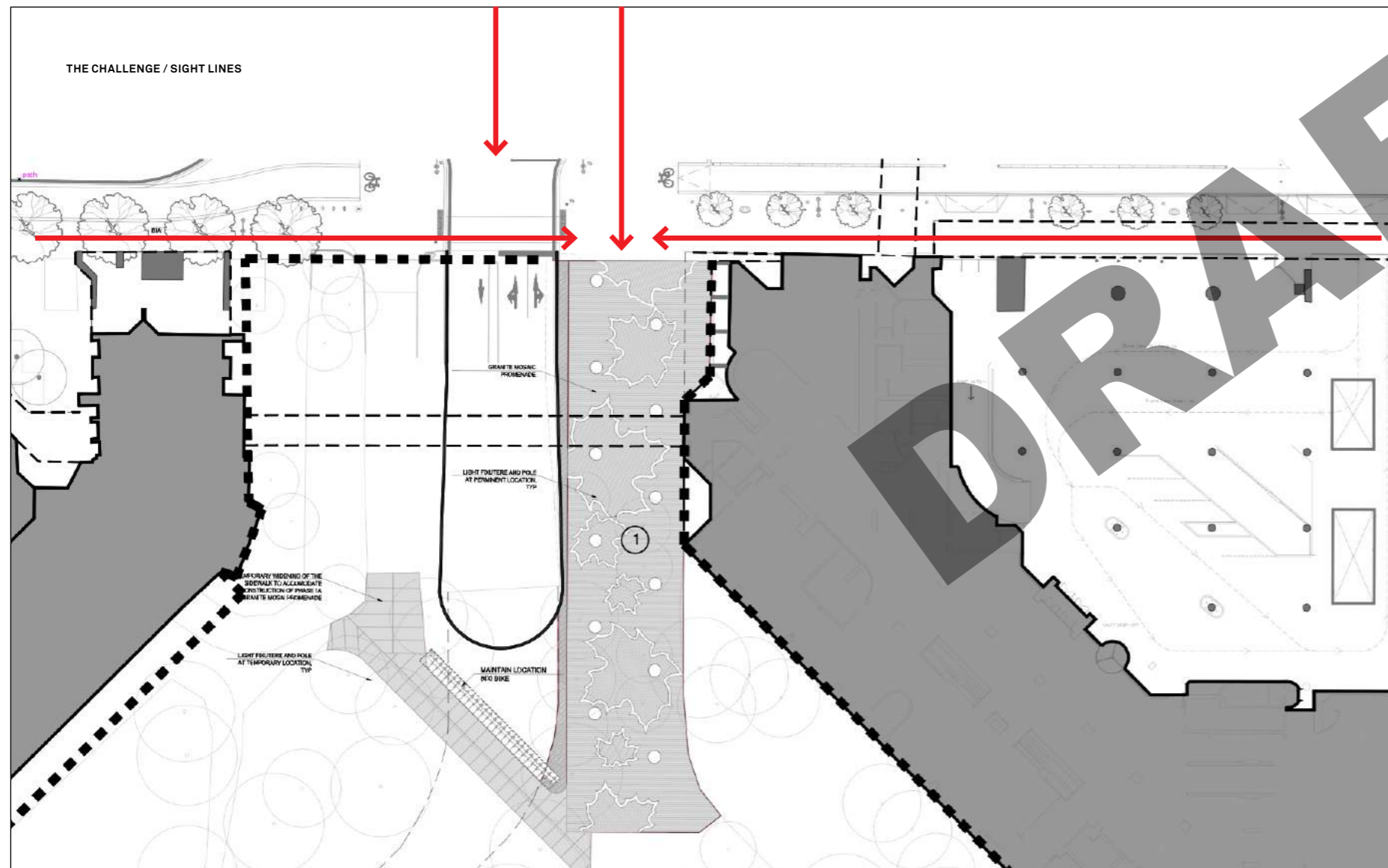


OTHER



SIGN AUDIT: TAKE AWAY

These existing sign types are necessary and will remain in the interim. Our task is to introduce an overarching language that asserts itself in this context.



THE OPPORTUNITY:

The entrance to the site at Bay and Queen's Quay is a key moment to announce (shout?) "you are here!" and bring clarity and joy to the foot of Bay.

THE CHALLENGES:

Entrance to the site is off-axis
No clear view to the water
The hotel is a problem
Sign needs to work in several directions

“It’s confusing as heck!”

“The hotel is a big problem.”

“If I could, I would put [the sign] out in the middle of the intersection.”

INTERVIEW INSIGHT #1

Where the @*\$&% is the Ferry Terminal?!

“What can we do to create an Alice in Wonderland opening in the looking glass? A portal that starts right at Queen’s Quay and that spills out. So your eyes are connecting to it before you are physically there.”

“Toronto island is the magic, but getting to and from the island is part of the experience.”

“It should set a feeling of anticipation rather than dread.”

INTERVIEW INSIGHT #2

Bring the joy to the foot of Bay

“Jack was often a catalyst and for this project, we’re using him as a catalyst to create a really important, special place.”

“People don’t need to know it’s the Jack Layton Ferry Terminal. They need to know they’re going where they want to get — the island.”

“It’s a gateway to a special experience where people come together. It’s a feeling of being transported. I don’t think the word ‘ferry’ or ‘ferry dock’ captures it.”

INTERVIEW INSIGHT #3

**Everything in its
right place**

“There are so many stories about the islands.”

“We’re appealing to new, younger audiences.”

“I’m impressed by how deeply Torontonians connect to the islands. It’s almost hallowed ground. It’s definitely not just a 416 thing.”

“Everyone in Toronto owns one square metre of waterfront.”

INTERVIEW INSIGHT #4

**Everyone’s
island**



“It should feel connected but unique since it functions as a district destination.”

“The waterfront has special places that need to be knitted together.”

“For Phase 1A, how do we plant that seed, literally, of what this is about and what’s to come? And engaging a larger conversation around what the terminal and island mean to you. I’m leaning to something that’s much more portable and much more the beginning of a conversation that takes many different shapes and forms.”

INTERVIEW INSIGHT #5

**Think holistically
short & long-term**

Design principles

Be a beacon to lost travellers.

Transport people. Bring the joy.

Engage people, spiritually and bodily, through simple acts of participation.

Scale the information and provide as needed.

Be whole and holistic. Stand alone, but also give a preview of what’s to come.

Design Concept

“The Colourful Beacon”

There is something very reassuring about clarity. Strong contrast, bold colours and scale are all attributes of successful beacons



THE WESTIN
HARBOUR CASTLE

It becomes particularly
important in a place where visual noise
is abundant. Everything is speaking at
the same volume.

Queens Quay W

HARBOUR
SQUARE

BICYCLE
SIGNAL

Jack Layton
Ferry Terminal

Jack Layton
Ferry Terminal

Jack Layton
Ferry Terminal

Jack Layton
Ferry Terminal

Jack Layton
Ferry Terminal

Jack Layton
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Jack Layton
Ferry Terminal

Jack Layton
Ferry Terminal



The colours of the island are bold and full of contrast.





This palette also aligns with a familiar language: Nautical flags. How do the spirit of the journey and the nautical flags translate typographically?

JACK LAYTON FERRY TERMINAL
IN NAUTICAL FLAGS



J



A



C



K



L



A



Y



T



O



N



F



E



R



R



Y



T



E



R



M



I



N



A



L

JACK LAYTON FERRY TERMINAL
NAUTICAL TYPEFACE



A C D E F i j k l m n o r s t y

DRAFT

BRAND IDENTITY
4-COLOUR VERSION
2-COLOUR VERSION

JACK LAYTON

JACK LAYTON

FERRY TERMINAL

FERRY TERMINAL

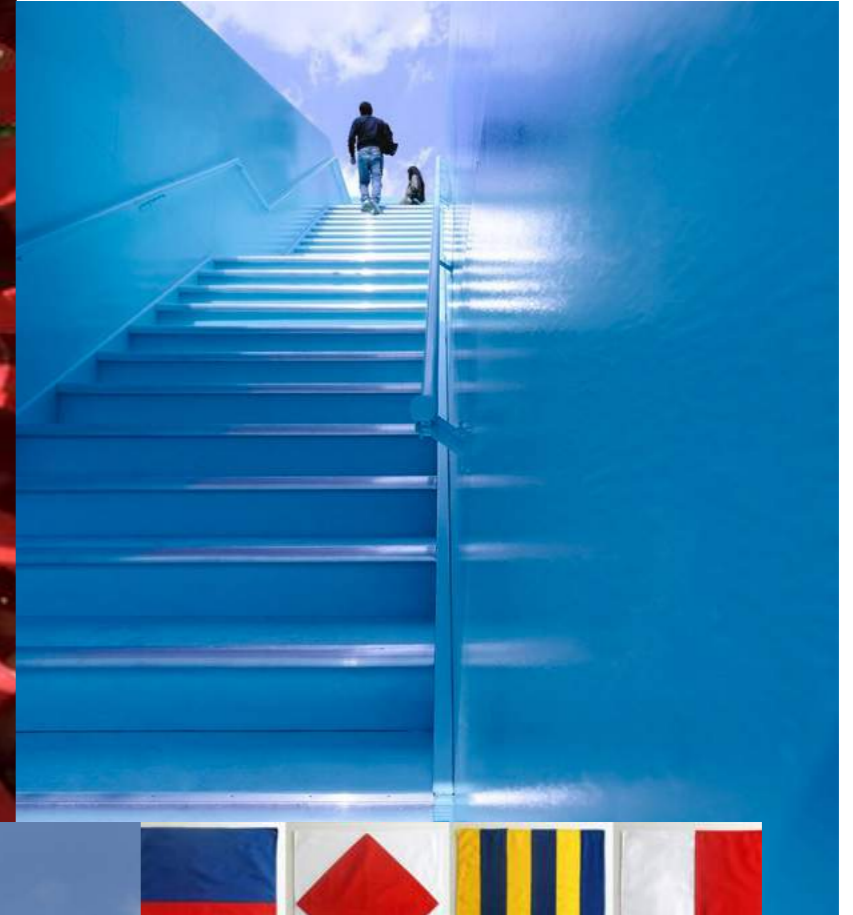
TORONTO ISLAND

TORONTO ISLAND

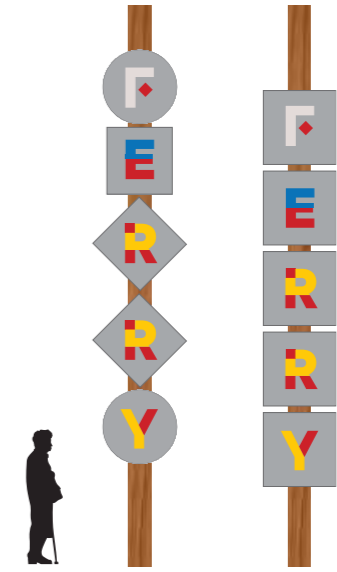
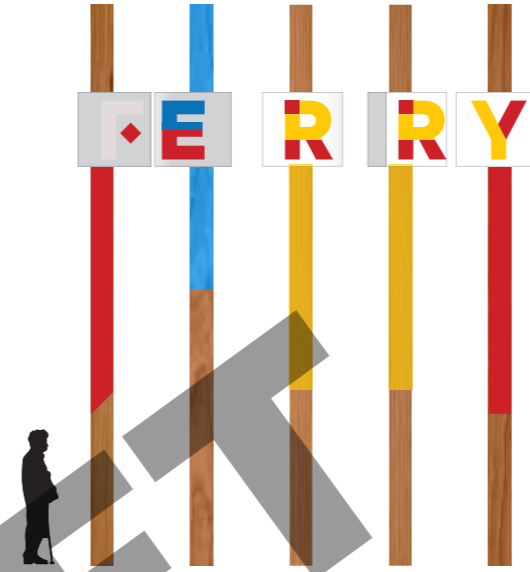
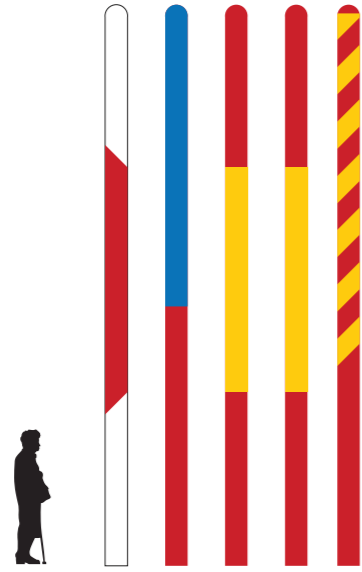
FOR USE IN BRAND MATERIALS

FOR USE IN WAYFINDING

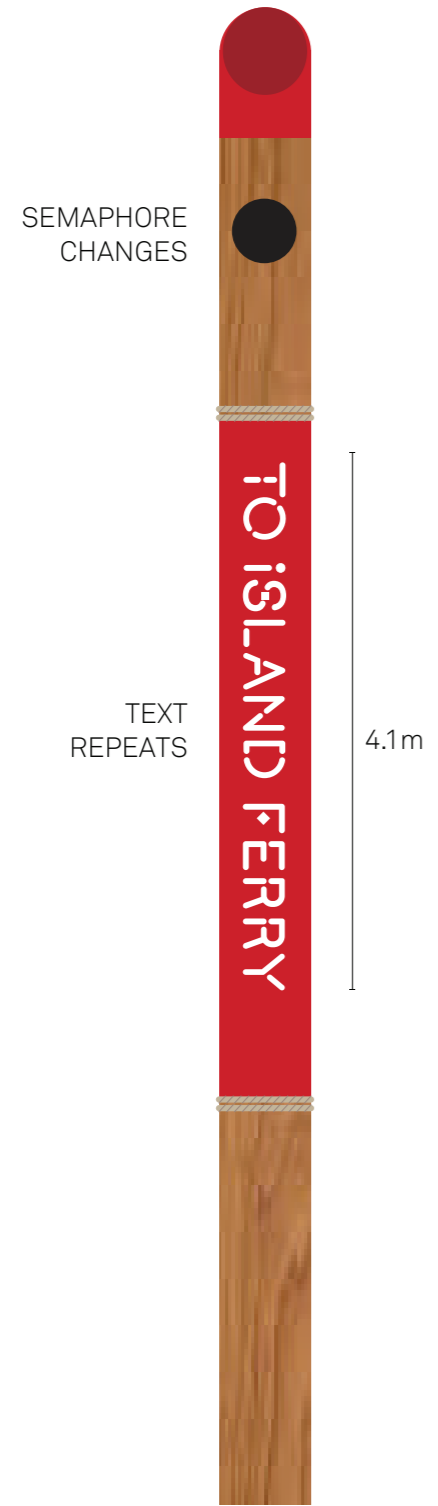
WAYFINDING
CONCEPTUAL
UNDERPINNINGS



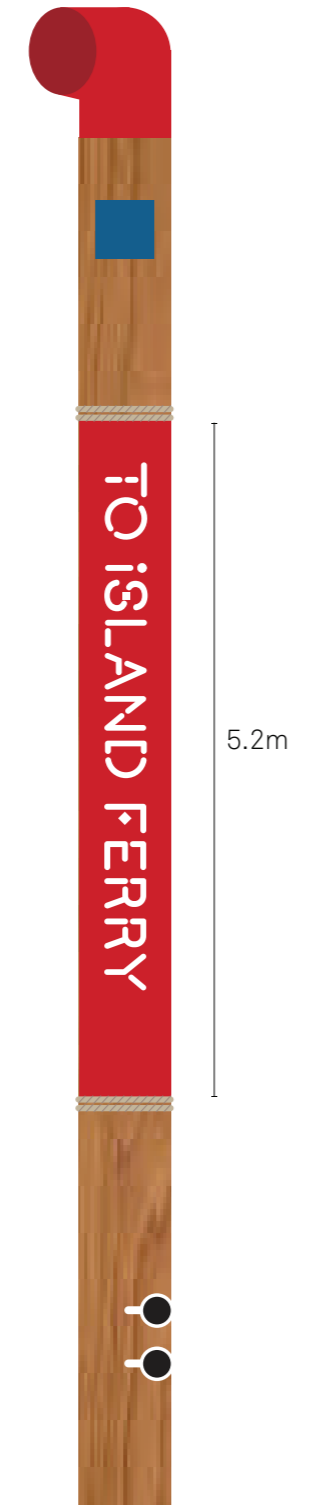
SNAPSHOT
OF ITERATIVE
PROCESS



CHOSEN DIRECTION:
THE ISLAND PERISCOPE



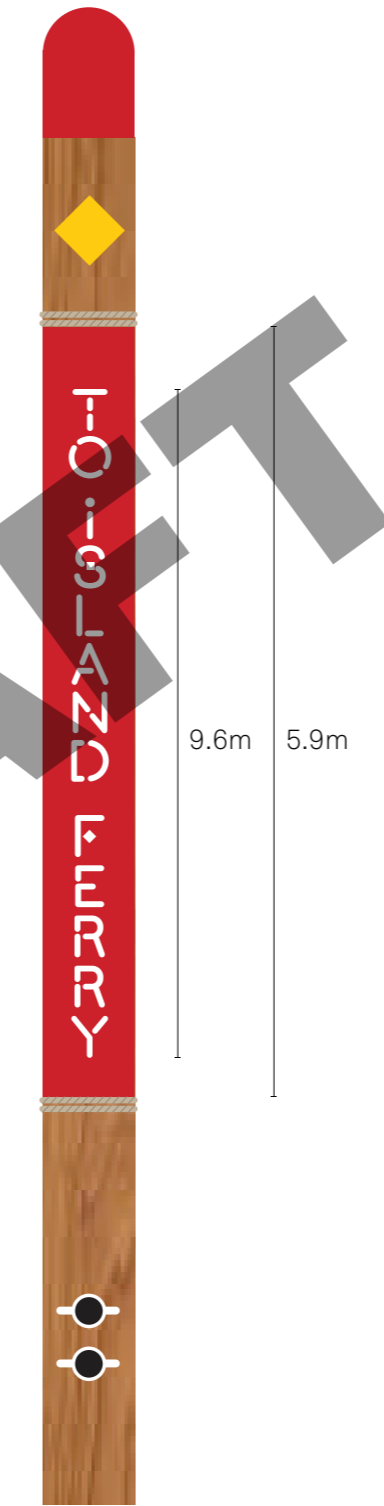
BACK VIEW



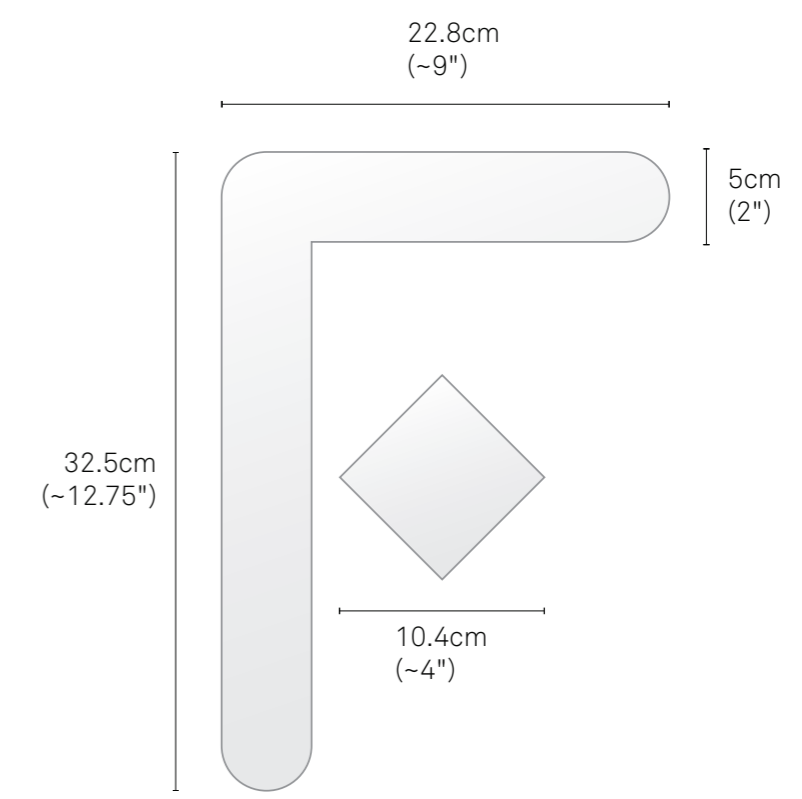
SIDE VIEW



FRONT VIEW



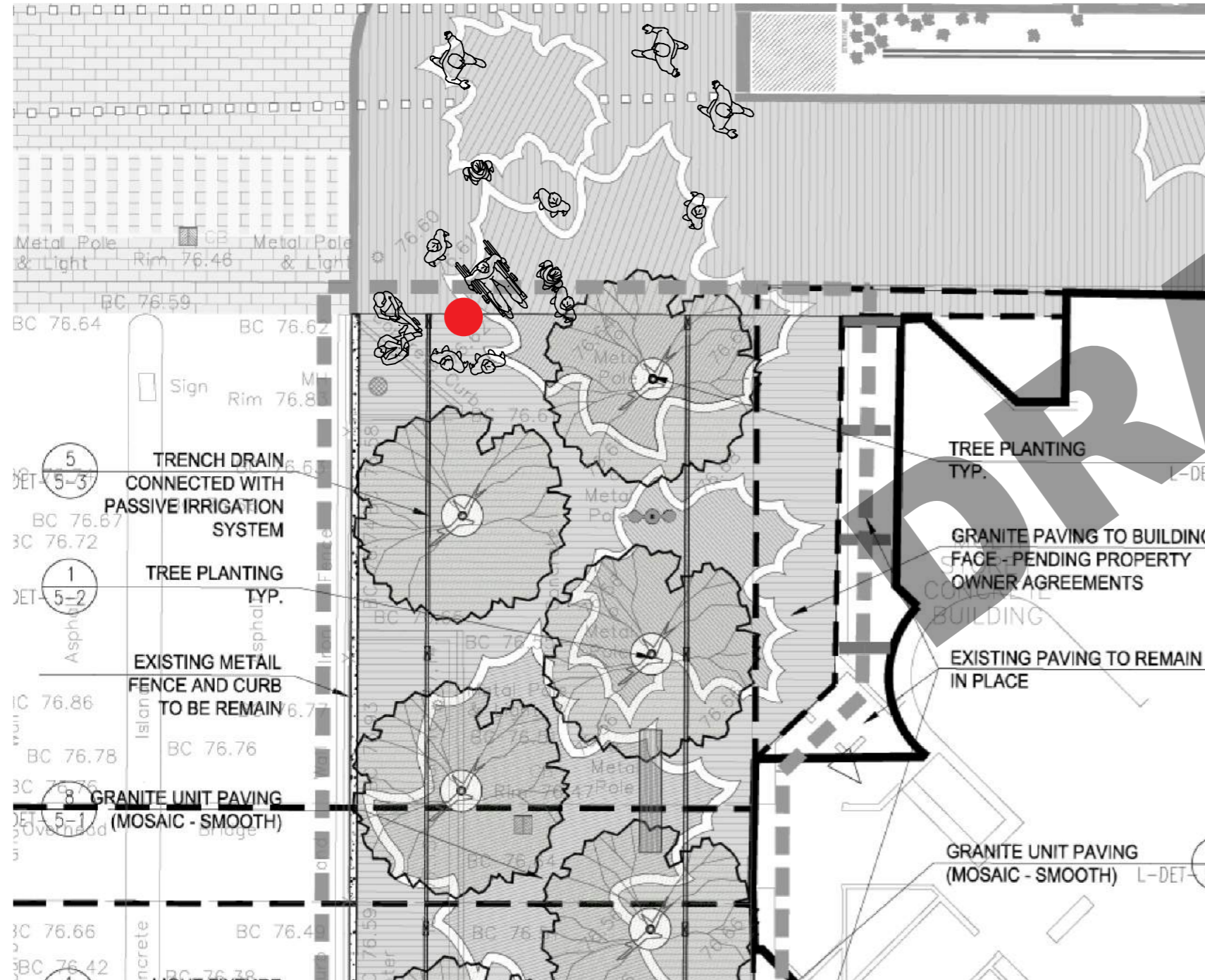
ALTERNATE TYPE
ORIENTATION



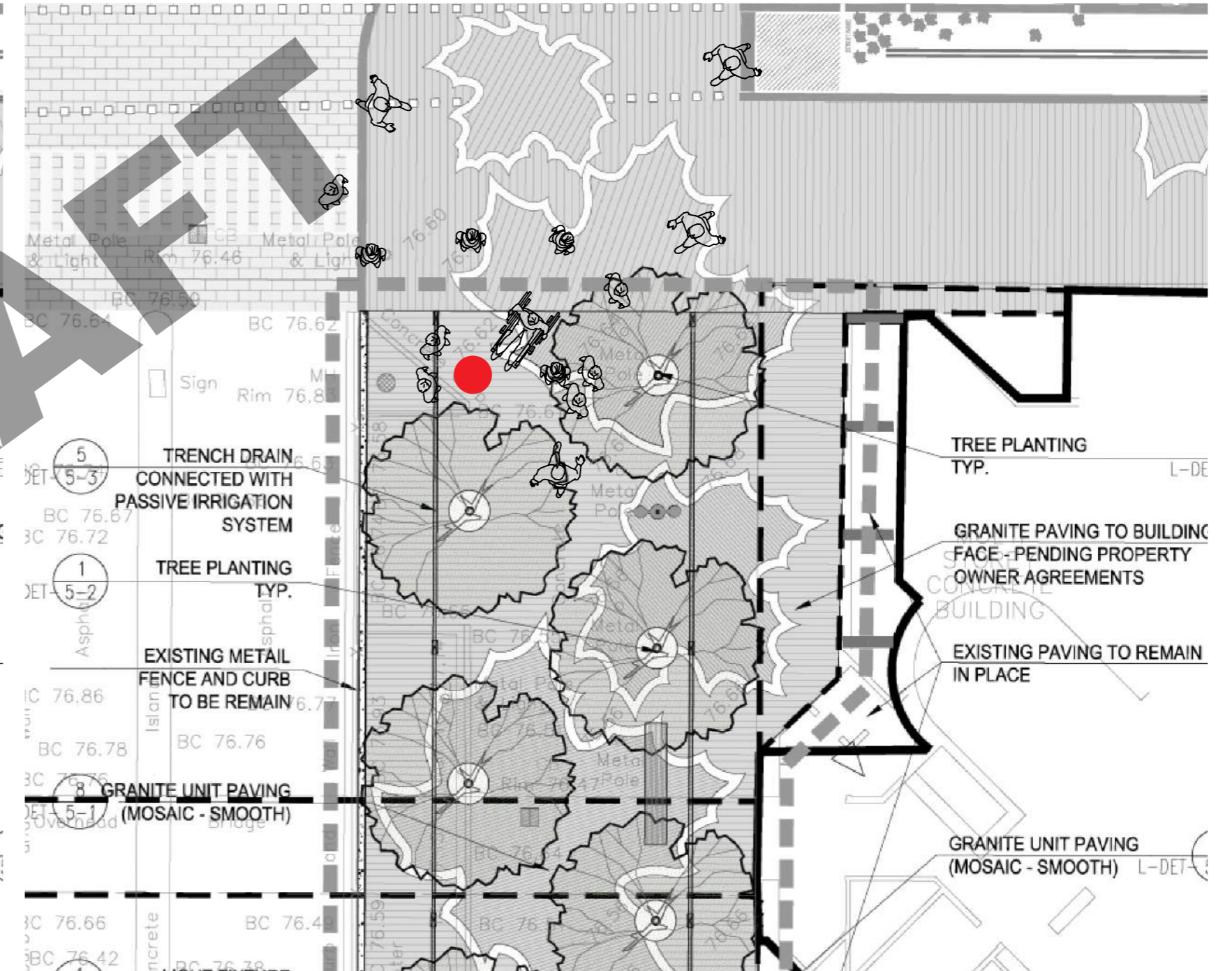
ALTERNATE TYPE
ORIENTATION

LOCATION OPTIONS
DESIGN DEVELOPMENT

LOCATION OPTION 1



LOCATION OPTION 2



LOCATION OPTION 1
VIEWS



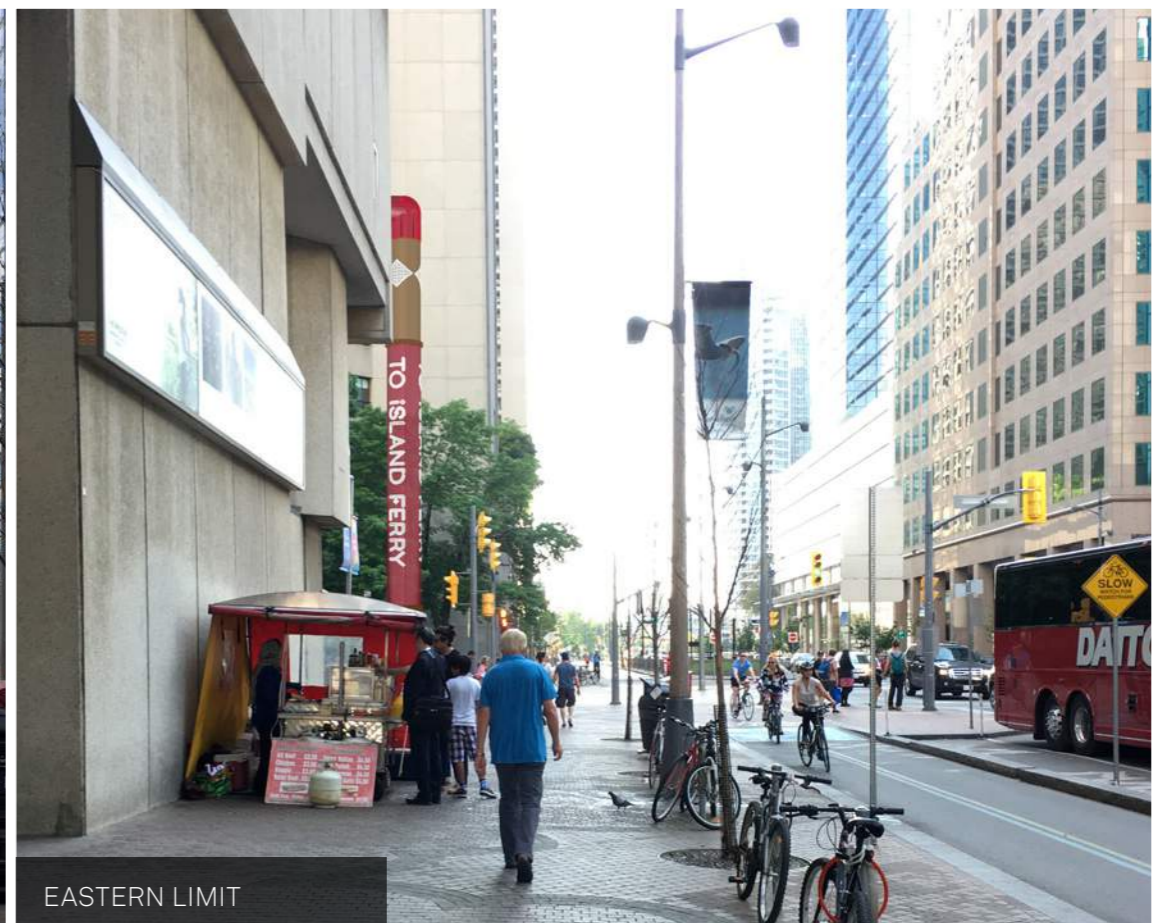
FROM NORTHWEST



FROM WEST



FROM EAST



EASTERN LIMIT

LOCATION OPTION 2
VIEWS

