



Who we are

Harbourfront Centre



- Harbourfront Centre is a non-profit organization which provides world-renowned programming in the arts, culture, education and recreation.
- It does this at a collection of distinctive venues on the 10 acre site it manages at the heart of Toronto's downtown waterfront.
- The Centre owns and operates several industrial buildings refurbished as cultural facilities. The Harbourfront Centre Site includes a hotel, restaurants, condominium dwellings, offices and a retail mall. The Centre's overall mandate is to retain in public trust the central waterfront acreage, to activate the site through cultural, educational and recreational activities and to keep the site accessible and open to all.
- No other institution embodies the diversity of the city and the mosaic of creative energy quite like Harbourfront Centre. Since its inception, the Centre has been introducing Toronto audiences to artists and art forms that would not normally be seen in commercial venues, exploring new and bold frontiers in the arts and creative expression.

Waterfront Toronto



The revitalization of Toronto's waterfront provides the city, the province and the country with an excellent opportunity to ensure that Toronto remains among the best places in the world to live, work and visit. Revitalization is a significant key to our future prosperity and Canada's much envied standard of living.

Mission

To put Toronto at the forefront of global cities in the 21st century by transforming the waterfront into beautiful, sustainable new communities, parks and public spaces, fostering economic growth in knowledge-based, creative industries and ultimately: re-defining how the city, province and country are perceived by the world.

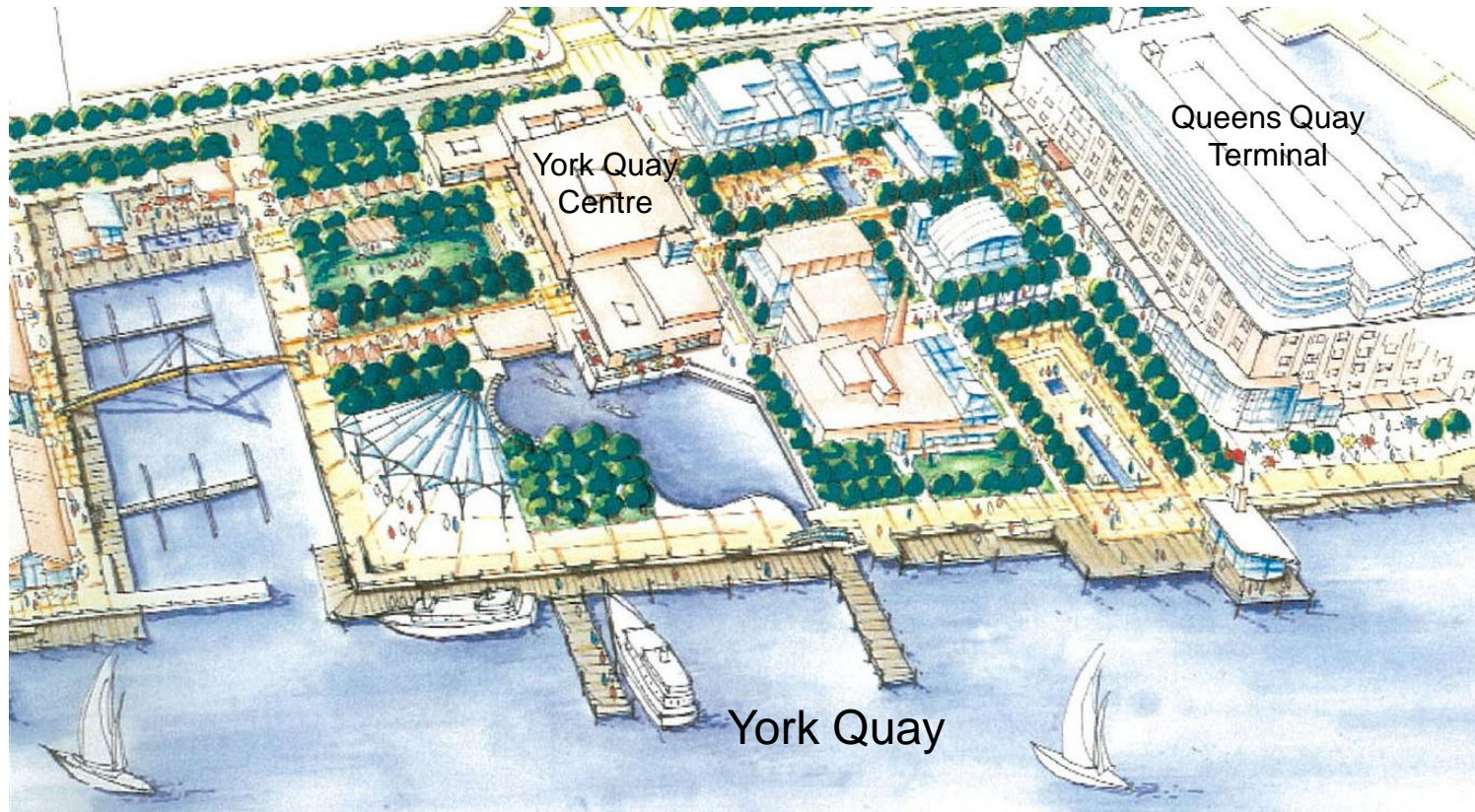
Vision

Working with the community and public and private sector partners, the Corporation will create waterfront parks, public spaces, cultural institutions and diverse and sustainable commercial and residential communities. We will strive to ensure that Toronto becomes the city where the world desires to live.

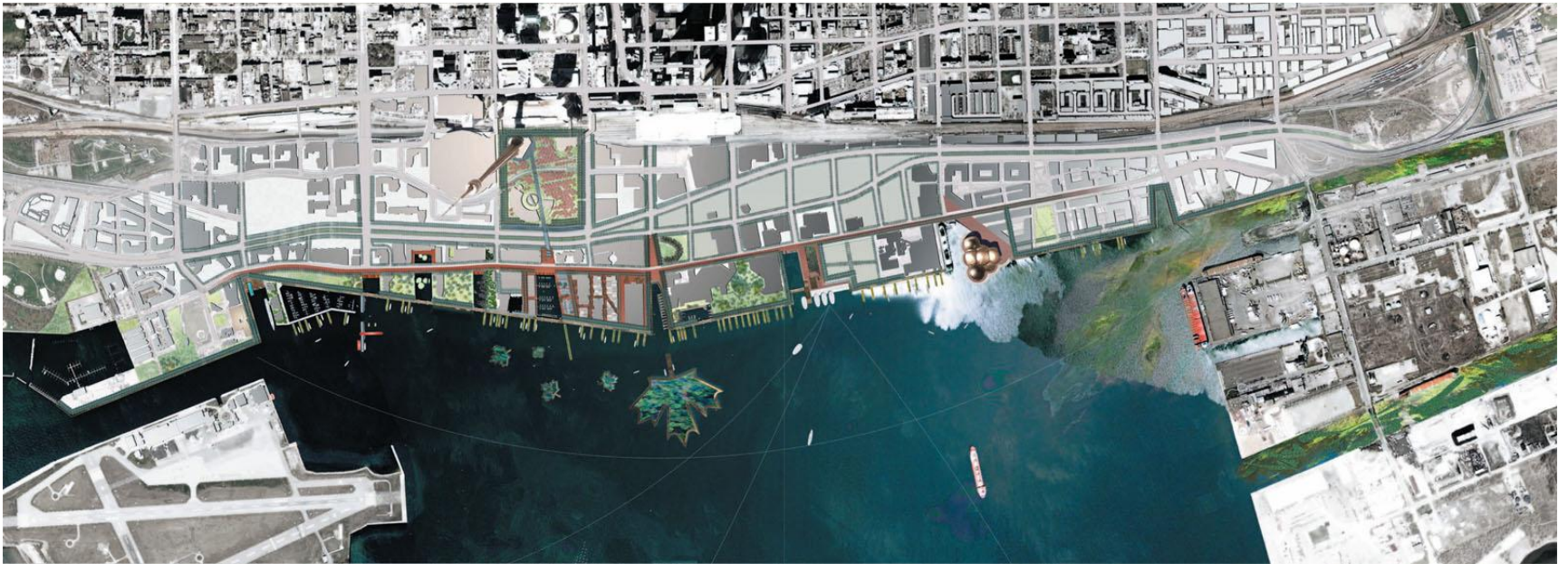


*York Quay Revitalization
Background*

Harbourfront Centre Master Plan, 2000

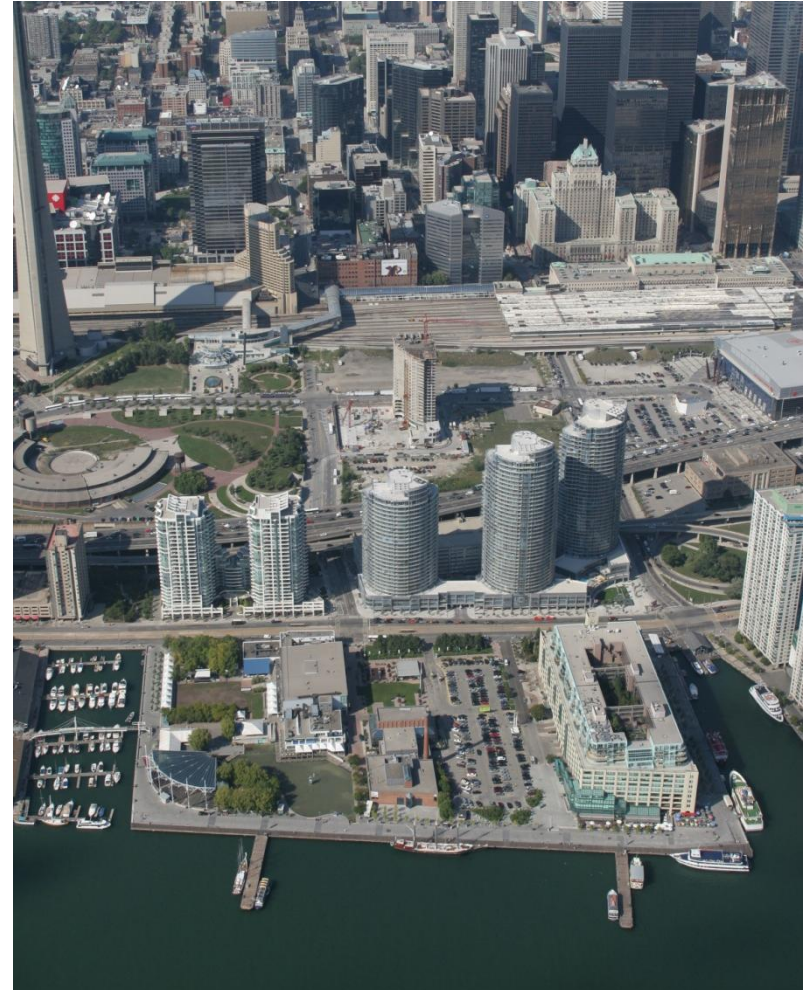


Central Waterfront Master Plan, 2006



Feasibility Study, 2008

- Federal capital funding of \$25 million was committed to generate a more stable revenue stream for Harbourfront Centre
- The Feasibility Study examined the 2000 Harbourfront Centre master plan in the context of the 2006 Central Waterfront master plan
- The goal was to evaluate;
 - a) Urban design,
 - b) Programming, and
 - c) Financial feasibility of replacing 3.5 acres of surface parking with a vibrant mixed-use urban park and cultural and retail cluster on top of a new underground parking garage.



Feasibility Study Methodology

- Developed and tested a shortlist of urban design ideas.
- Additional background studies were prepared including;
 - Demographic and Market needs analysis
 - Traffic impact study,
 - Geotechnical
 - Environmental soil and groundwater
 - Analysis of approvals required



Feasibility Study Vision

The York Quay Project will be a vibrant waterfront destination located at the physical and cultural apex of Toronto's Waterfront. Harbourfront Centre embodies, like no other institution, the diversity of the city and the mosaic of creative energy that is Toronto.

- Design components for the York Quay Project could include:
 - a) A *Cultural Village* incorporating retail and cultural uses;
 - b) Two major public squares and public circulation areas;
 - c) Underground parking garage;
 - d) Improvements on current cultural facilities.

Components from Feasibility Study

Cultural Village

The Cultural Village is a “village-like” fabric of culturally diverse retail and cultural uses adjoining the two major public squares.

Public Squares

Urban Square facing Queens Quay Boulevard
Canada Square facing the lake

Underground Parking Garage

Approximately 300 stall garage that will replace the current surface lot

Cultural Facilities improvements

Improvements to the exterior of the Power Plant, Enwave Theatre, and Sirius Stage area

Cultural Village

The Cultural Village is composed of two primary public squares and is a “village-like” fabric of culturally diverse retail and cultural uses.



Conceptual Image

View looking east toward Cultural Village, across urban square




Conceptual Image

Consolidated Framework Plan (based on Feasibility Study)

- 1 Canada Square
- 2 Cultural Village “Retail/Studio/Commercial” Space
- 3 Underground parking garage (approx. 300 stalls)
- 4 Urban Square
- 5 Ramp to below-grade parking and potential street-related retail
- 6 Future Cultural Uses





*This Framework Plan
forms the basis of the
York Quay Revitalization Project*

York Quay Revitalization Project

Phase 1 - York Quay Promenade (Completed 2005)



York Quay Project, Phase 1

York Quay Promenade



before




after



after

York Quay Revitalization Project

 Phase 2 - Underground parking garage (approximately 300 stalls), lake-facing square (Canada Square), and re-zoning for future phases



York Quay Revitalization Project

□ Future Phases - Retail/Commercial/Studio Space (Cultural Village) and urban square





Why we are here



*Waterfront Toronto and Harbourfront Centre
are embarking on **Phase II** of the
York Quay Revitalization Project:*

Underground Parking Garage and Canada Square

*Federal Funding has been committed
for this project*

Primary Site

- 1.4 hectares (3.5 acres)
- Surface parking managed by Harbourfront Centre (HFC)
 - 212 car capacity
 - \$1.2 million annual revenue
- Surface area owned by City of Toronto and leased to HFC on a long term lease.
- Sub-surface is owned by the Federal Government
- Zoned as park land (G)





The Design Team



Michael Van Valkenburgh Associates, Landscape Architects (MVVA)

Selected as Design Lead

December 7, 2009

- Selected from among 15 submissions during a competitive Request for Proposal (RFP) process, MVVA was chosen to lead the design of the York Quay Revitalization Project (phase two) for Waterfront Toronto and Harbourfront Centre.
- MVVA has been selected in part on their innovative proposal to design an underground parking garage that is an enticing part of the urban experience rather than a grim, unwelcoming and disorienting piece of infrastructure.



What we've asked MVVA to do

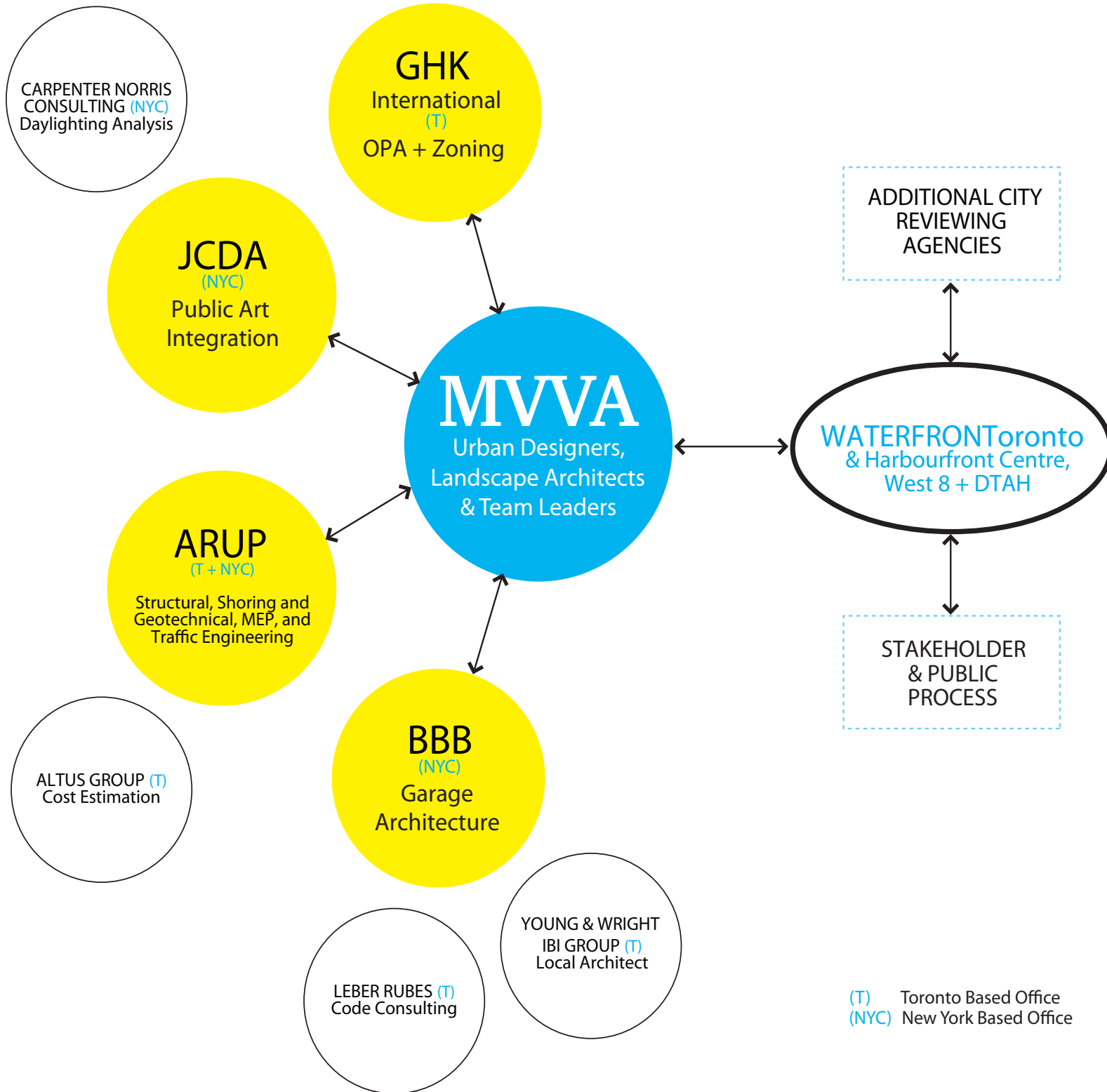


York Quay Revitalization Phase 2

Public Meeting Presentation, March 2010



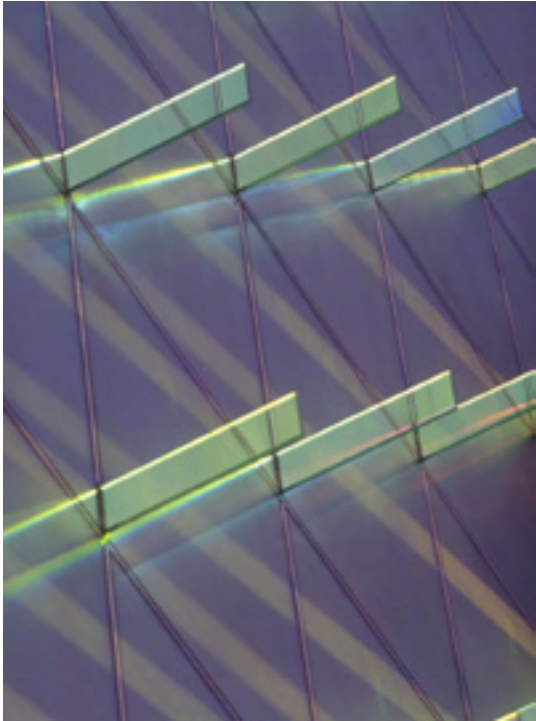
WATERFRONToronto



Materiality and Climate



Engineering and Daylight



Planting and Culture



The Planning Context



Central Waterfront Master Plan

1. To sustain and grow **Harbourfront Centre's** program of diversity and culture (below-grade garage = new site)

2. To anticipate the needs for supporting a finely-textured urban fabric--**the Cultural Village**

3. To integrate the plan within the developing waterfront framework:

an Urban Square located at the redevelopment of Queens Quay Boulevard

a Lakeside Square located at the edge of the Central Waterfront Promenade

Refining the Framework Plan

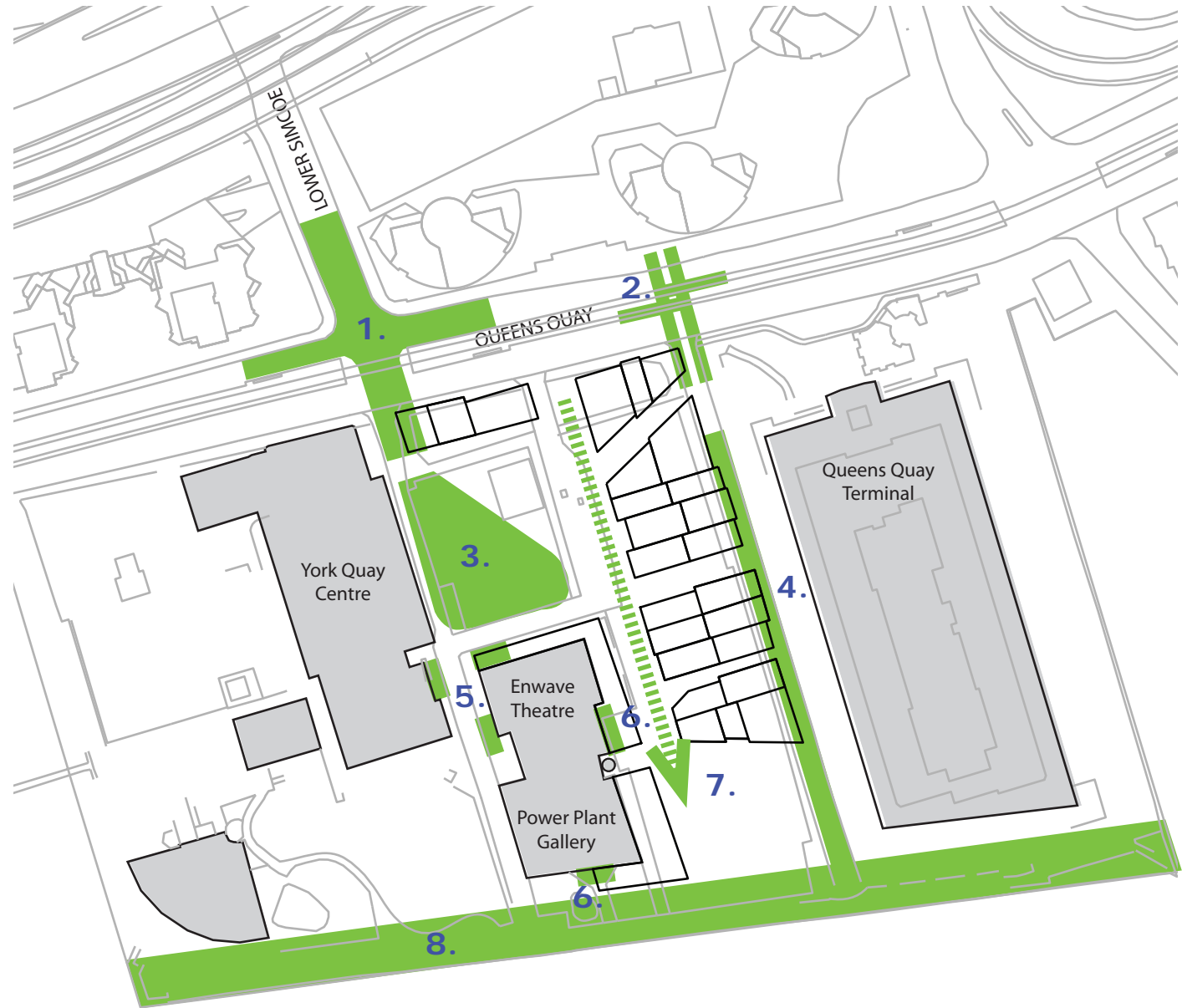


Refining the Framework Plan



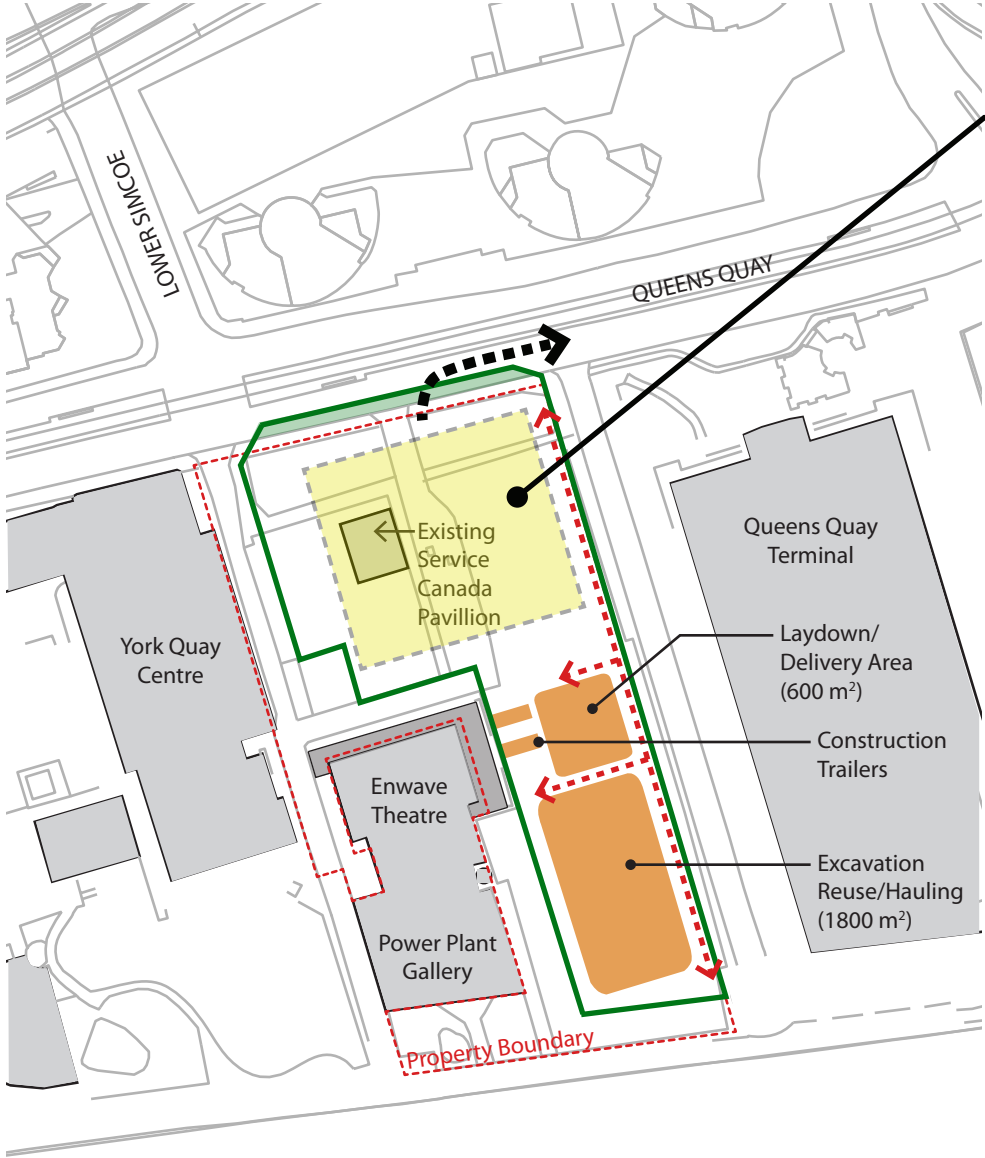
Existing and Future Site Considerations

1. Coordination of future intersection at Simcoe
2. Coordination of future LRT Station and Crosswalks
3. Accommodation of loading 10 Buses on site
4. Existing Queens Quay Terminal Service Lane (Private Property)
5. Existing Loading Docks
6. Existing Power Plant Building Entries
7. Cultural Village and axis to Lake
8. Water's Edge Promenade (19m)



Existing and Future Site Considerations

Construction Access



Secant Wall Construction



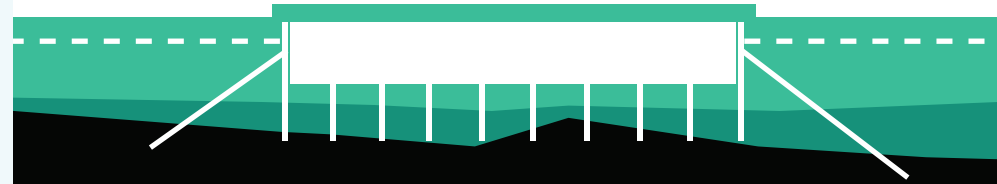
Subgrade Considerations

Greater Economy = More Project



Deep Excavation

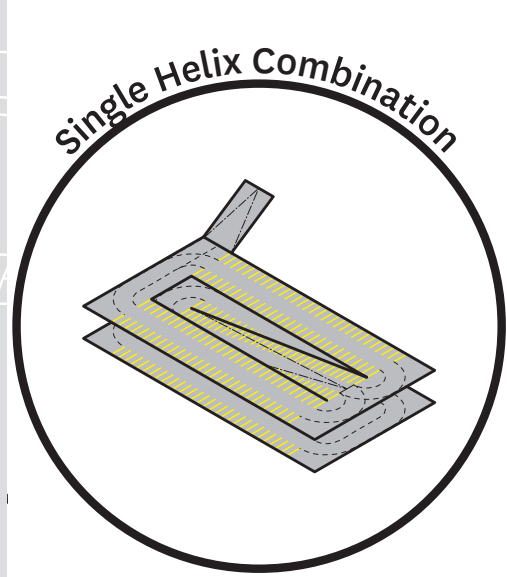
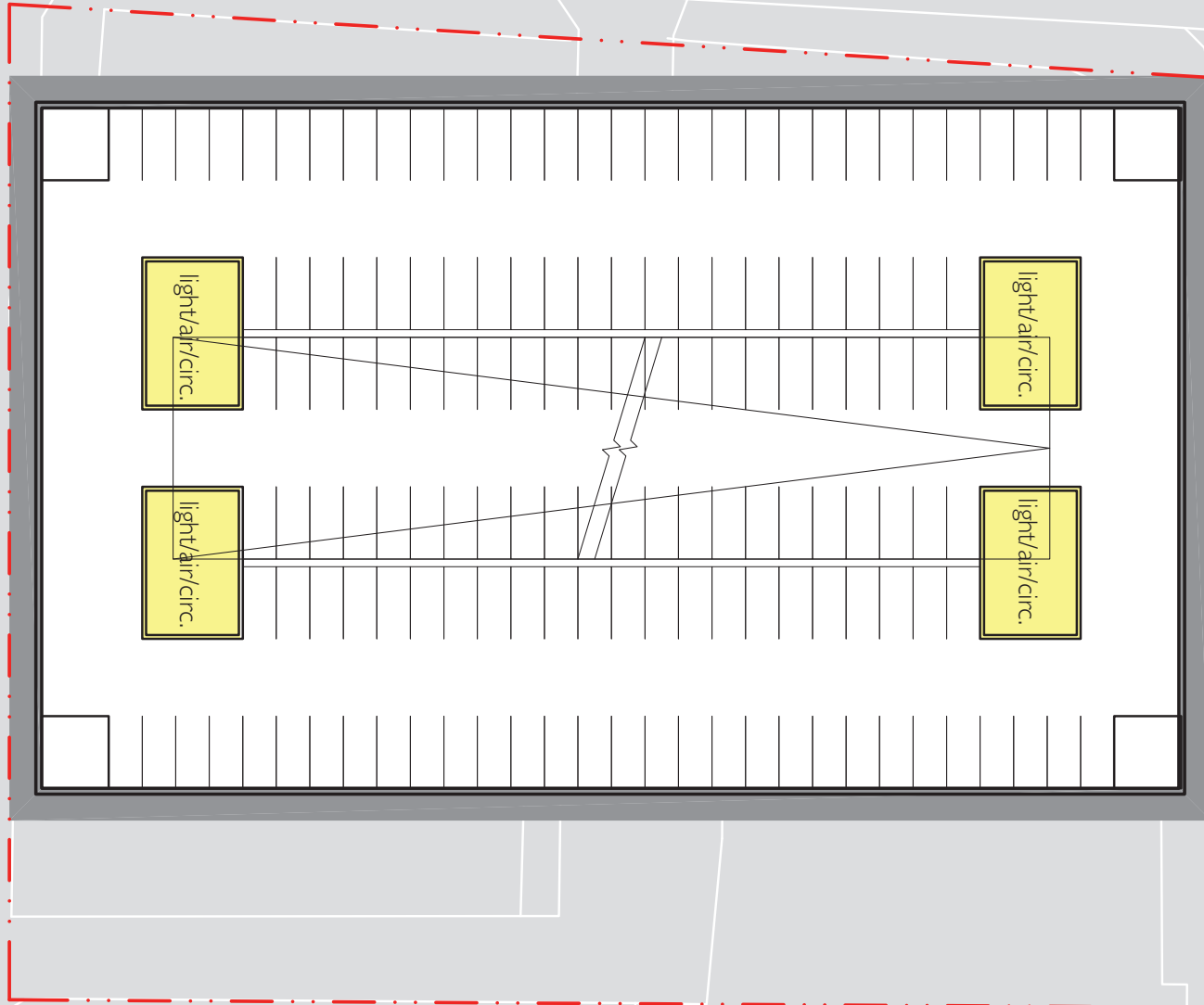
- Higher Uplift Forces
- Potential for Direct Bearing on Bedrock
- More Anchoring Relative to Depth
- May Require Excavation of Bedrock



Shallow Excavation

- Lower Uplift Forces
- Drilled Piers Required to Bear on Bedrock
- More Anchoring Relative to Surface Area
- May Require Need for RARM Protocol

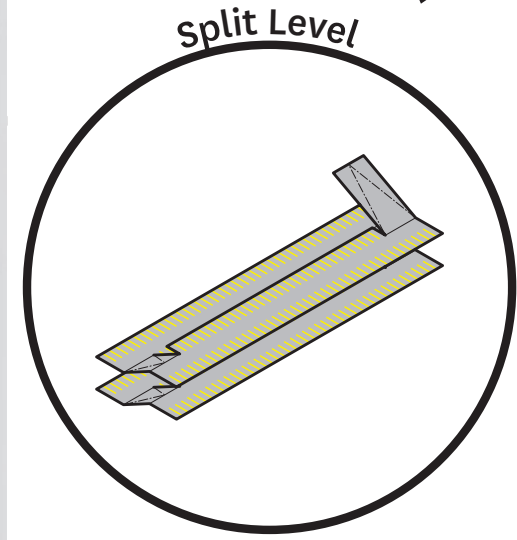
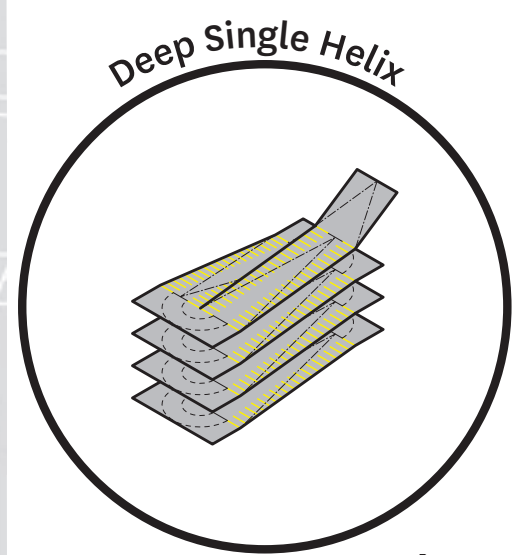
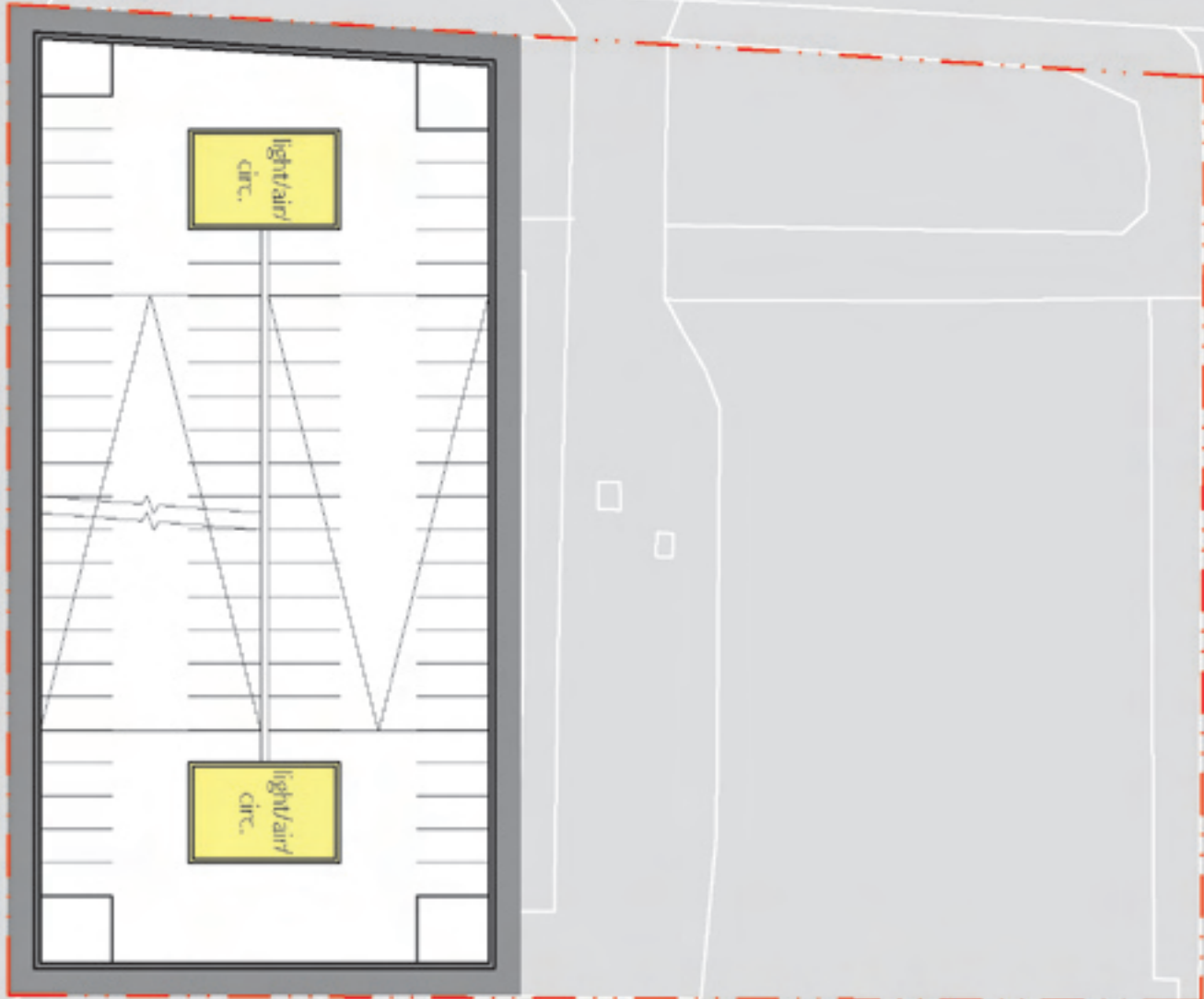
300 Cars



OPTION A

No. of stalls per level	148	
Area per level	4,658 m ²	50,138 sqft
Area per stall	31.4 m ²	338 sqft
Area of air/light/circ. zones	368 m ² (8%)	3,961 sqft
Perimeter Length	282 m	925'
Min no. of levels required	2+	
Depth	8.05 m	26'-6"
Volume	37,497 m ³	49,044 cuyd

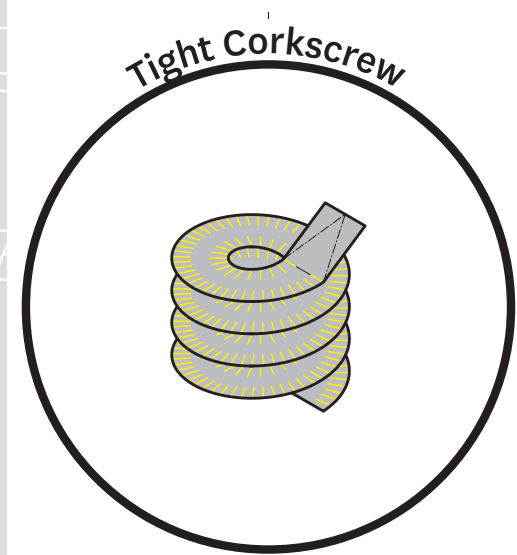
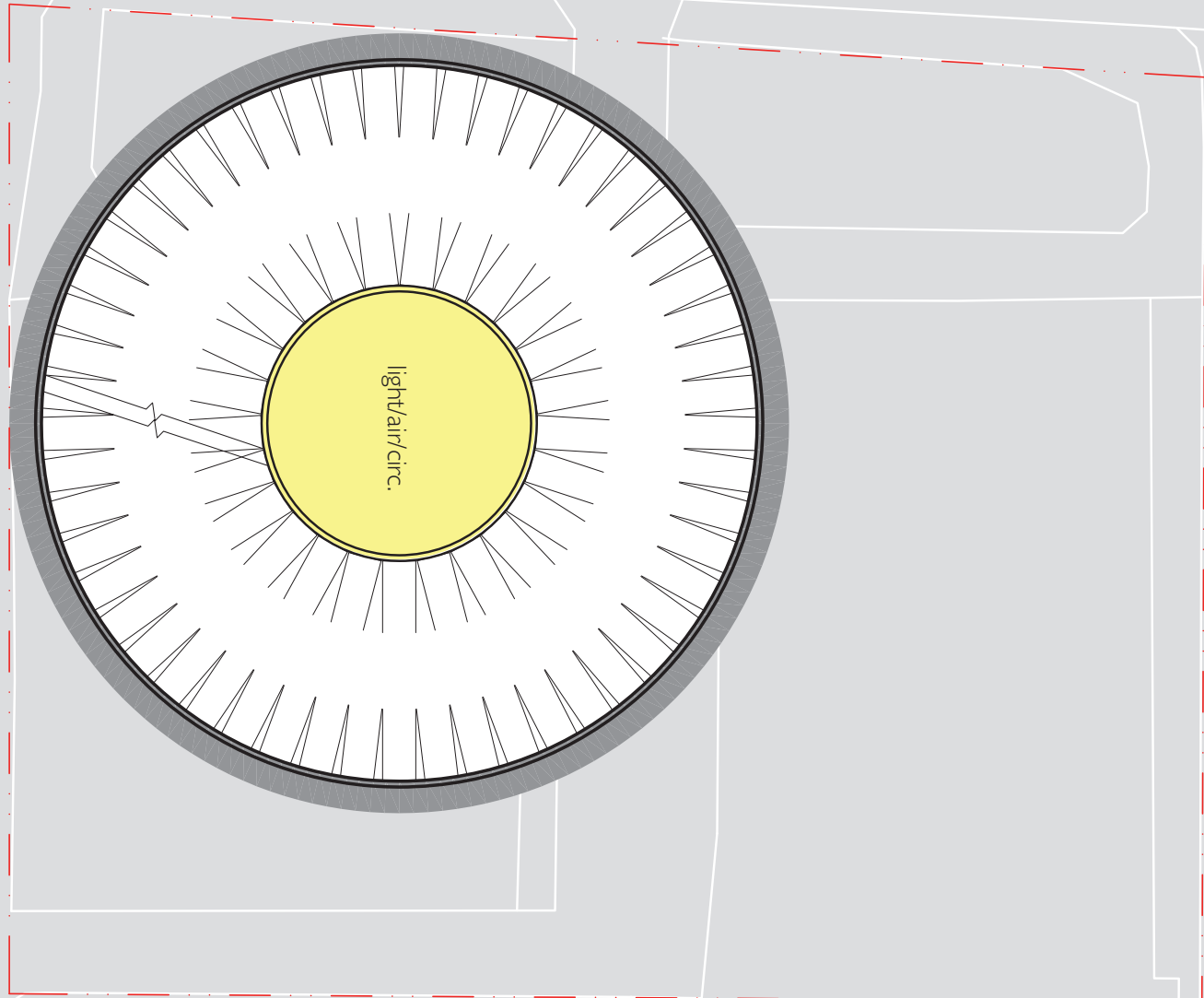
300 Cars



OPTION B

No. of stalls per level	79	
Area per level	2,487 m ²	26,770 sqft
Area per stall	31.5 m ²	339 sqft
Area of air/light/circ. zones	184 m ² (7%)	1,980 sqft
Perimeter Length	212 m	695'-6"
Min no. of levels required	4	
Depth	14.75 m	48'-6"
Volume	36,683 m ³	47,980 cuyd

300 Cars

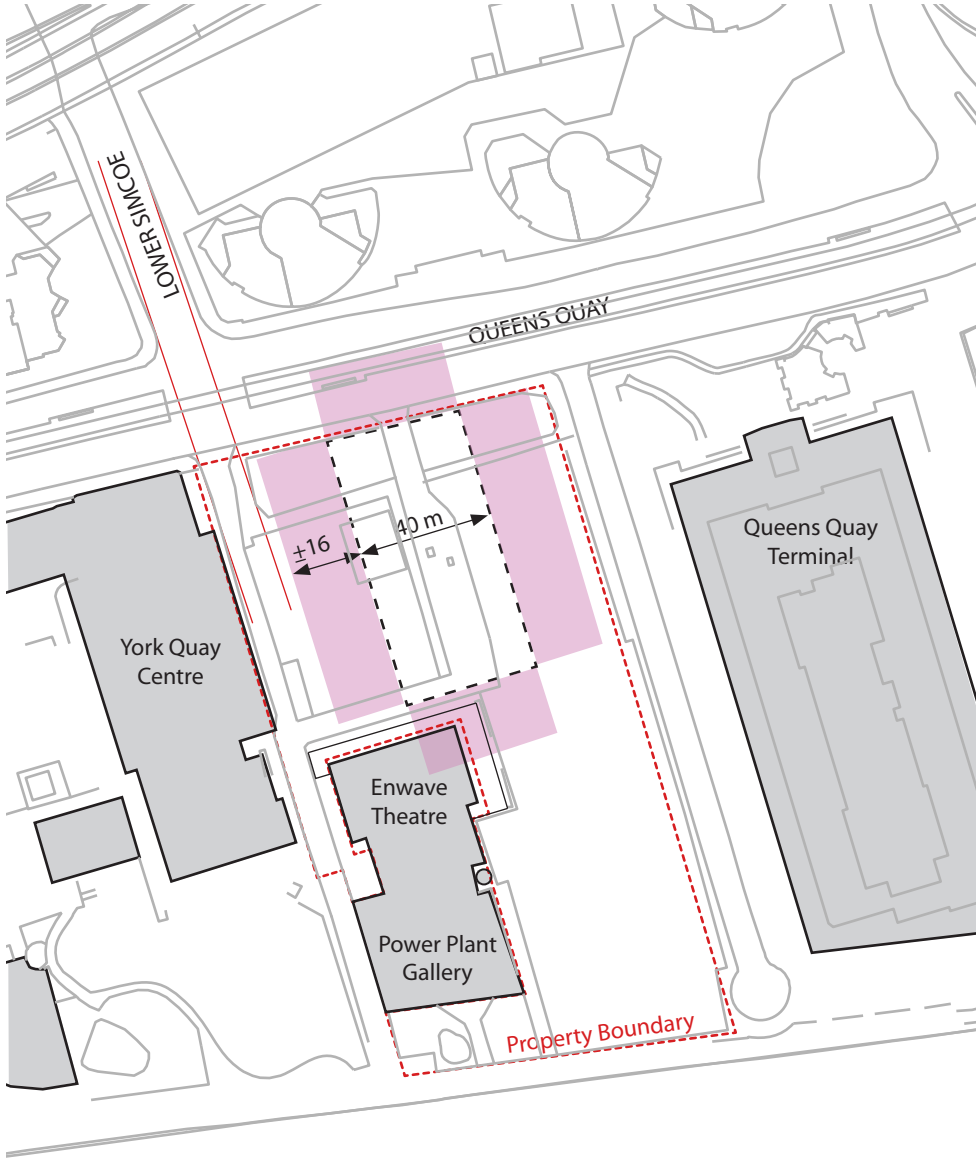


OPTION C.I

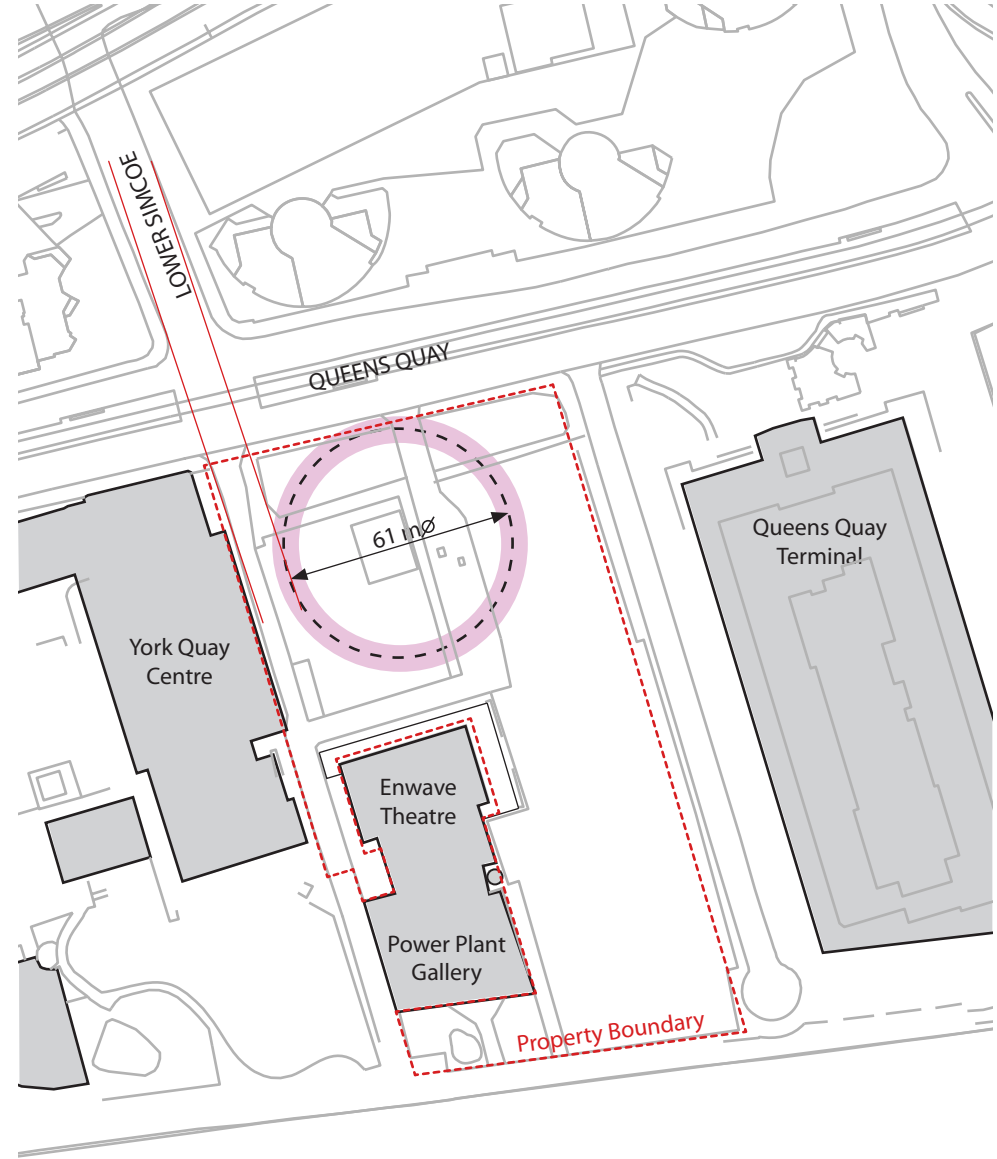
No of stalls per level	78	
Area per level	2,454 m ²	26,415 sqft
Area per stall	31.5 m ²	339 sqft
Area of air/light/circ. zones	363 m ² (15%)	3,907 sqft
Perimeter Length	176 m	578'
Min no of levels required	4	
Depth	14.75 m	48'-6"
Volume	36,197 m ³	47,344 cuyd

Subgrade Considerations

Garage Footprint and Anchoring Impacts to Abutting Conditions



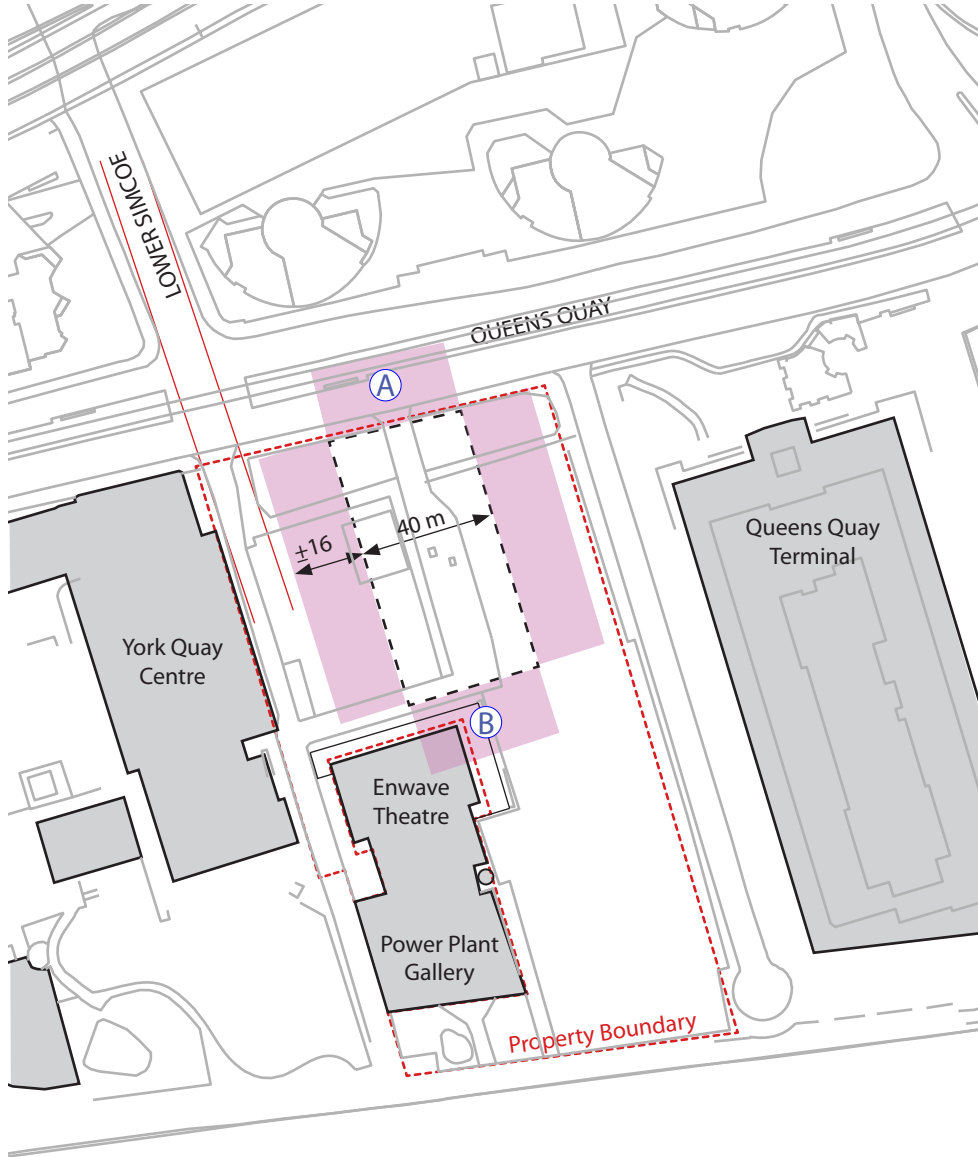
Rectangular Garage Form
(Secant Wall and Anchor Tie-Backs)



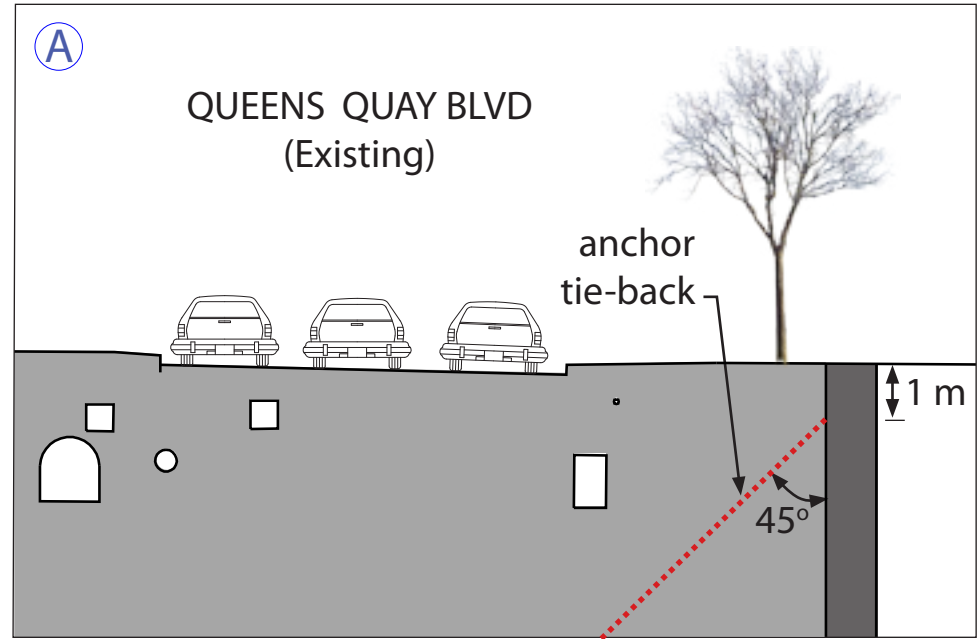
Circular Garage Form
(Secant Wall and Internal Compression Rings)

Subgrade Considerations

Garage Footprint and Anchoring Impacts to Abutting Conditions

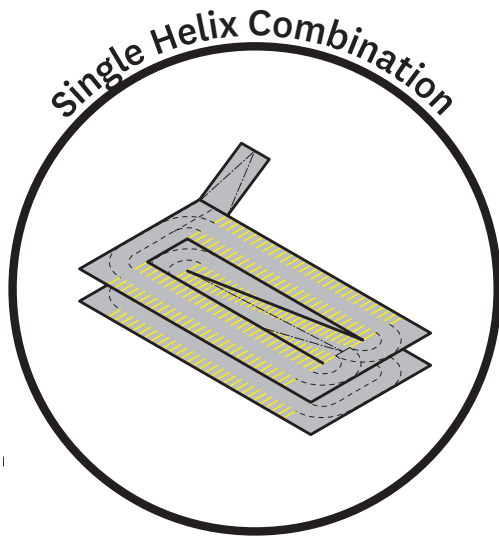


Rectangular Garage Form
(Secant Wall and Anchor Tie-Backs)



Subgrade Economy

Greater Economy = More Project

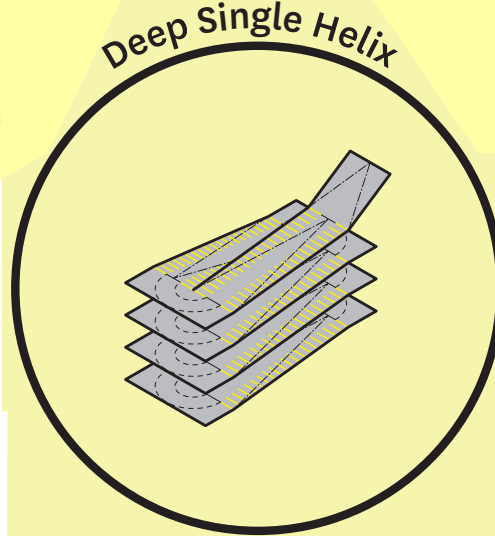


Too large relative to site access

Parking on ramps

Limited plan flexibility

Awkward condition at bottom level

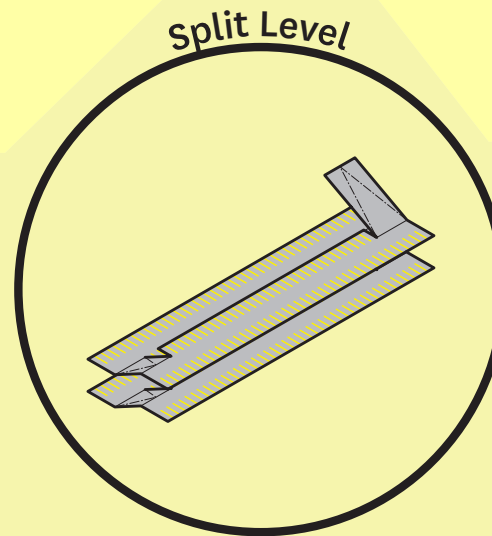


Efficient stacking section relative to depth

Parking on ramps

High degree of plan flexibility

Awkward condition at bottom level

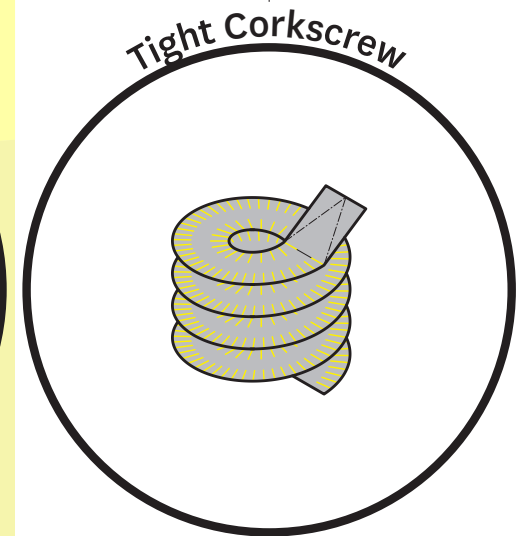


Most efficient stacking section relative to depth

Speed ramps cannot accommodate parking

Good plan flexibility

Level condition at bottom level

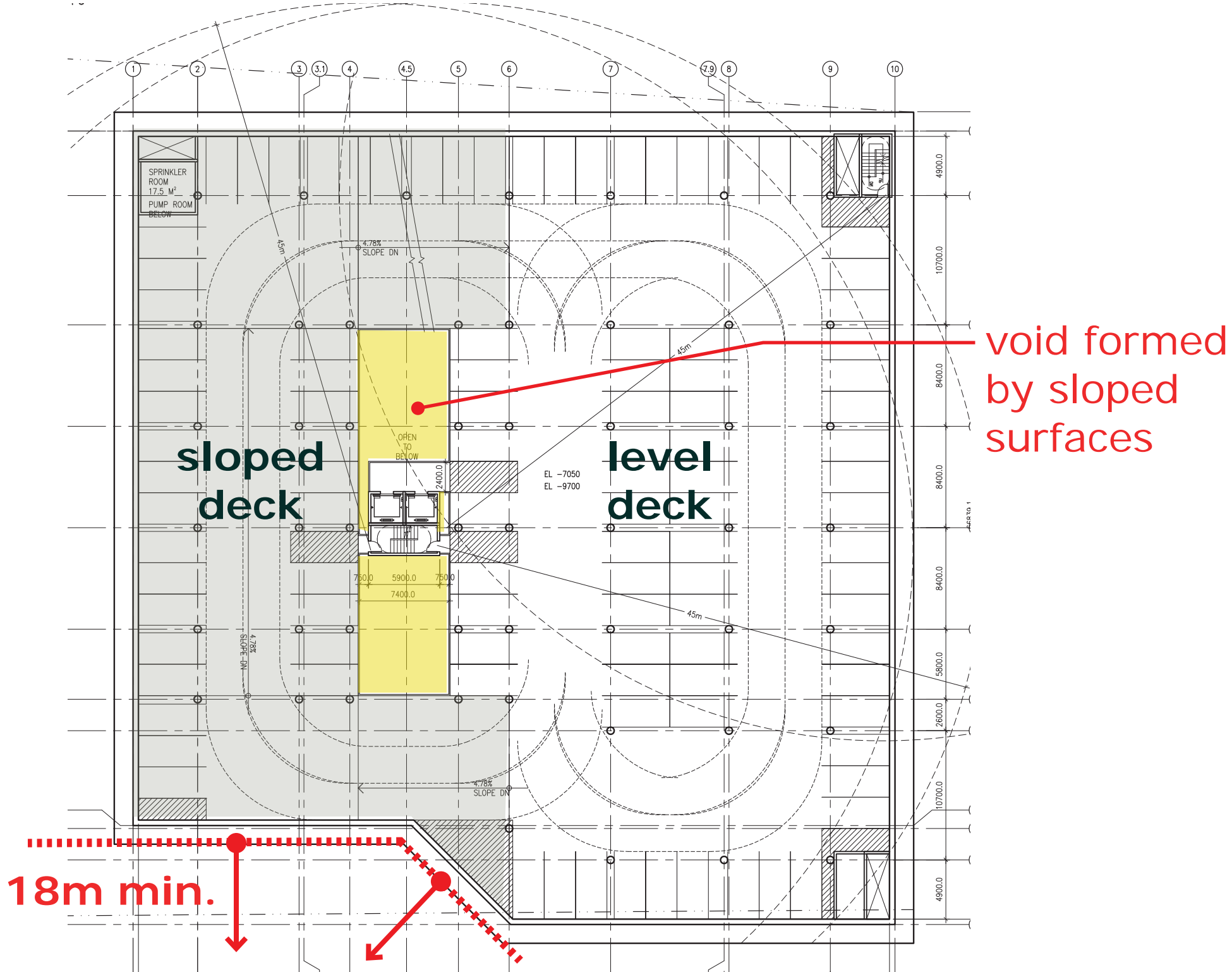


Requires too much excavation into bedrock

Integration of vertical elements compromise efficiency

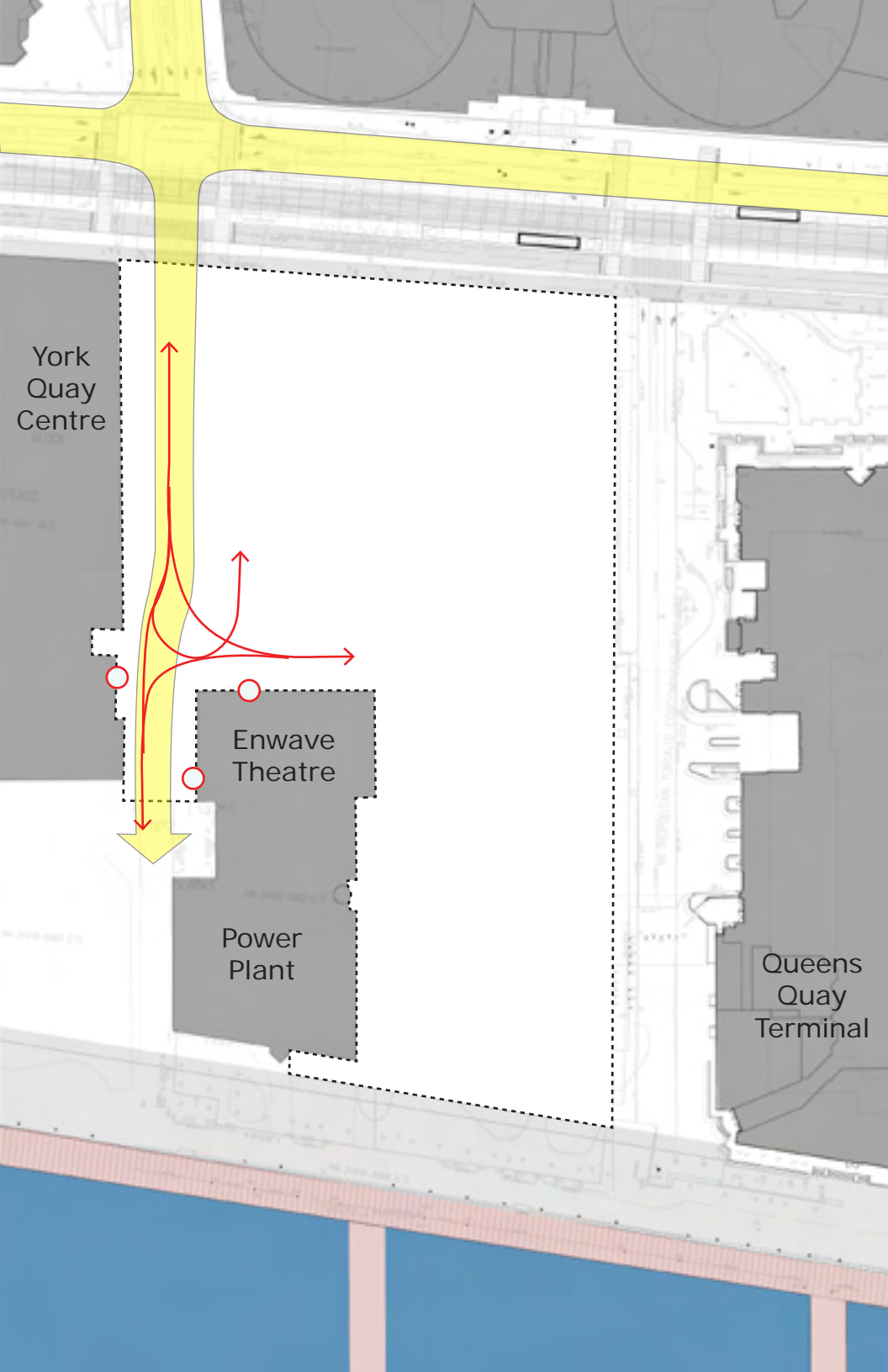
Compromises utility of plaza area

Awkward condition at bottom level



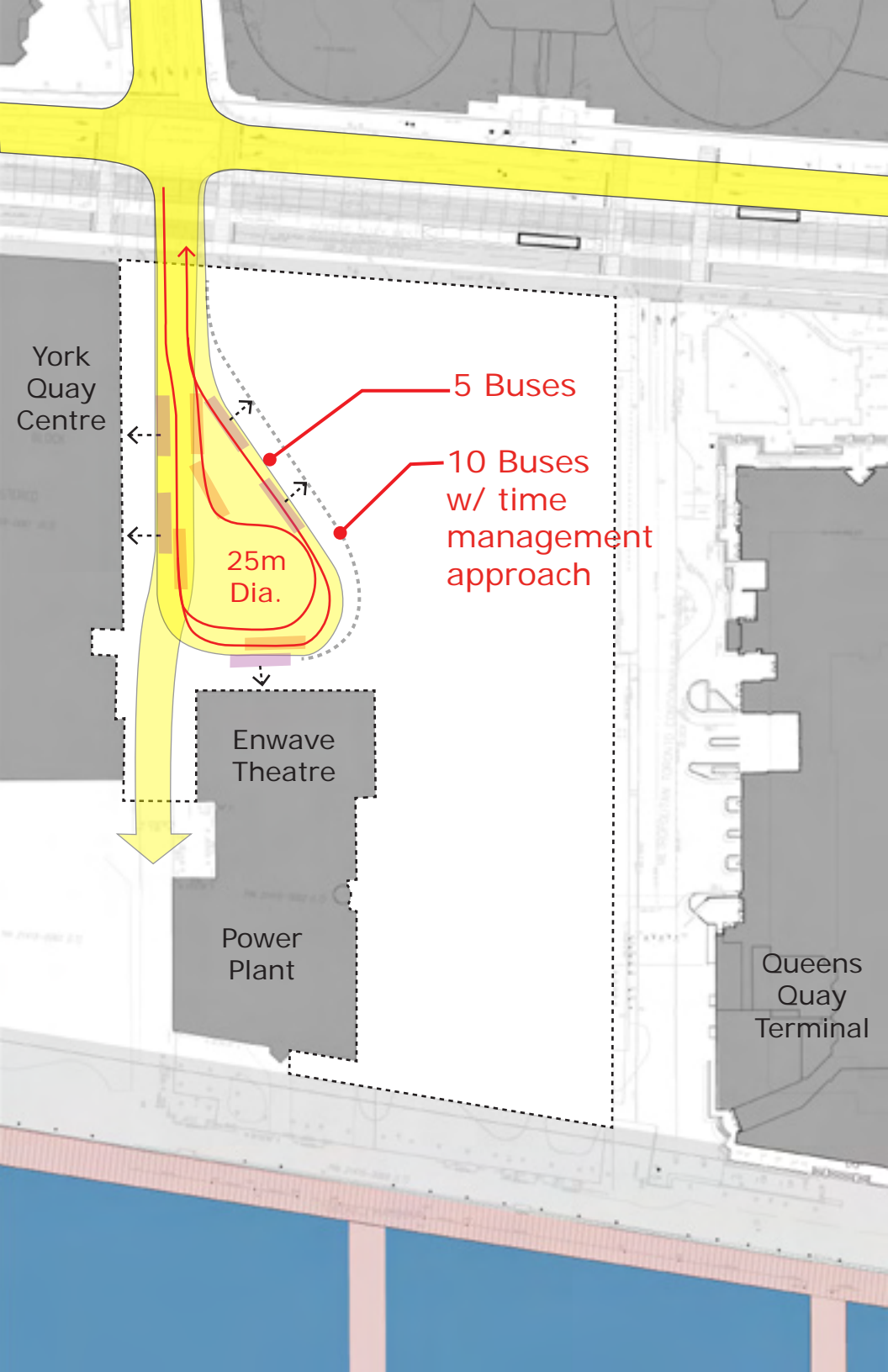
Vehicular Movements

Existing Loading Docks



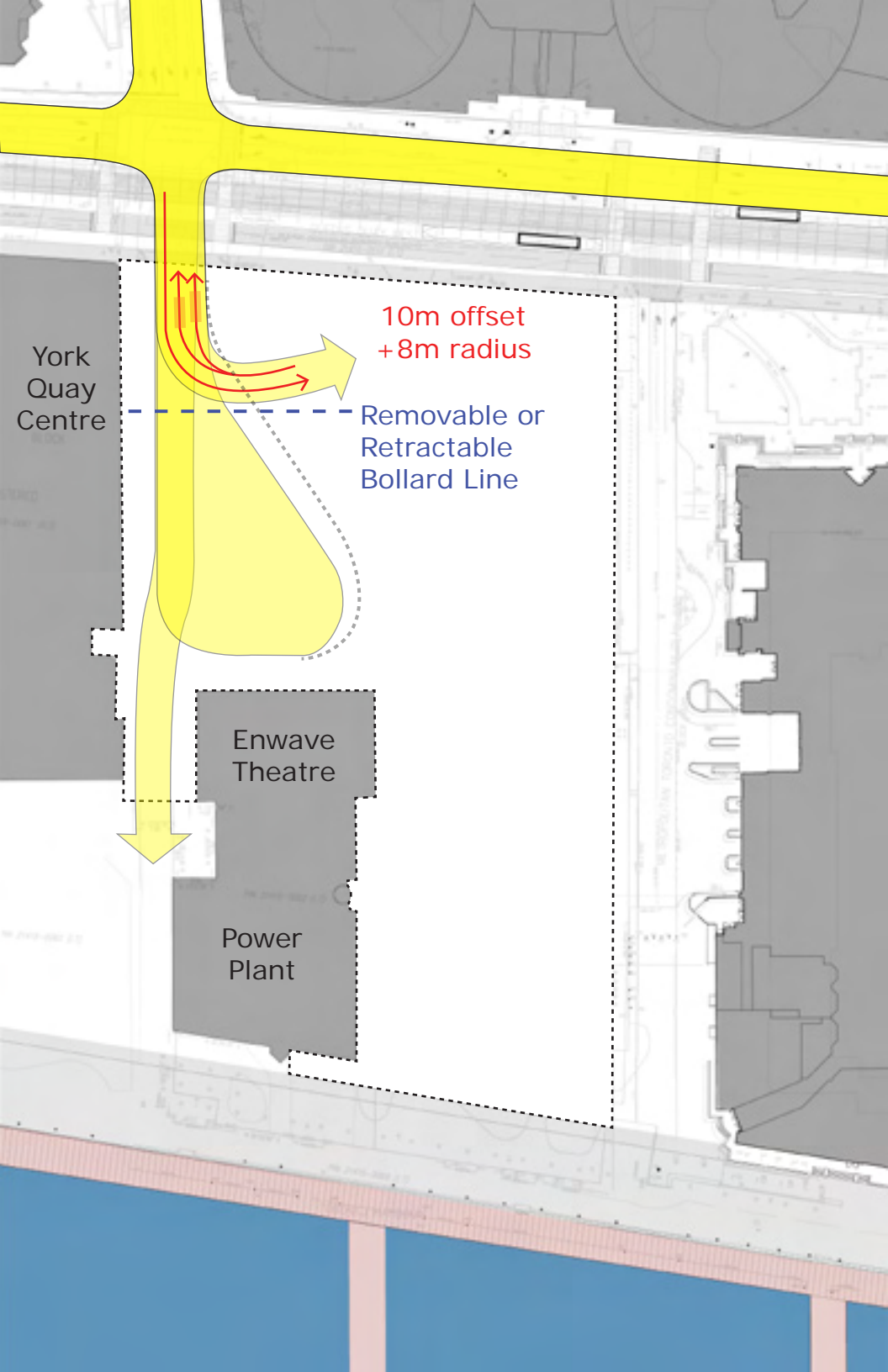
Vehicular Movements

School Bus Drop-off



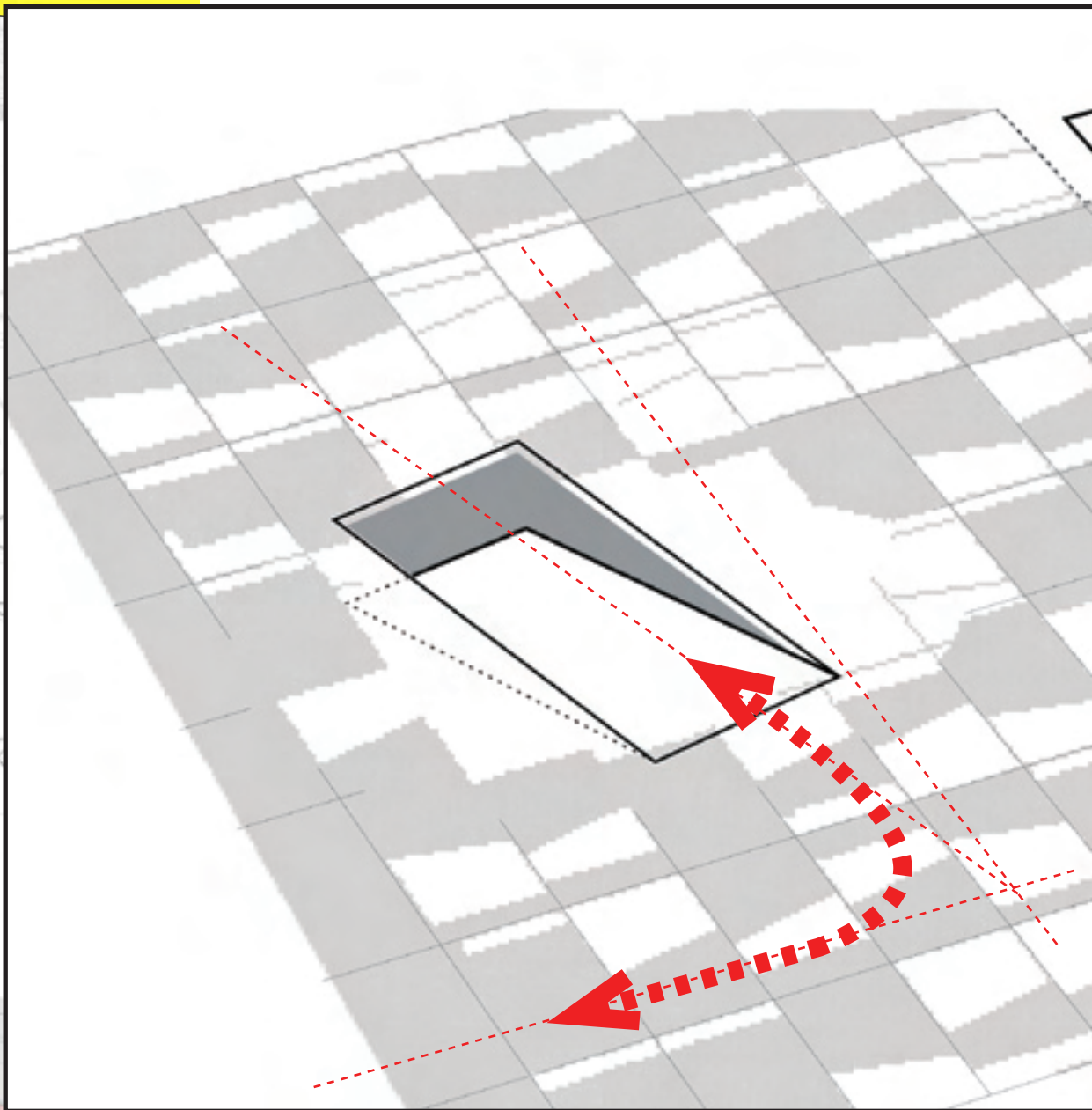
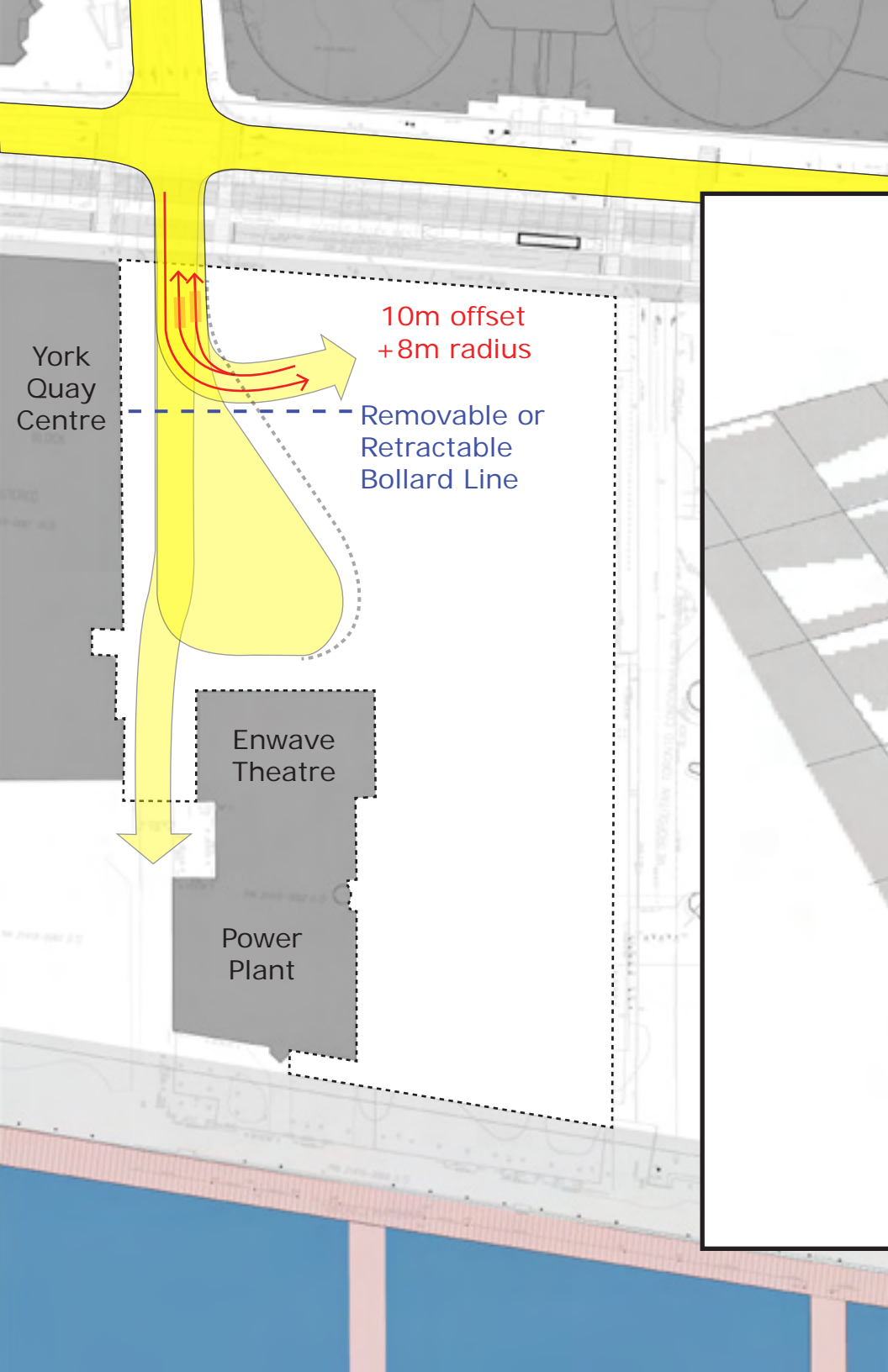
Vehicular Movements

Parking Garage Queuing



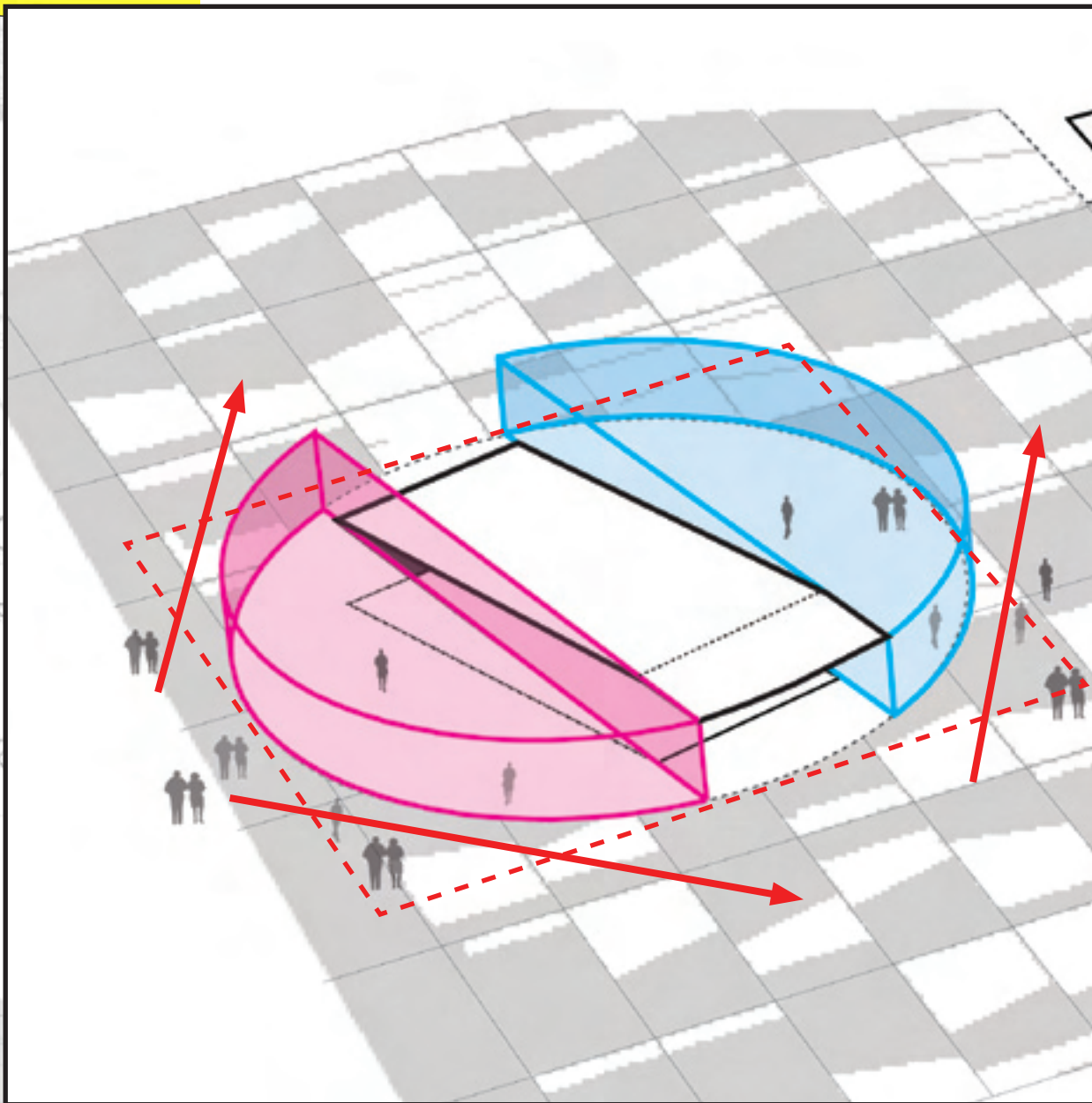
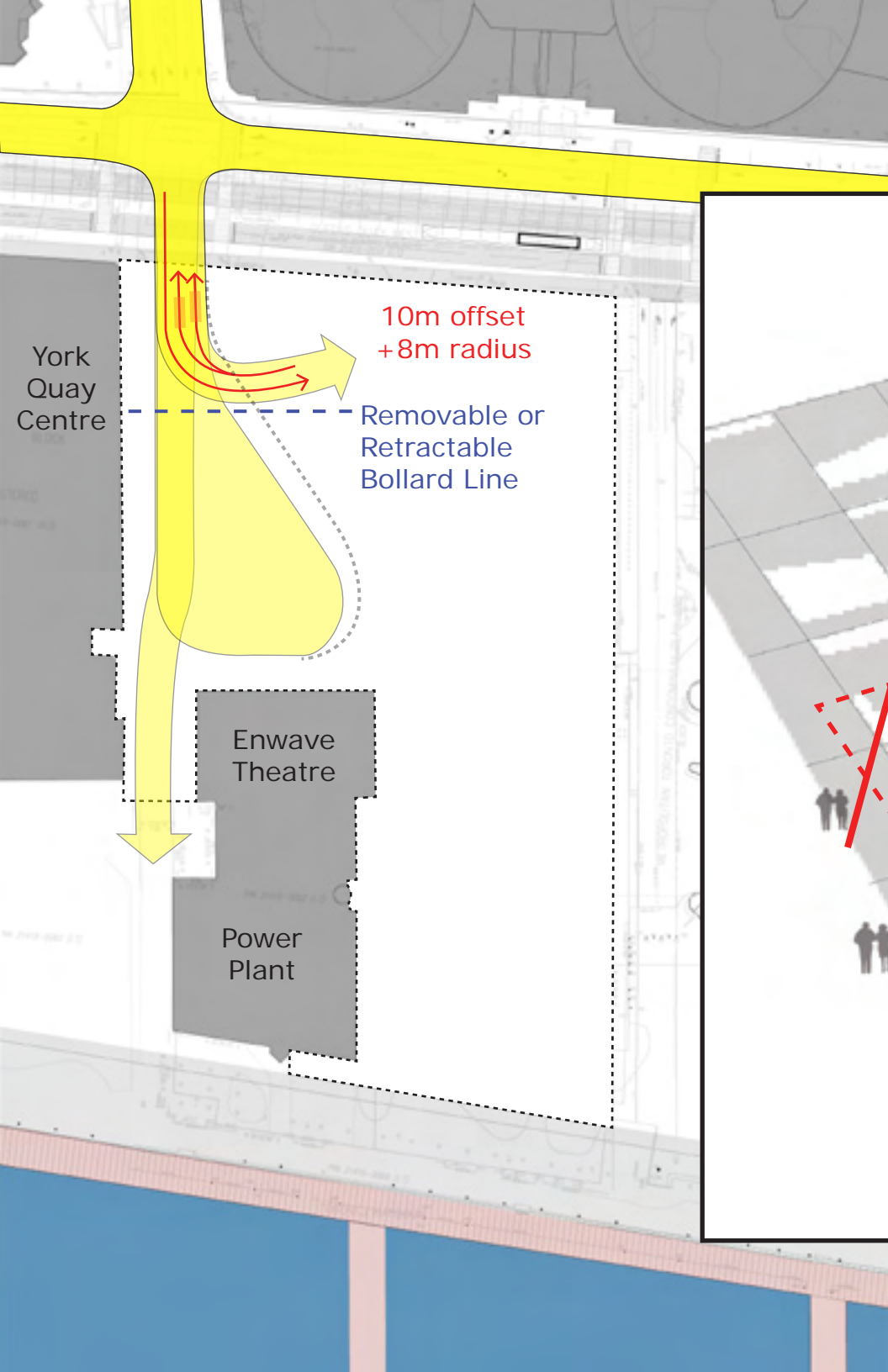
Vehicular Movements

Parking Garage Entry



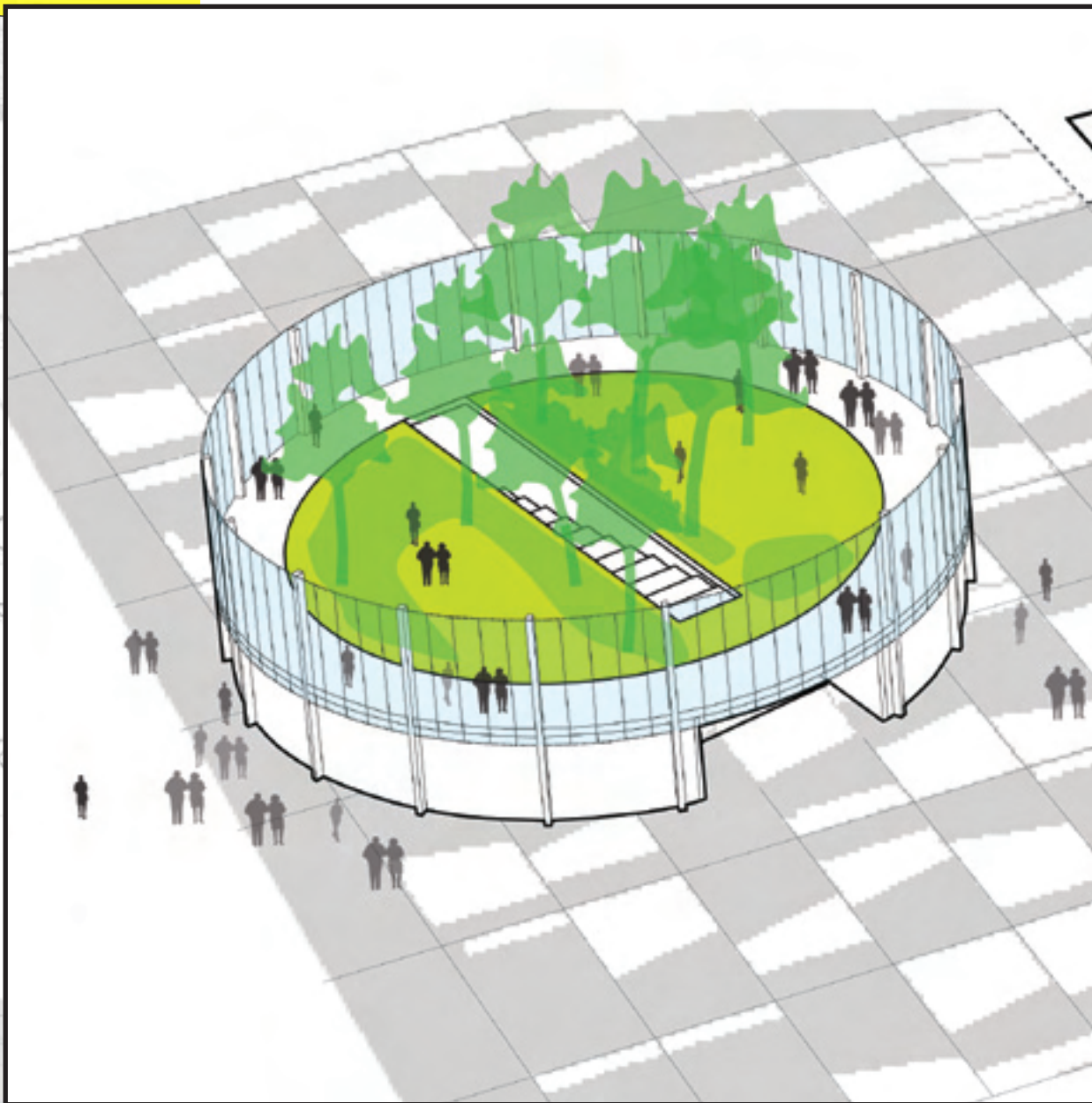
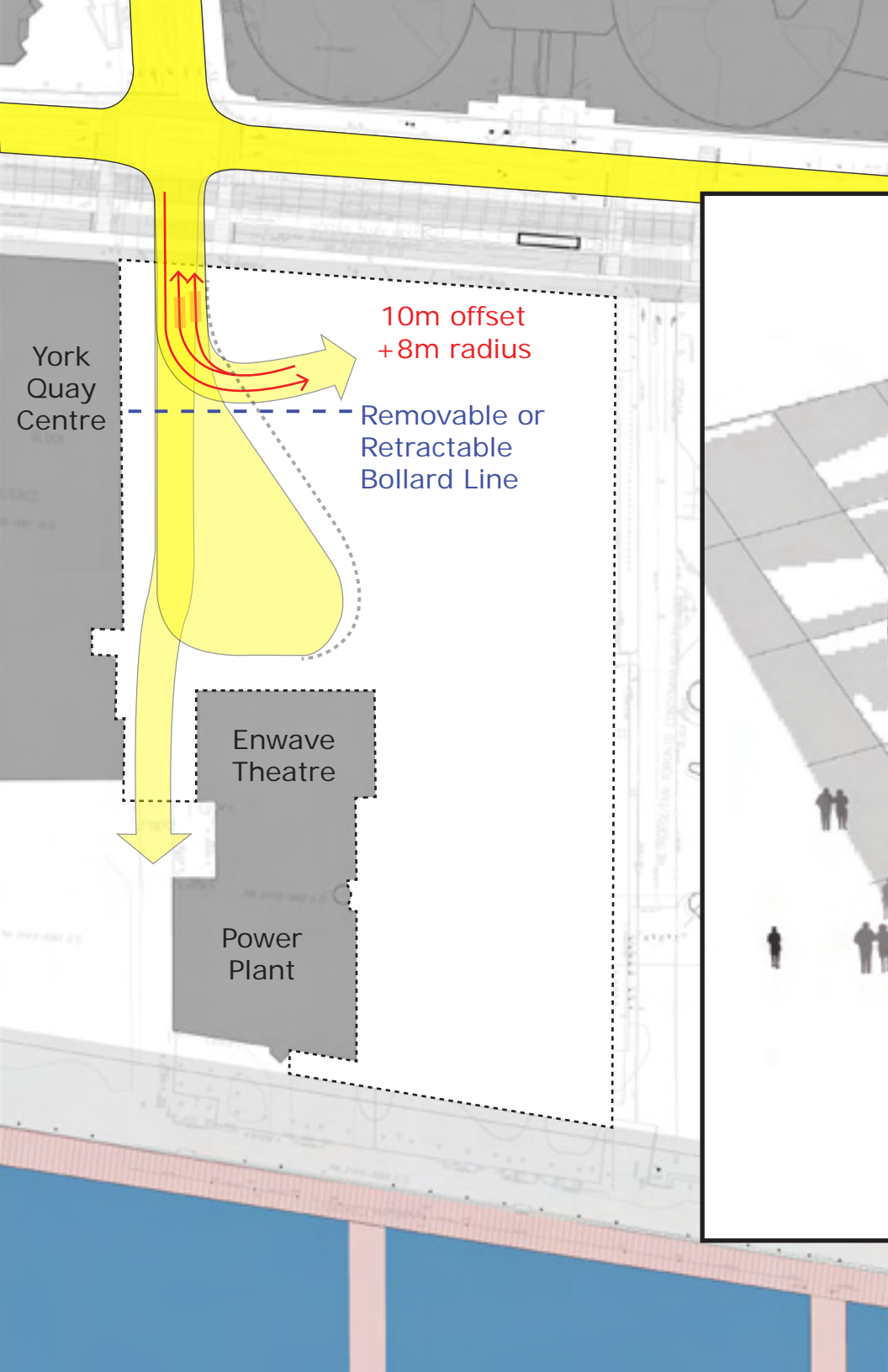
Vehicular Movements

Parking Garage Entry



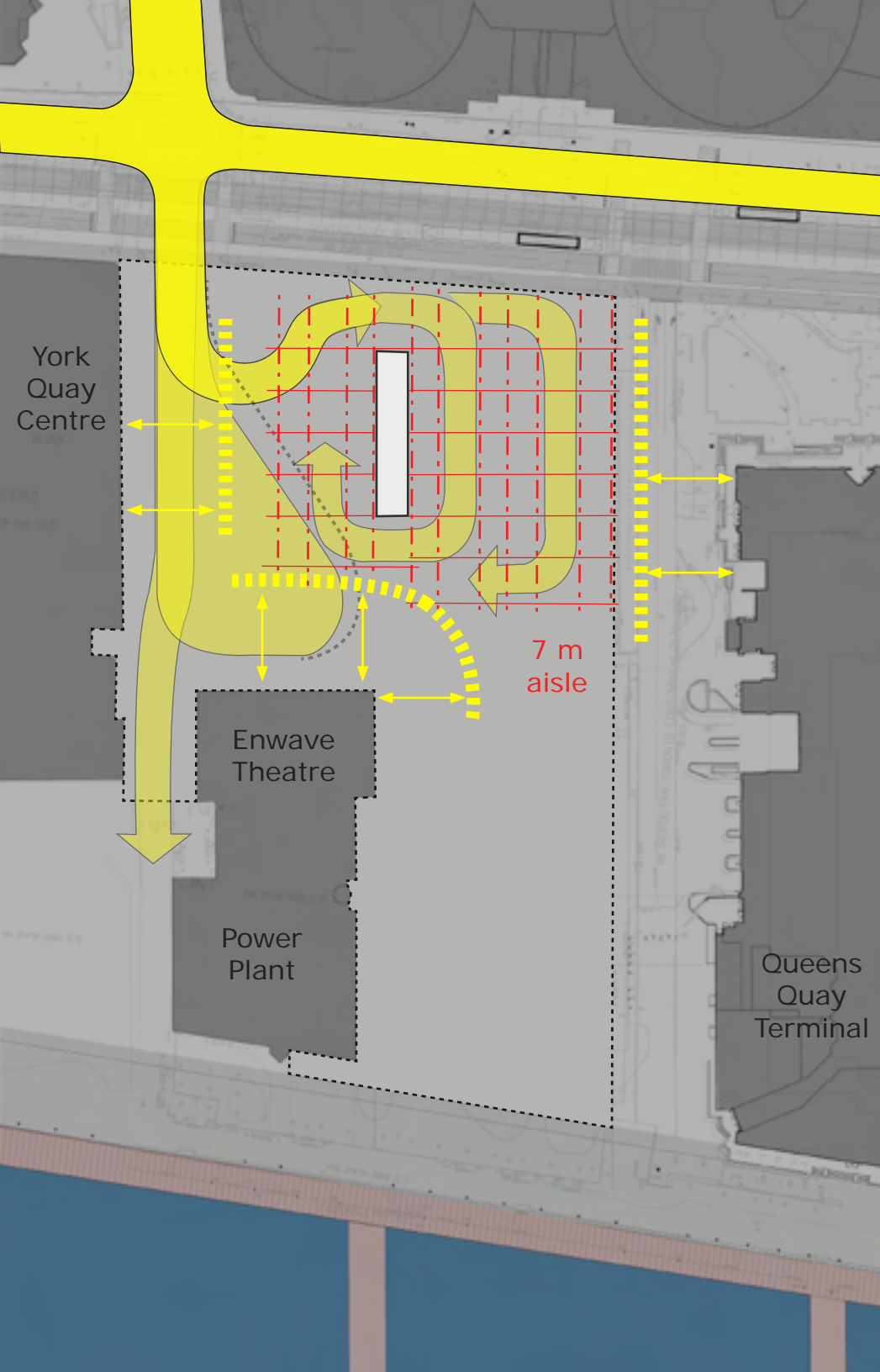
Vehicular Movements

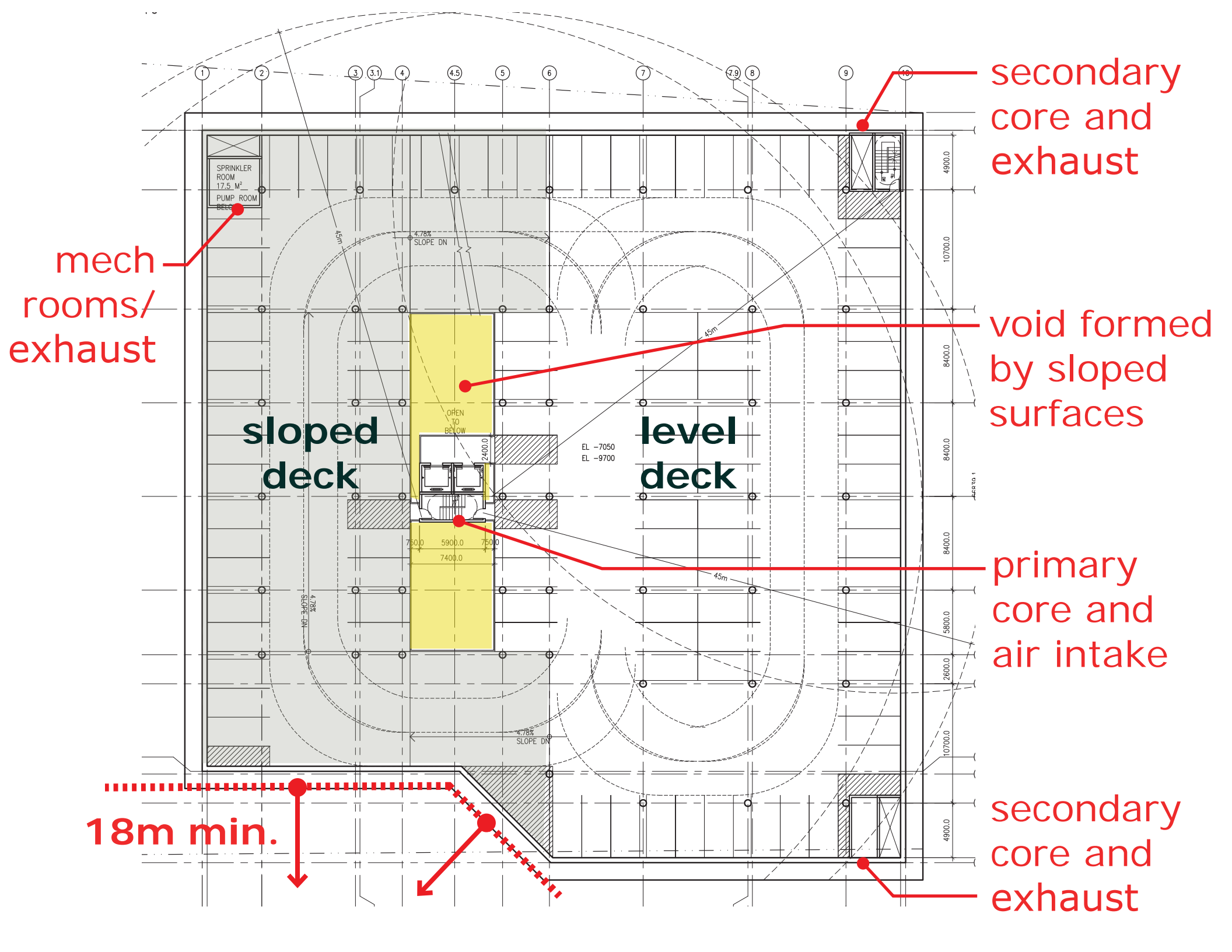
Parking Garage Entry



Vehicular Movements

Garage Circulation





Public Art Integration

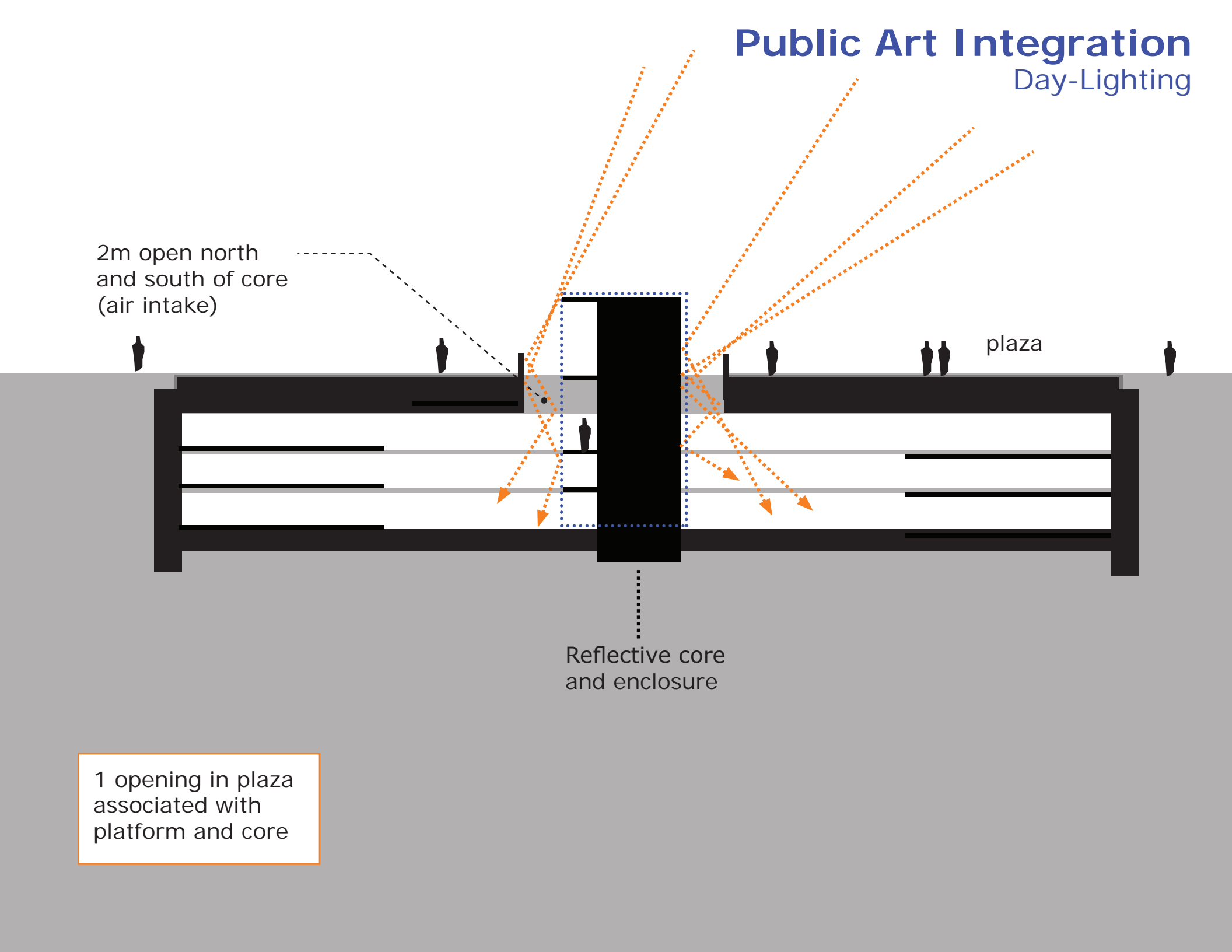
Day-Lighting

2m open north
and south of core
(air intake)

plaza

Reflective core
and enclosure

1 opening in plaza
associated with
platform and core





Daylight radically contrasts both the intensity and the color rendition of lighting standards for parking garages



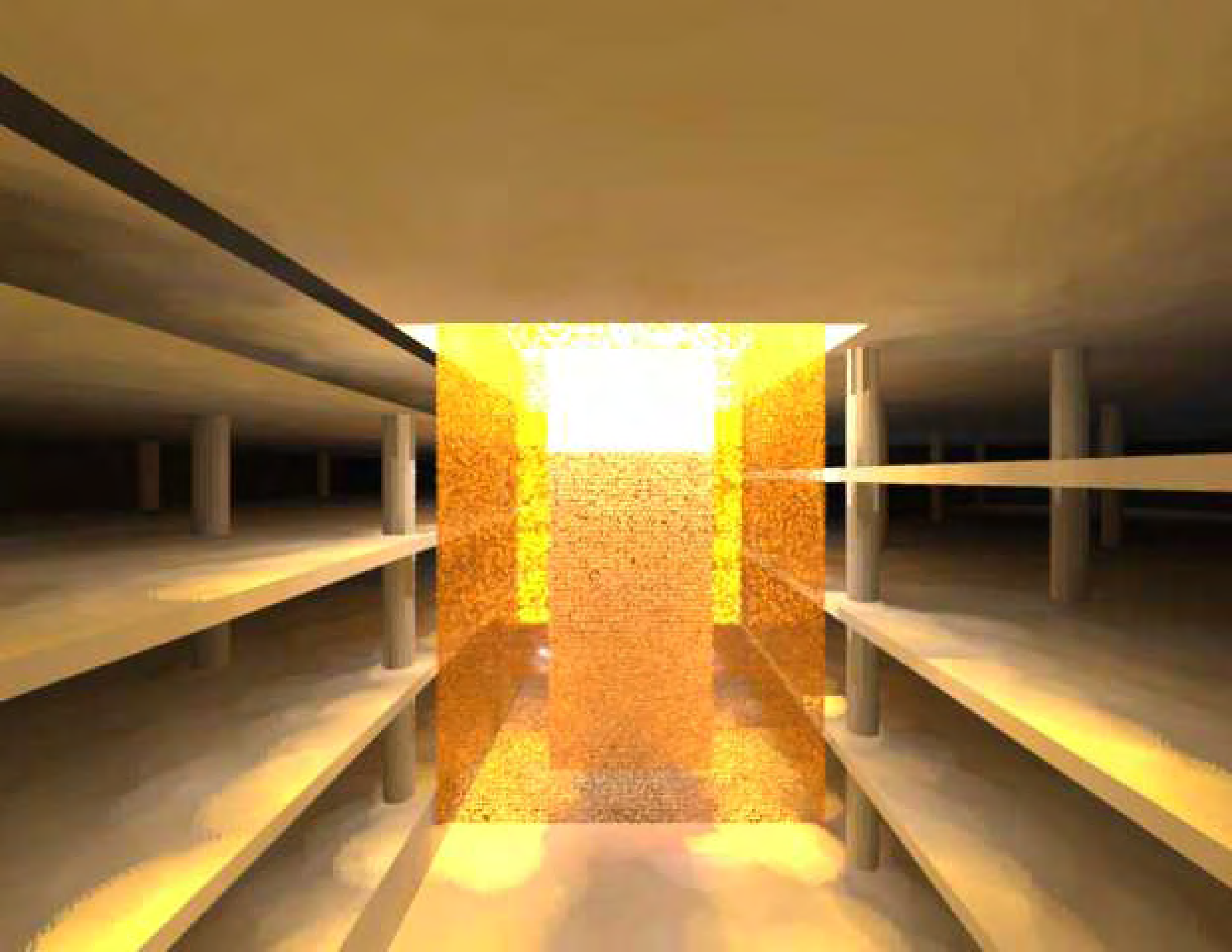
Reflective perforated metal sheeting can be installed on tensioned stretcher bars as an affordable means for distributed daylight

The image shows a perspective view of a hallway. The walls and floor are covered in a grid of circular perforations in a metallic, copper-like finish. The ceiling is a smooth, light-colored surface. In the distance, a bright, rectangular opening in the wall allows natural light to enter, creating a strong contrast with the dimly lit hallway. The overall atmosphere is warm and modern.

**bright
concrete
core**

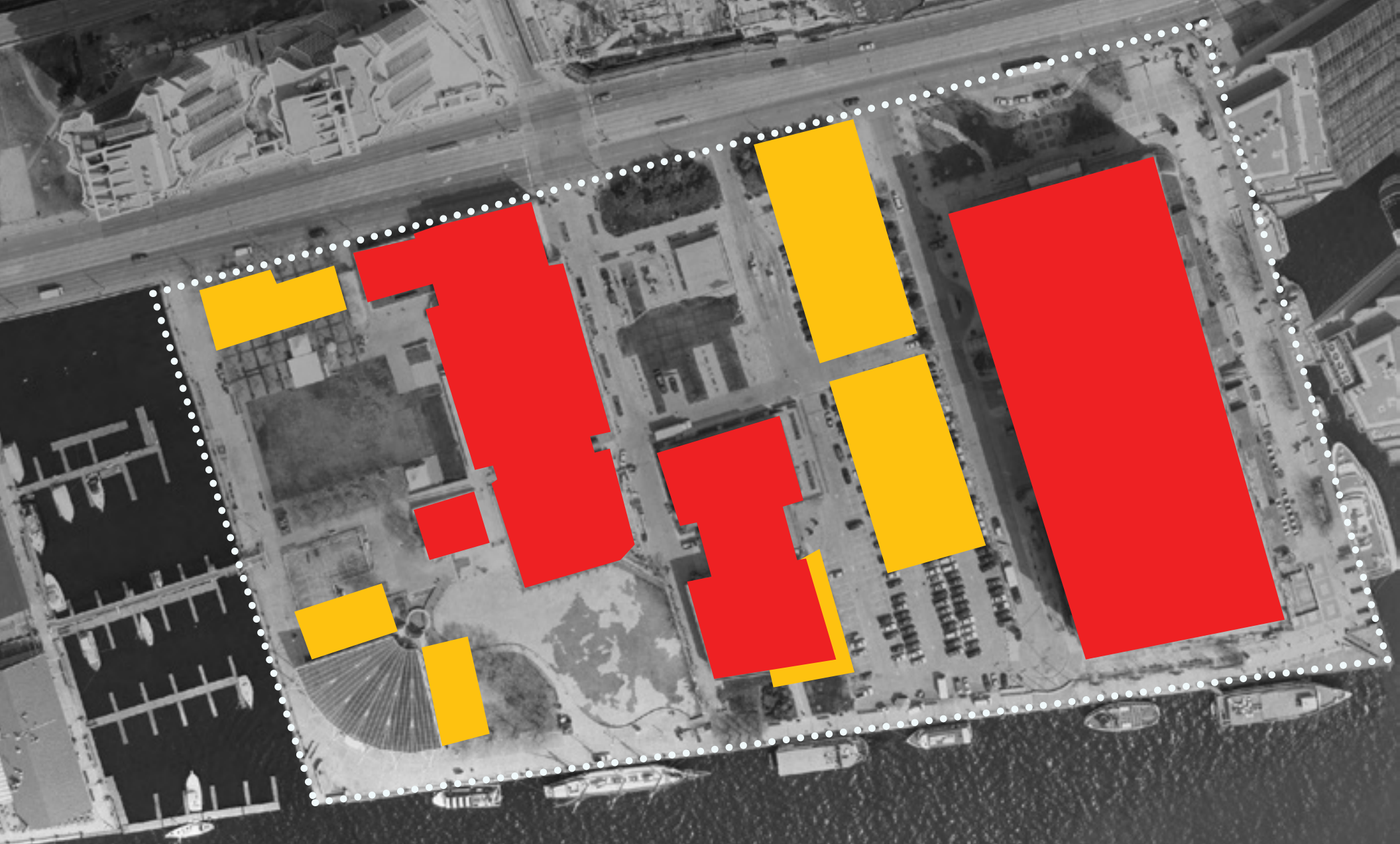
daylight

**reflective
perforated
metal**



Refining the Framework Plan

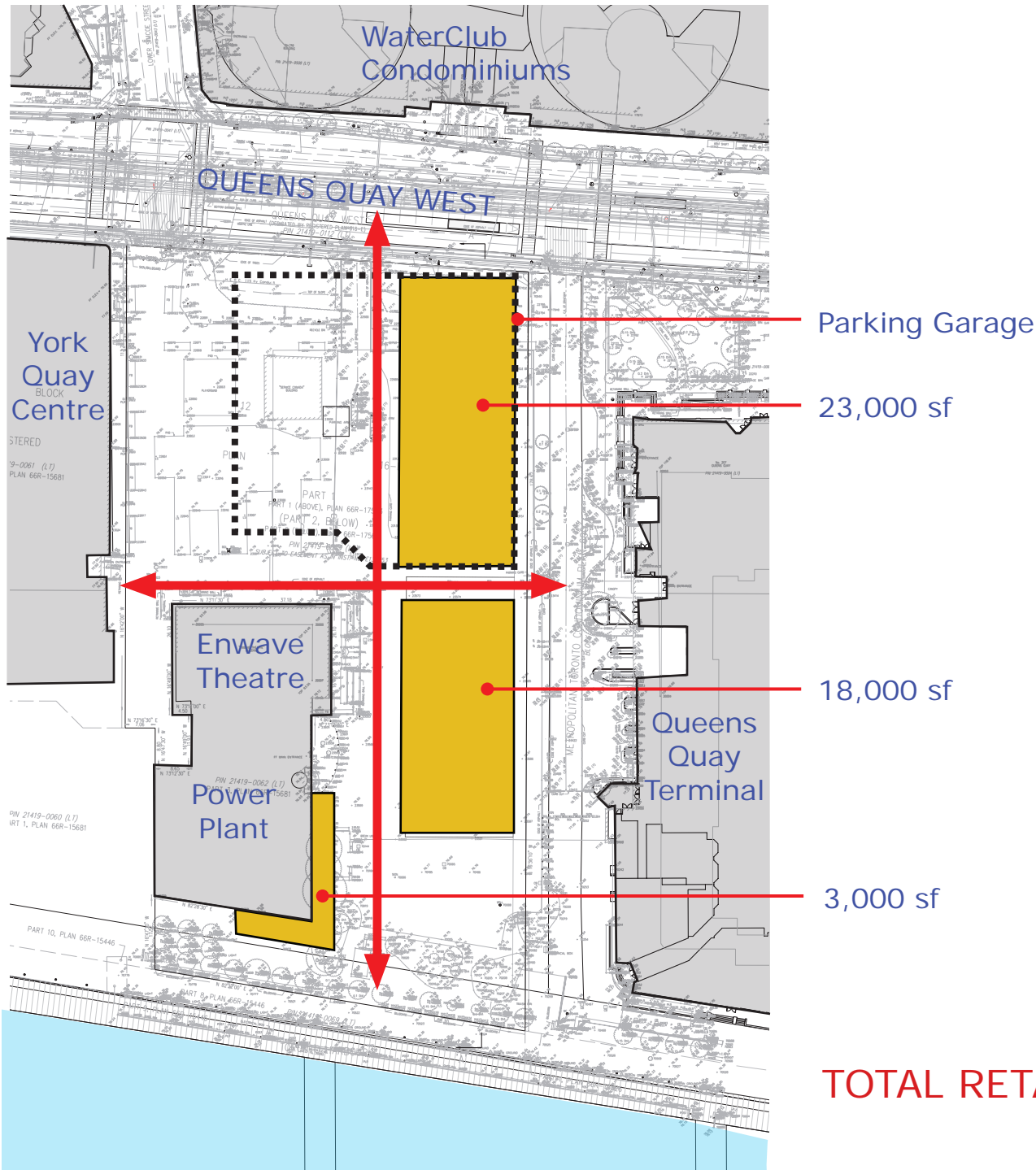




The Framework Plan will establish a maximum future build-out for York Quay to be incorporated into a **re-zoning** and an **OPA**

Cultural Village

Critical Retail Mass



Maximizing the ground floor area is the most straightforward strategy for having the retail program succeed

Allowing for a common retail floor dimension will also bolster the feasibility of the future development (~30m wide)

TOTAL RETAIL FOOTPRINT ~ 44,000 sf

Cultural Village

Mitigating View Impacts



6th Floor (Towers)

5th Floor (Towers)

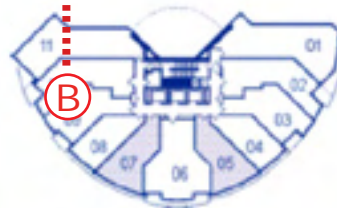
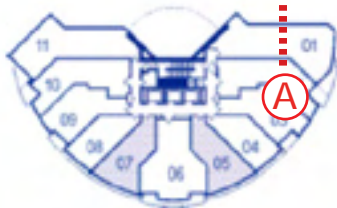
4th Floor (Towers)

3rd Floor (Plinth)

2nd Floor (Plinth)

A

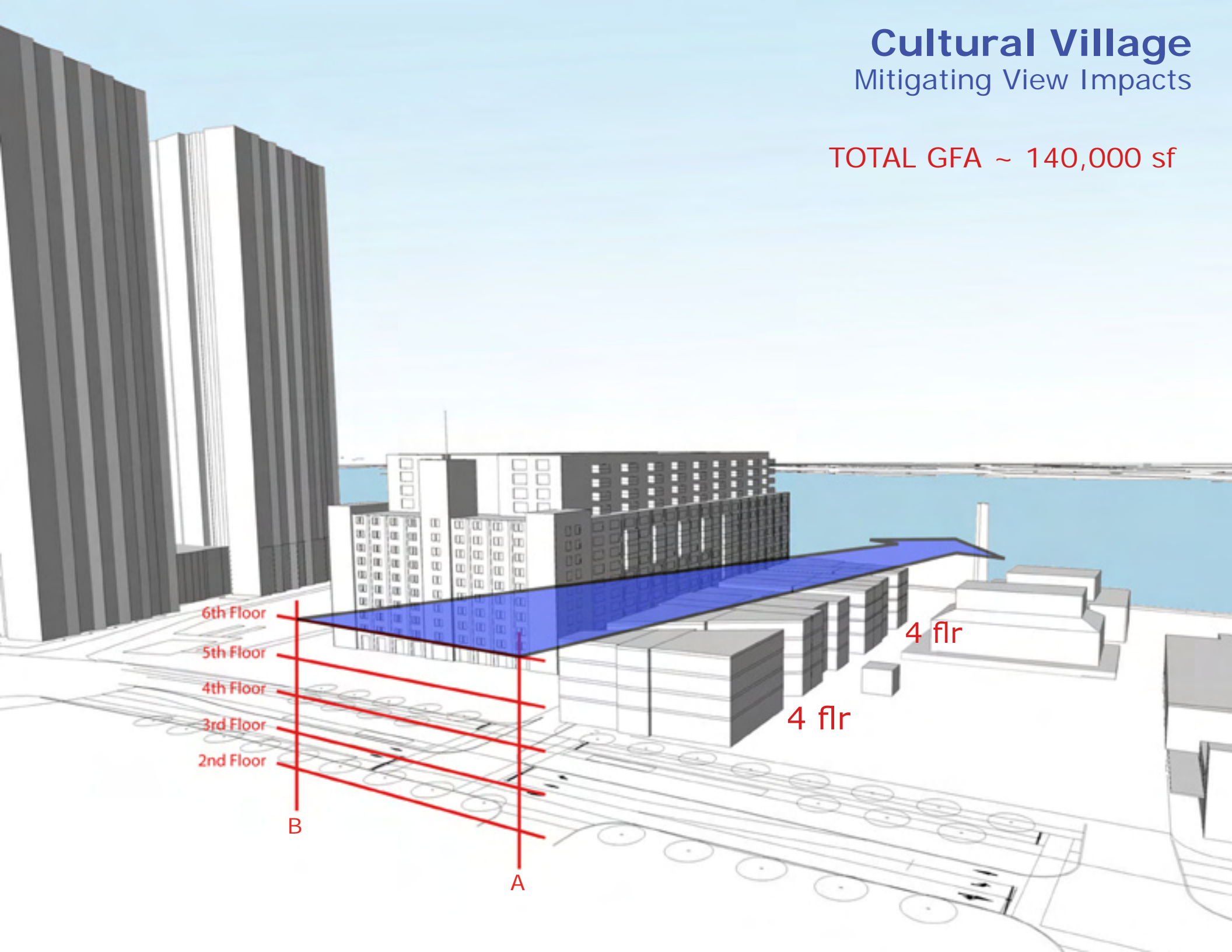
B



Cultural Village

Mitigating View Impacts

TOTAL GFA ~ 140,000 sf



6th Floor
5th Floor
4th Floor
3rd Floor
2nd Floor

B

A

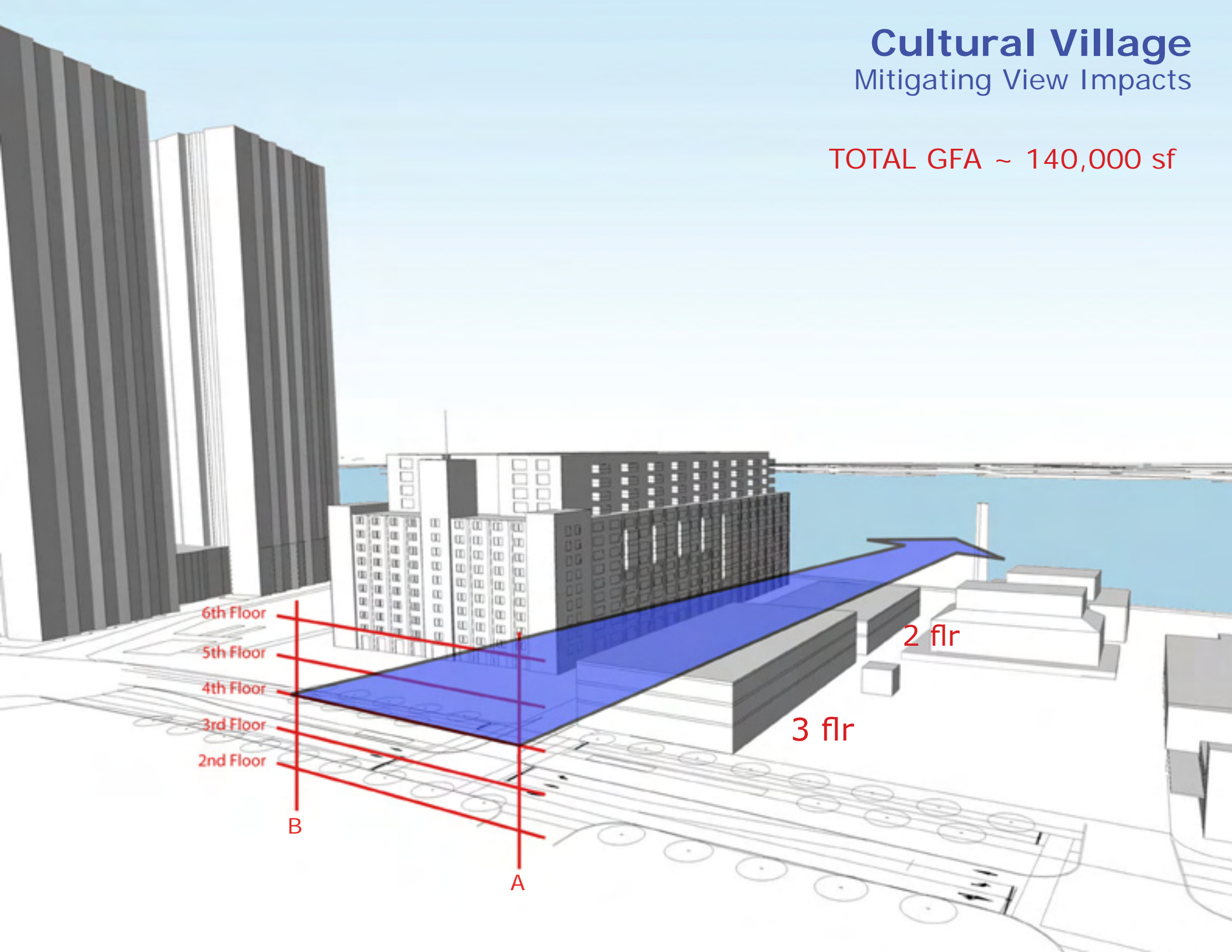
4 flr

4 flr

Cultural Village

Mitigating View Impacts

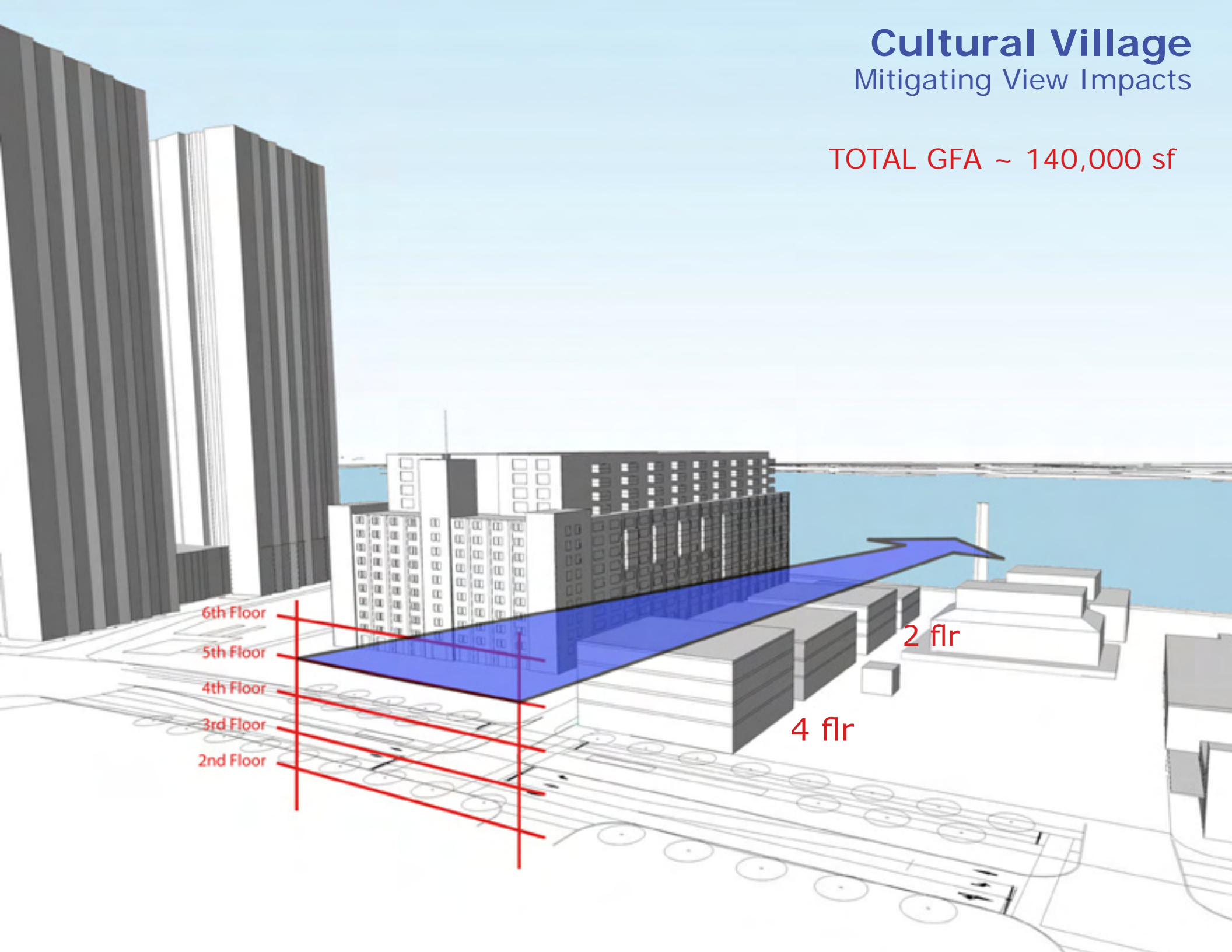
TOTAL GFA ~ 140,000 sf



Cultural Village

Mitigating View Impacts

TOTAL GFA ~ 140,000 sf



6th Floor
5th Floor
4th Floor
3rd Floor
2nd Floor

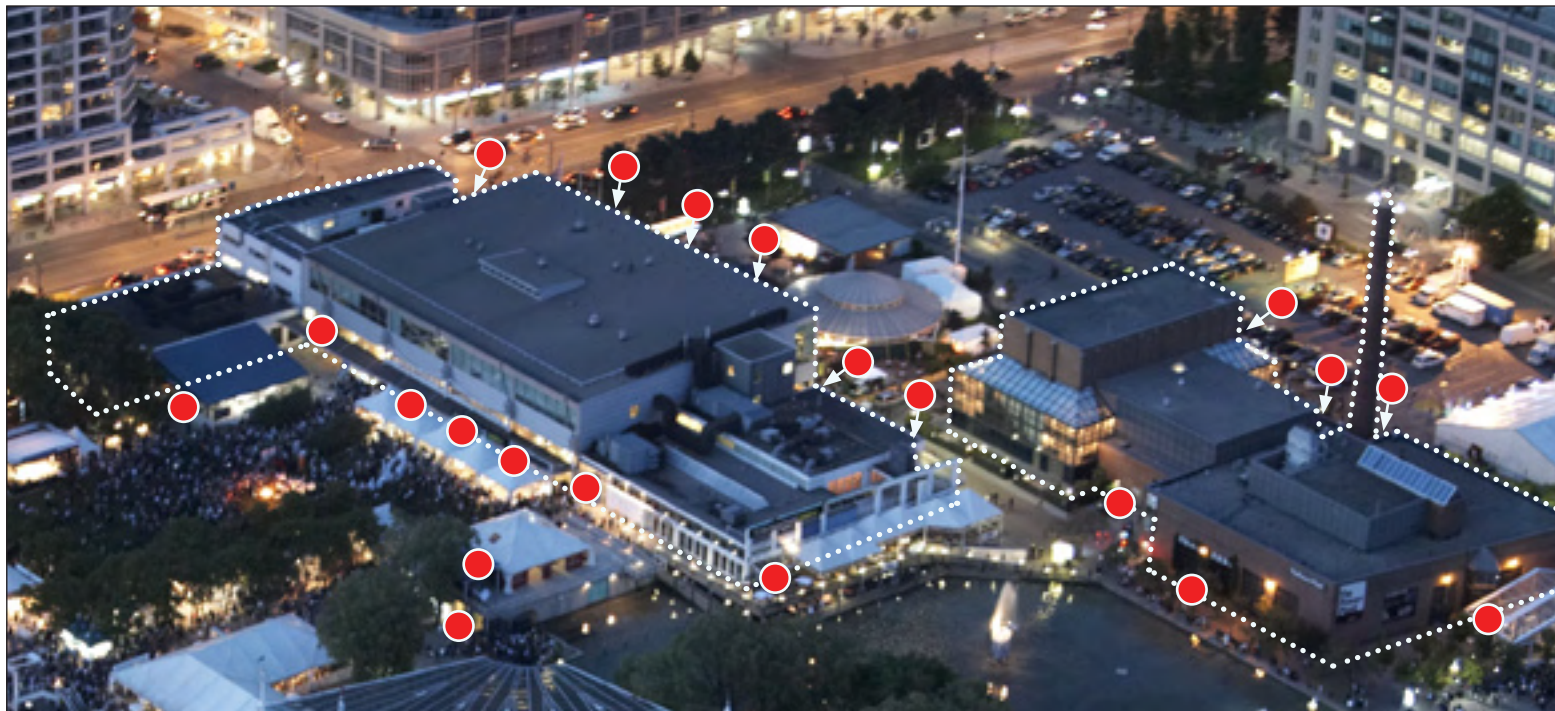
2 flr

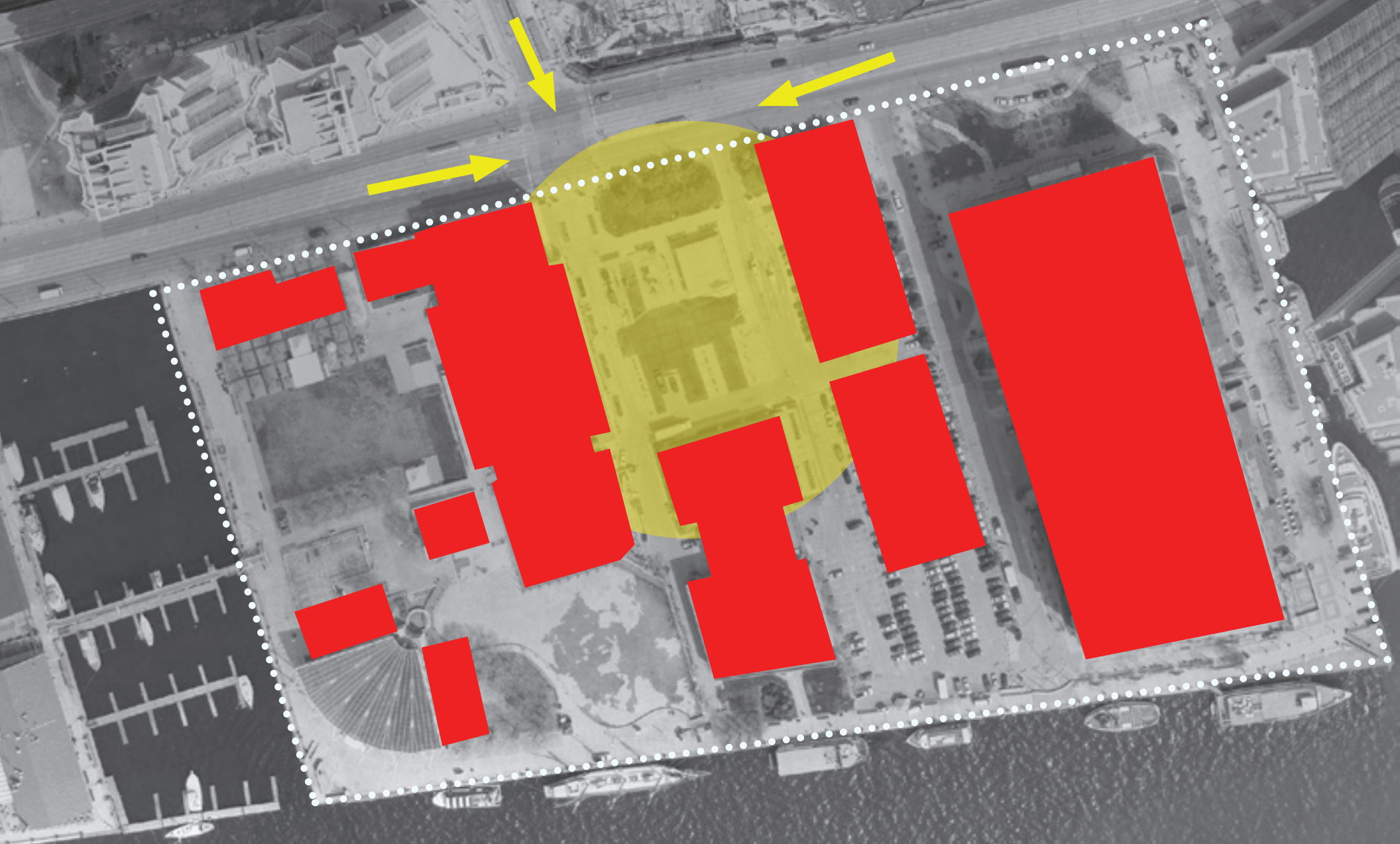
4 flr

Refining the Framework Plan



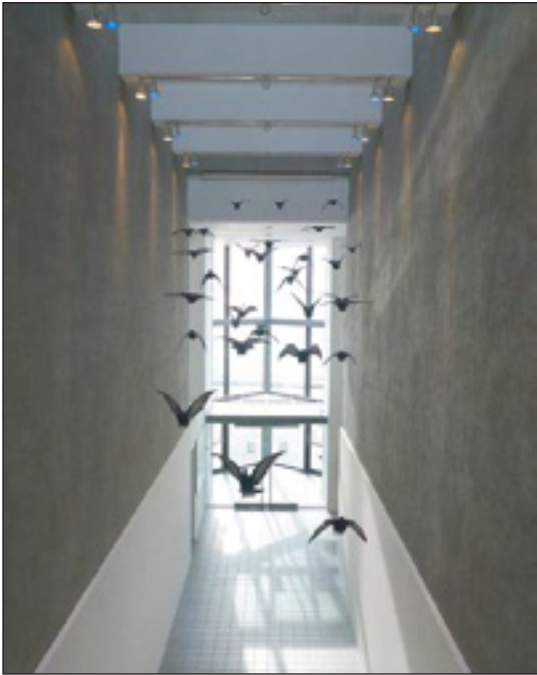
Harbourfront Centre's buildings and open spaces need a coherent address to the City





Within Harbourfront's distinct urban fabric, as a **micropolis** of sorts, the urban plaza should provide a centralizing orientation for York Quay

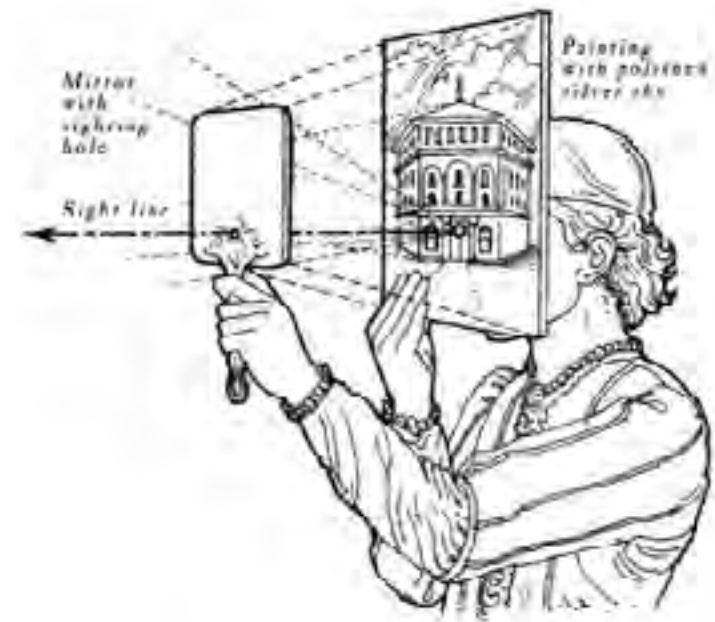
Harbourfront Centre's program addresses a broad range of **visual culture** for Toronto

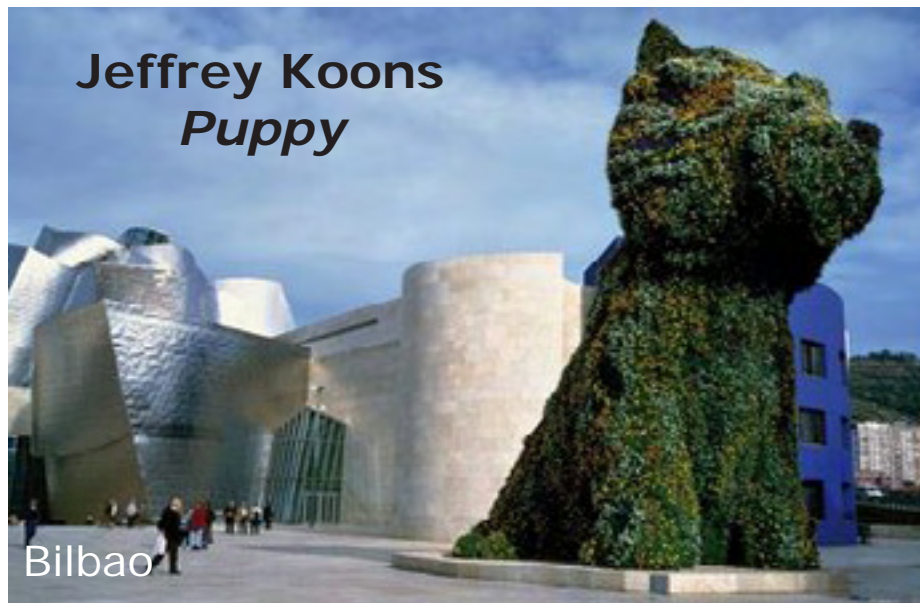




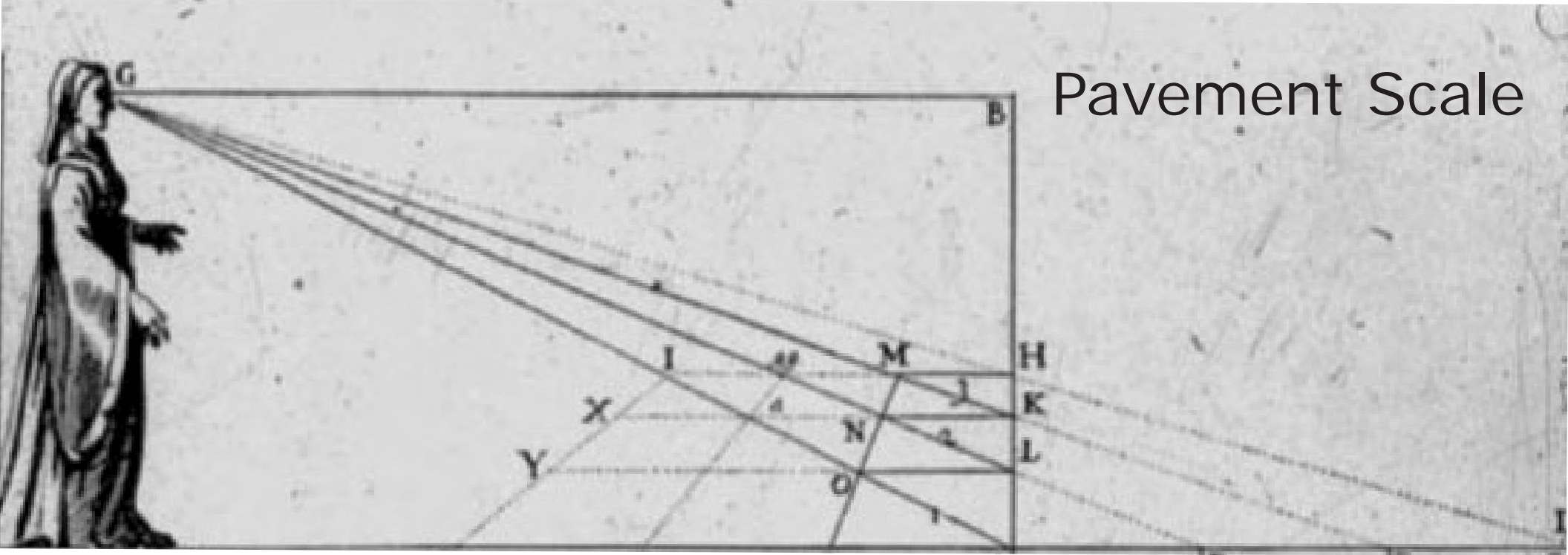
Pietro Perugino
Delivery of the Keys (c. 1481)

the urban plaza tradition is linked to the emergence of visual culture, as it makes visible the going-ons of a culture, but also with the **artistic imagination**





Today there is still an important link between the urban plaza and artistic imagination



Pavement Scale

- a graphic identity that **animates** the ground plane
- scalar composition that **feels** larger than the body



Lisbon, Portugal



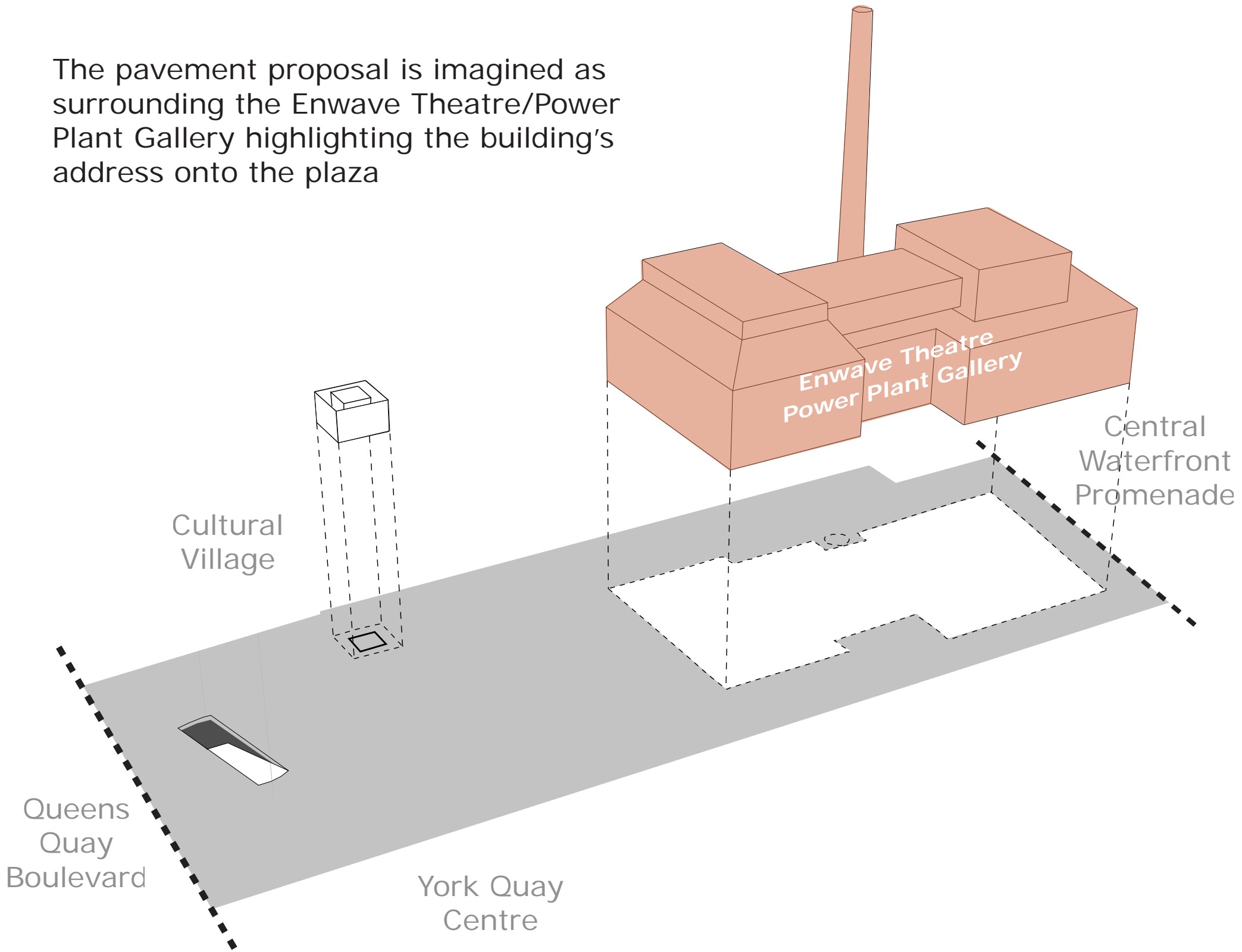
Stockholm, Sweden



- a texture that **contrasts** contextual conditions
- a pattern that **absorbs** boundary idiosyncracies



The pavement proposal is imagined as surrounding the Enwave Theatre/Power Plant Gallery highlighting the building's address onto the plaza



Refining the Framework Plan



Harbourfront Centre holds perhaps the most animated address on the Toronto waterfront





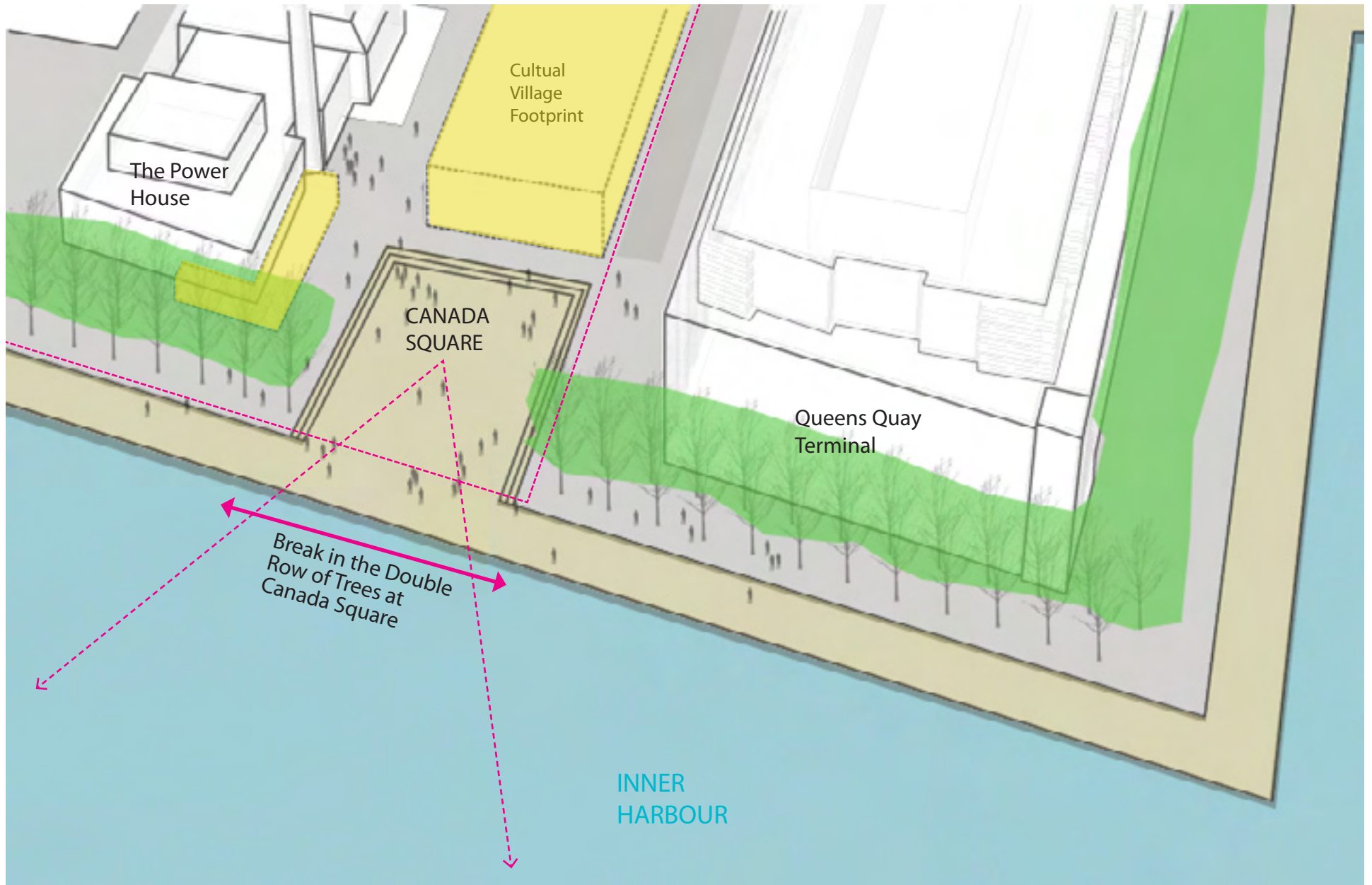
The design of **Canada Square** wants to draw upon its interface with the waterfront promenade

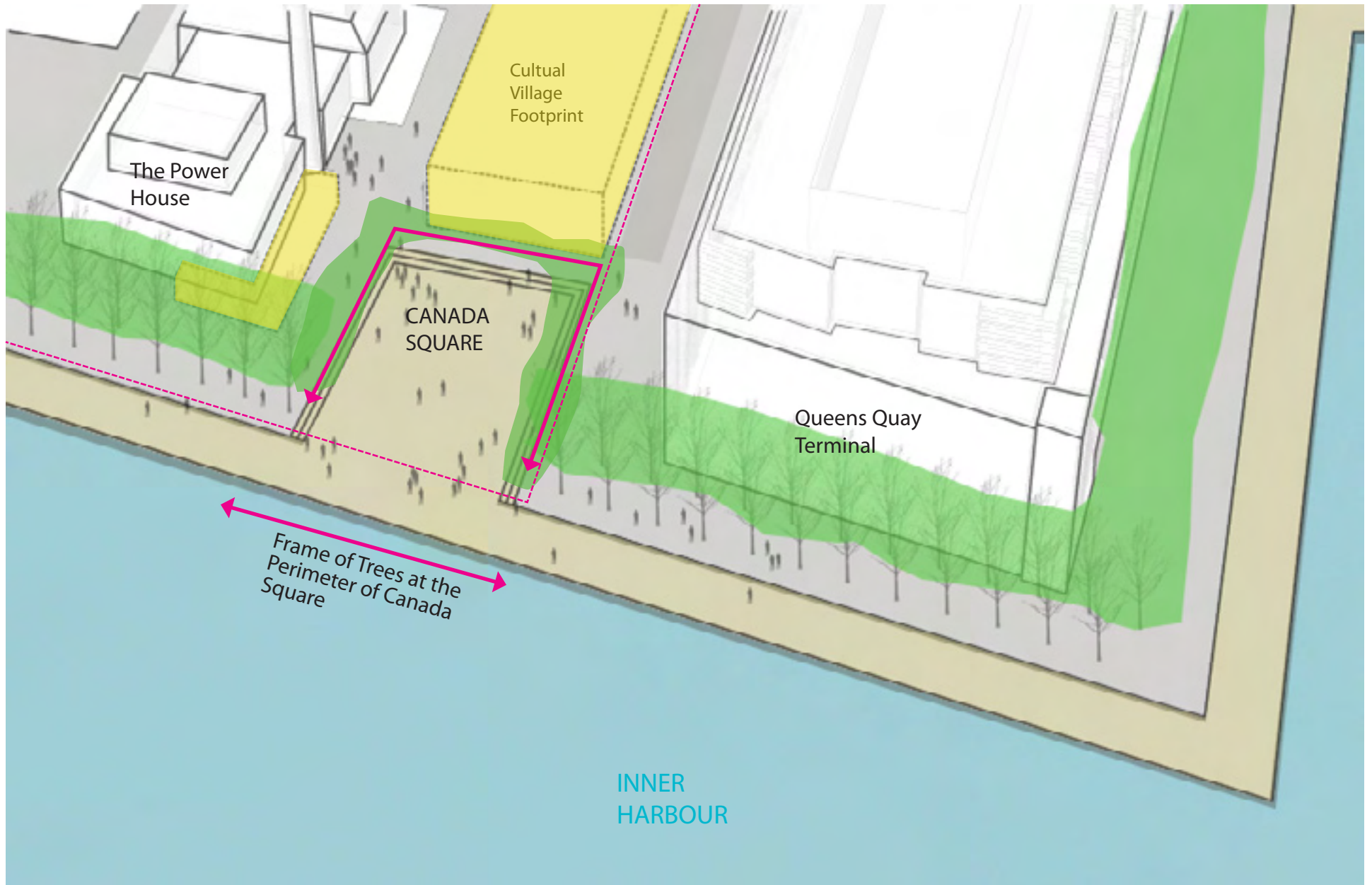


A square positioned directly onto the harbour might exploit the prospect as much as possible



A square positioned directly onto the harbour might exploit the prospect as much as possible





The treed edge, like arcaded urban squares, will naturally organize 'fast' and 'slow' activities





Next Steps



Approvals Needed

- Site Plan Approval (Garage)
- Building Permits (Garage)
- Official Plan Amendment (to permit future retail)
- Waterfront Toronto Design Review Panel

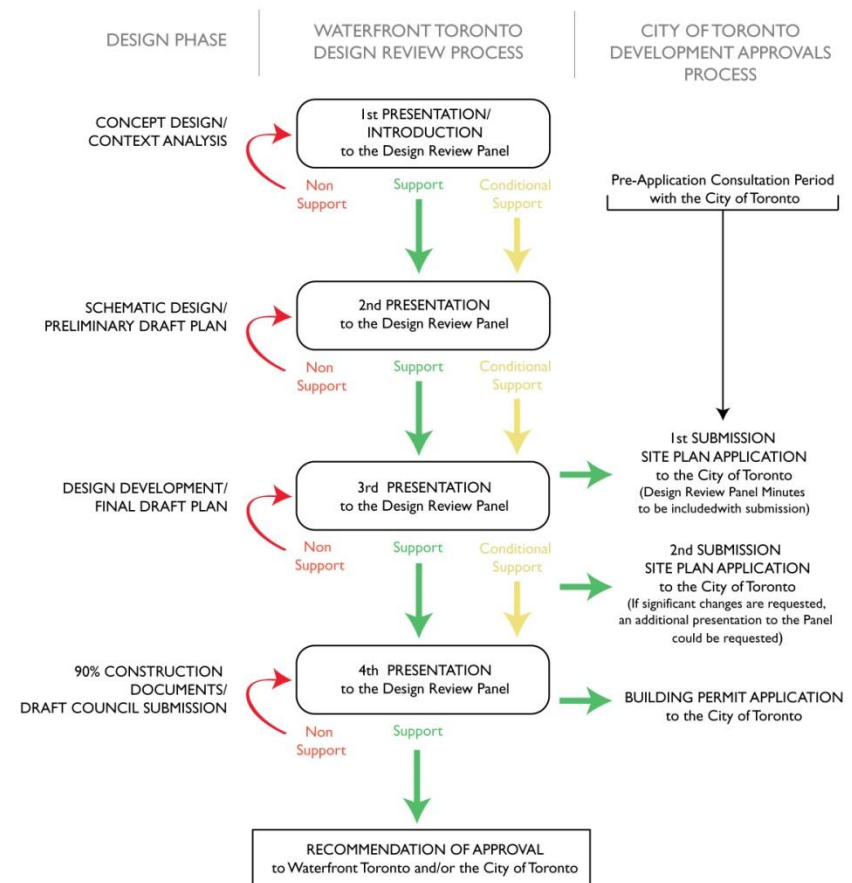
Waterfront Toronto Design Review Panel

March 10, 2010

- The WDRP was formed in 2005 by Waterfront Toronto as an independent body to guide and inform the revitalization of the Toronto Waterfront. The Panel is advisory to Waterfront Toronto, and is in no way intended to replace the City's Regulatory approval process.
- The mission of the Panel is to provide objective, professional advice to designers, developers and governments to ensure that high quality design is a critical consideration for all development on Toronto's waterfront.



The Waterfront Design Review Panel Review Process for Buildings, Parks and Public Realm Designs, and Precincts/Master/Subdivision Plans





Approvals gained to date

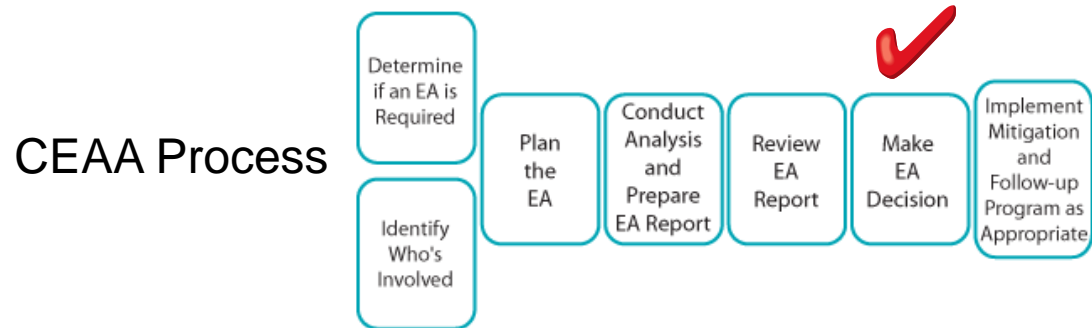
Committee of Adjustment, Minor Variance Approval

November 4th, 2009

- **PURPOSE OF THE APPLICATION:** To relocate the surface parking spaces to an underground parking garage.
- **REQUESTED VARIANCE(S) TO THE ZONING BY-LAW:** Section 8(a) and Section 9(c), Zoning By-law 289-93 An underground parking garage is not listed as a permitted use.
- It was the decision of the Committee of Adjustment to approve the variance application for the following reasons:
 - The general intent and purpose of the Official Plan is maintained.
 - The general intent and purpose of the Zoning By-law is maintained.
 - The variance(s) is considered desirable for the appropriate development of the land.
 - In the opinion of the Committee, the variance(s) is minor.

CEAA (Canadian Environmental Assessment Act) Screening Report Approval

February 1st, 2010



- The Federal government, through Finance Canada, has earmarked funding to provide financial assistance to Waterfront Toronto for the implementation of the York Quay Revitalization Project Phase Two. As such, CEAA is triggered due to the anticipated federal financial contribution to this project.
- There are no other triggers under CEAA for this project.
- The authorities are of the opinion that the project is not likely to cause significant adverse environmental effects.



Timelines

