

# TORONTO CENTRAL WATERFRONT

INNOVATIVE DESIGN COMPETITION | COMPETITION BRIEF | v2



**TORONTO WATERFRONT**  
REVITALIZATION CORPORATION

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Prepared for Toronto's Central Waterfront  
Innovative Design Competition Kick-Off Event

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## A. INTRODUCTION

The Government of Canada, the Province of Ontario and the City of Toronto established the Toronto Waterfront Revitalization Corporation (TWRC) in 2001 to lead and oversee the renewal of Toronto's waterfront. This 2,000 acre area extends from Ontario Place in the west to Ashbridges Bay in the east. The 20-plus kilometres of under-utilized shoreline stretch along the edge of downtown Toronto, Canada's largest city – making the revitalization of Toronto's waterfront one of the greatest urban development opportunities underway in North America.

The TWRC's vision is to put Toronto at the forefront of global cities in the 21st century by transforming the waterfront into beautiful and sustainable communities, fostering economic growth in knowledge-based, creative industries, and ultimately redefining how Toronto, Ontario, and Canada are perceived by the world. A core part of that mission includes building high-quality waterfront parks, public open spaces, cultural institutions and other amenities needed to generate vibrant urban activity.

TWRC's mandate is to design and implement the redevelopment of what are largely publicly owned lands across the waterfront. Collectively, the three governments have committed \$1.5 billion for a wide range of revitalization projects. Providing continuous public access across the Central Waterfront is a key priority.



The TWRC is sponsoring this six-week Innovative Design Competition to bring a fresh, new perspective to the 3.5 kilometre-long Central Waterfront, one of the most heavily used parts of the shoreline and the one closest to the downtown business district. Five teams representing a range of different urban and architectural design philosophies have been selected to participate in a six-week design competition based on the program set out in this Competition Brief.

The process will kick-off at the end of March with an all-day orientation session, at which the teams will hear presentations from the TWRC and government officials, meet with key stakeholders and advocacy groups, and tour the site. In mid-April there will be a mid-term review session at which each of the teams will present their initial ideas to selected members of TWRC and City staff for feedback. In mid-May, completed proposals will be put on public exhibition for a period of two weeks, during which time input will be solicited from the Central Waterfront Stakeholder Committee, the City Staff Technical Advisory Team and the general public. A jury comprised of six distinguished design and arts professionals will receive formal reports from these groups, and then select a winning proposal or combination of proposals to be recommended to the TWRC Board of Directors for adoption. Further details of the competition terms and conditions are provided in Part J of this Competition Brief.

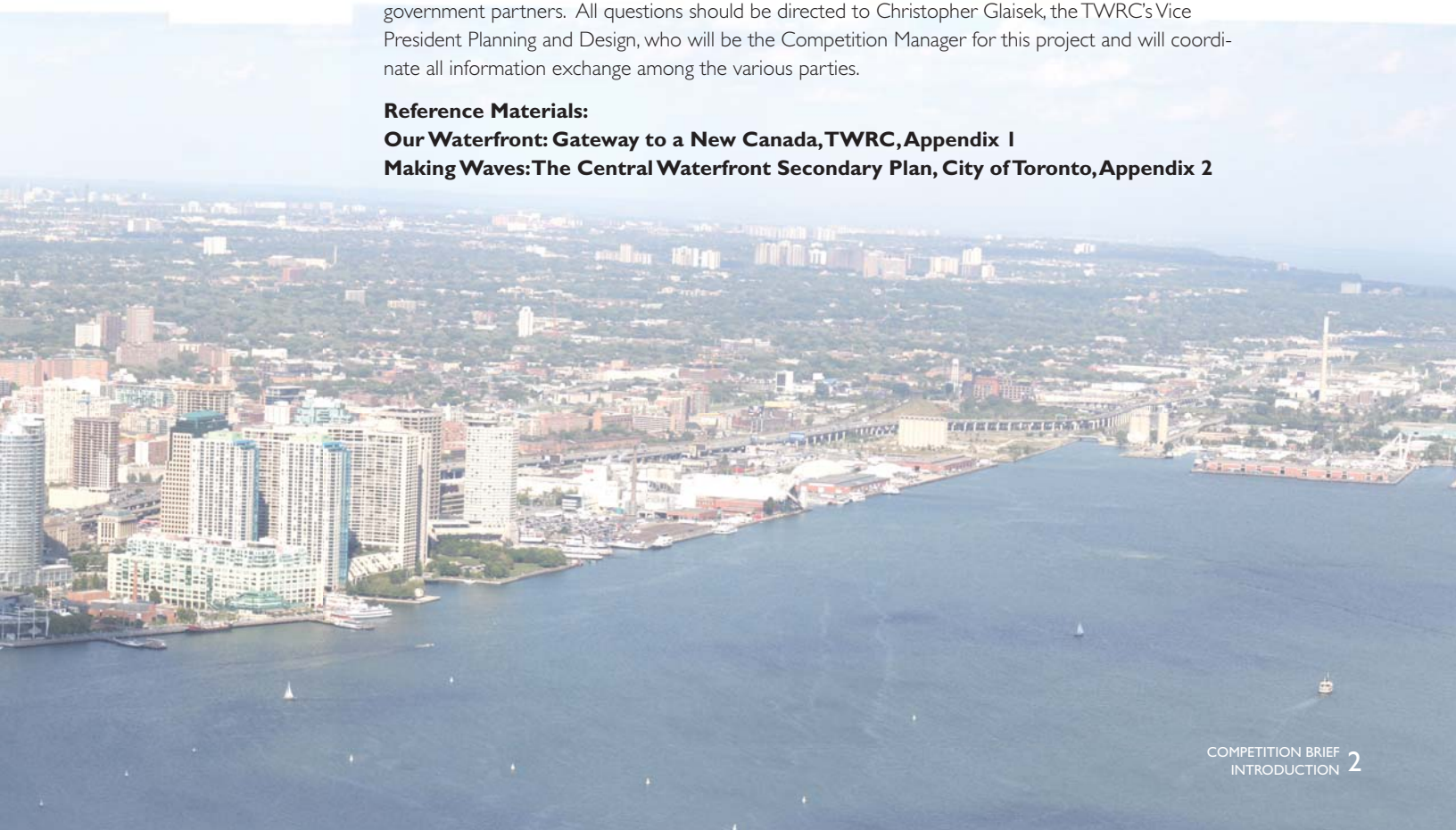
The winning proposal or combination of proposals will then proceed immediately into design development, detailed design and construction of the eight Heads of Slips, for which approximately \$20 million has been earmarked. Other components of the winning proposal, such as the continuous Water's Edge Promenade, Queens Quay Boulevard, and a comprehensive lighting system, may be implemented over time as part of subsequent phases of work, pending availability of additional funding, design development, regulatory approvals, etc.

This design competition is being run by the TWRC in cooperation with the City of Toronto and other government partners. All questions should be directed to Christopher Glaisek, the TWRC's Vice President Planning and Design, who will be the Competition Manager for this project and will coordinate all information exchange among the various parties.

**Reference Materials:**

**Our Waterfront: Gateway to a New Canada, TWRC, Appendix 1**

**Making Waves: The Central Waterfront Secondary Plan, City of Toronto, Appendix 2**



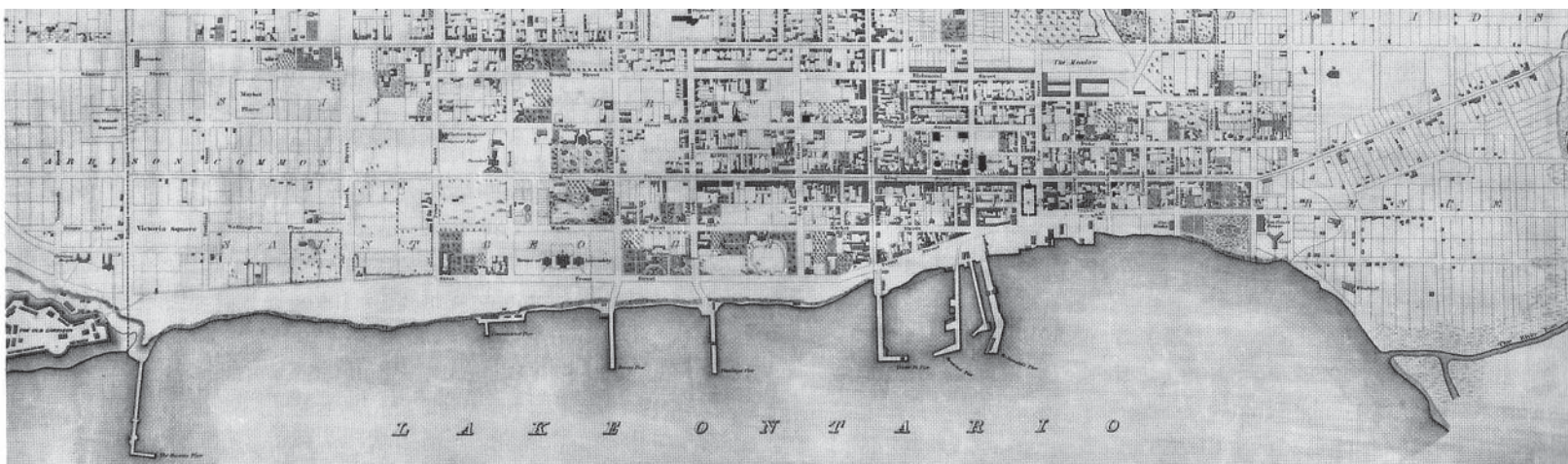
## B. HISTORICAL OVERVIEW

The history of the Toronto waterfront in many ways parallels that of other major port cities. In the heyday of marine shipping, the waterfront was bustling with commercial activity and the growing demand for facilities led to extensive land filling. With the subsequent decline of shipping and the rise of truck transportation, these large waterfront areas became less useful for industrial purposes, and new visions for their reuse became needed.

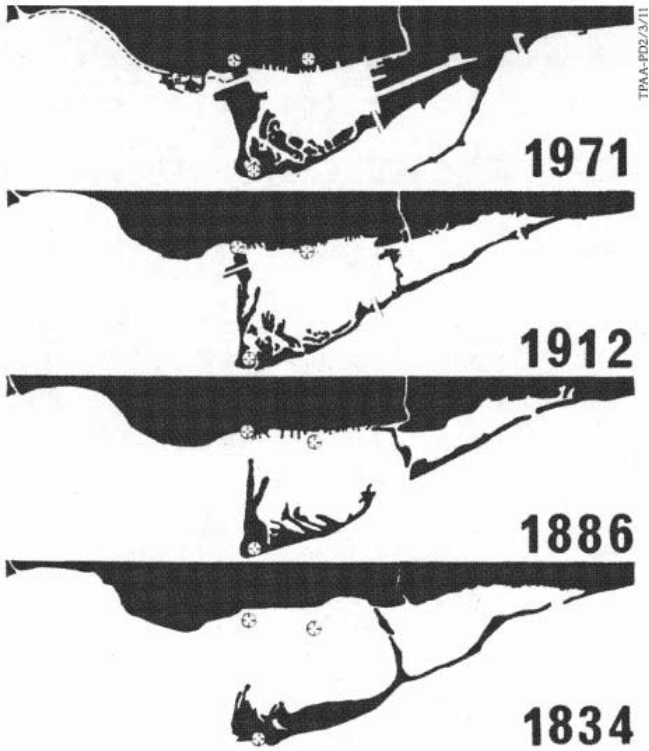
The shoreline of Toronto has changed dramatically over the past 100 years. The original water's edge of Lake Ontario roughly followed the present-day alignment of Front Street. Since the 1850s that shoreline has been extended almost one kilometre south into the harbour, first to Queens Quay Boulevard and then to the present-day water's edge. Early lakefilling was undertaken in order to create landside space for connections between water, rail and road that would connect Central Canada to the rest of the world.

Many efforts have been made in that time to plan the Central Waterfront. One of the first and most important was the 1912 Plan prepared by the Harbour Commission. This document set the stage for most of the waterfront improvement projects carried out through the end of World War II. The plan's impact can be seen most visibly in the dockwall profile that exists today from the Western Channel to Bay Street, most of which was built between 1916 to 1921. This was an era of relatively small ships, which accounts for the greater complexity and number of slips relative to the area east of Yonge Street. Significant changes to the water's edge profile since that time include the filing of two slips between Yonge and Bay Street, the reduction in size of the Spadina Street Slip, and the addition of the Portland Street Slip.

A second wave of waterfront planning was ushered in during the early 1950's in anticipation of the opening of the St. Lawrence Seaway. Most of its visible impact was in the area east of Yonge Street, which is made up of fewer, wider slips for larger ocean-going vessels. By 1957, the lakefilling to create additional dockwall and harbour facilities was complete in the East Bayfront and parts of the Portlands. The Marine Terminal (MT) Sheds 28 and 29 were completed in 1959, and the Redpath Sugar refinery opened its doors the same year. But within a decade, the nature of cargo handling began to shift towards containerization. The warehouses declined in importance and by the 1970s were being used for non-marine related purposes.



1842, City and liberties of Toronto Plan



Toronto's evolving shoreline

A third wave of planning began in the early 1970s, when the city realized that the promise of the Seaway transforming Toronto into a major North American port was not to materialize. A new vision for a mixed-use, commercial and cultural centre was necessary, and in 1972 the federal government established Harbourfront Corporation, charged with the redevelopment of the Central Waterfront. The original plans for Harbourfront envisioned sweeping public park spaces and major cultural institutions. However, some of the early residential development projects were considered inappropriate, and faith and funding for the new corporation eroded rapidly. In 1991, it was reformed as Harbourfront Centre, a non-profit charitable organization with a mandate to organize and present public events and operate the 10-acre site encompassing York Quay and John Quay.

The fourth wave of planning was started by Toronto's bid for the 2008 Olympic Games. The organizing committee developed a plan based around the waterfront, which promised not only a dramatic setting for the two-week event, but also the necessary infrastructure for revitalization. In 1999, Toronto was considered the front-runner in the race to host the Games, and a task force led by Robert Fung was formed to evaluate post-Olympic economic pros and cons. Based on their report, the Federal, Provincial and Municipal governments committed \$1.5 billion for the necessary public infrastructure in order to lend credence to the bid. Despite that public commitment, Toronto lost to

Beijing in the final round of voting. But given the amount of time and energy that had been focused on planning the waterfront, the three governments decided to uphold their financial commitment and forge ahead without the Olympics. In 2001, they formally created the Toronto Waterfront Revitalization Corporation and charged it with redeveloping the waterfront from end to end.

Each wave of development has left its traces; from archaeological remains of wharfs and ships below the current ground levels, heritage buildings, and cultural landscapes related to former uses remain above ground. Consideration should be given to opportunities to enhance existing heritage resources and to commemorate lost heritage in the design proposals.

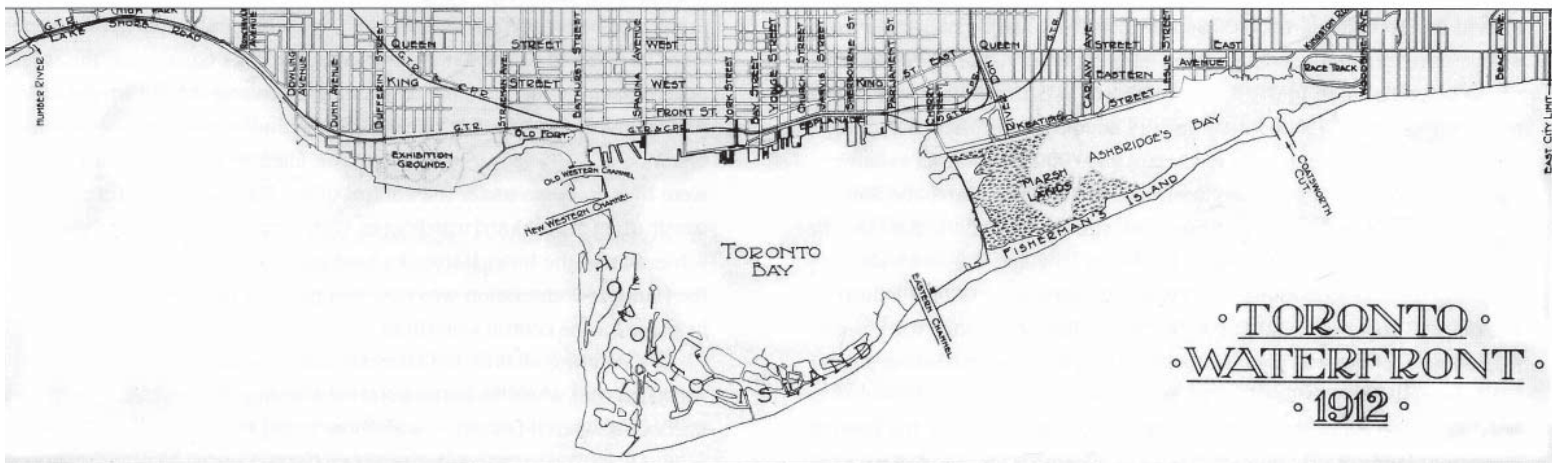
**Reference Materials:**

**Canada's Urban Waterfront: Culture & Heritage Infrastructure Plan, City of Toronto Appendix 3**

**Archeological Master Plan of the Central Waterfront, Appendix 5**

**Original Harbourfront Plan, Appendix 6**

**Toronto 2008 Olympic and Paralympic Games: Master Plan, Toronto 2008, Appendix 7**



## C. GOALS OF THE DESIGN COMPETITION

The Central Waterfront, from the Western Channel to Parliament Street, is one of Toronto's most valuable assets. Yet despite decades of planning and scattered development projects, there is no coherent vision for linking the pieces into a greater whole – visually or physically. The question “what should this area should look and feel like?” has been asked but has not yet been answered.

The purpose of this design competition is to provide a consistent design signature – a “brand” – for the Central Waterfront, in both architectural and functional terms. The former requires a powerful design language that can overcome the existing visual noise and create a sense of interconnectedness and identity. The latter goes beyond the visual and the aesthetic to the activities that can and should be sustained in the public realm. At their most fundamental, these include the ability to walk along the water's edge from one end to the other – a seemingly simple act made virtually impossible by physical barriers and constraints today. At their most complex, these could encompass new ideas like bio-filtering hydroponic community gardens tended by local volunteers that actively contribute to water quality.

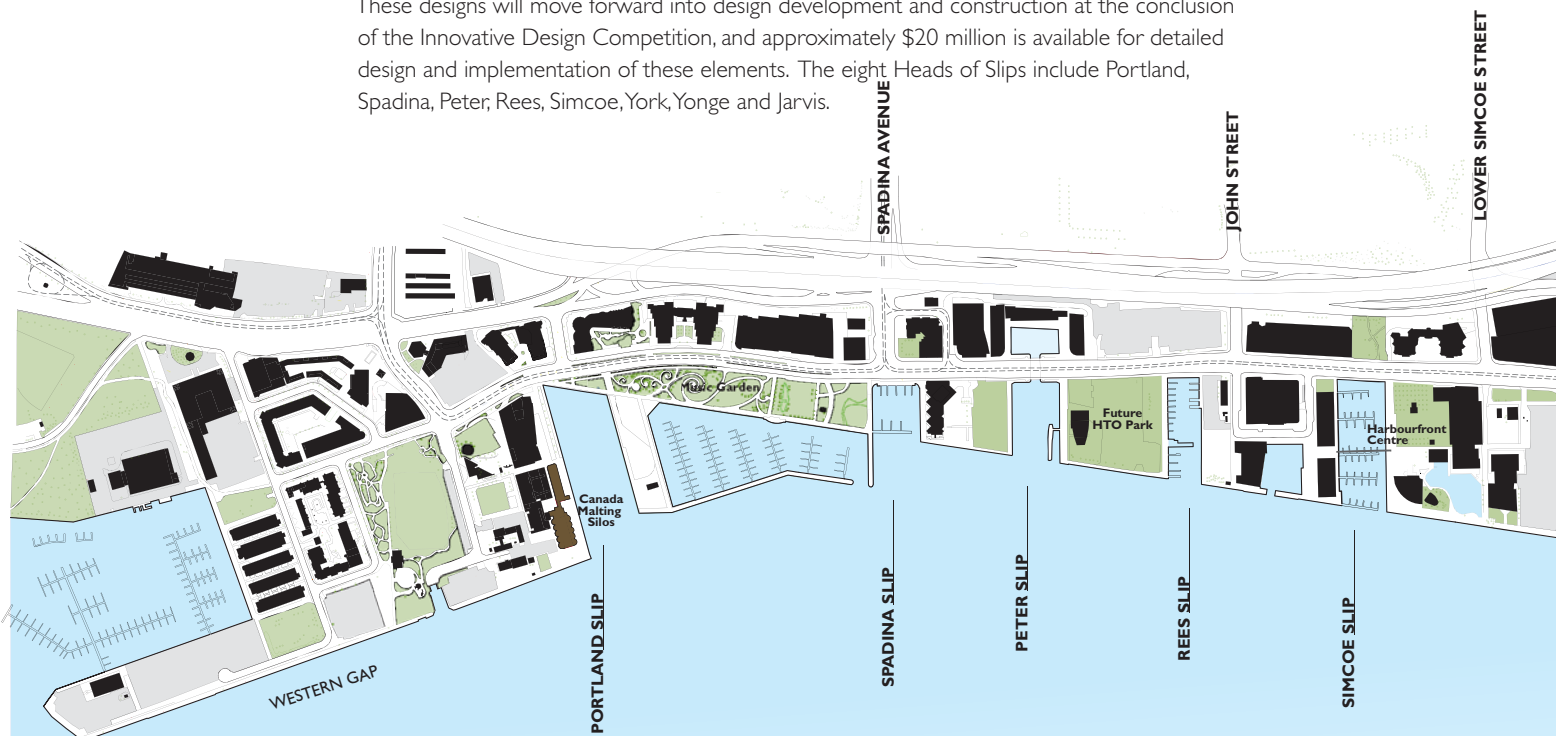
Given this wide range of challenges – from the pragmatic to the poetic – there are two broad goals the Central Waterfront Innovative Design Competition seeks to achieve:

### Goal #1: A Comprehensive Concept Design for a Continuous Water's Edge and Queens Quay Boulevard from End to End

This design should set out the long-term vision for the revitalization of the public realm in the Central Waterfront. It is hoped that these designs will be implemented over a period of five to ten years as the required technical studies are carried out and funding becomes available. However, there is no firm commitment in place yet to fund full implementation of this comprehensive plan.

### Goal #2: Specific Design Proposals for Each of the Eight Heads of Slips

These designs should establish special places at the termini of the north-south streets and act as gateways at the meeting points between Queens Quay Boulevard and the Water's Edge. These designs will move forward into design development and construction at the conclusion of the Innovative Design Competition, and approximately \$20 million is available for detailed design and implementation of these elements. The eight Heads of Slips include Portland, Spadina, Peter, Rees, Simcoe, York, Yonge and Jarvis.



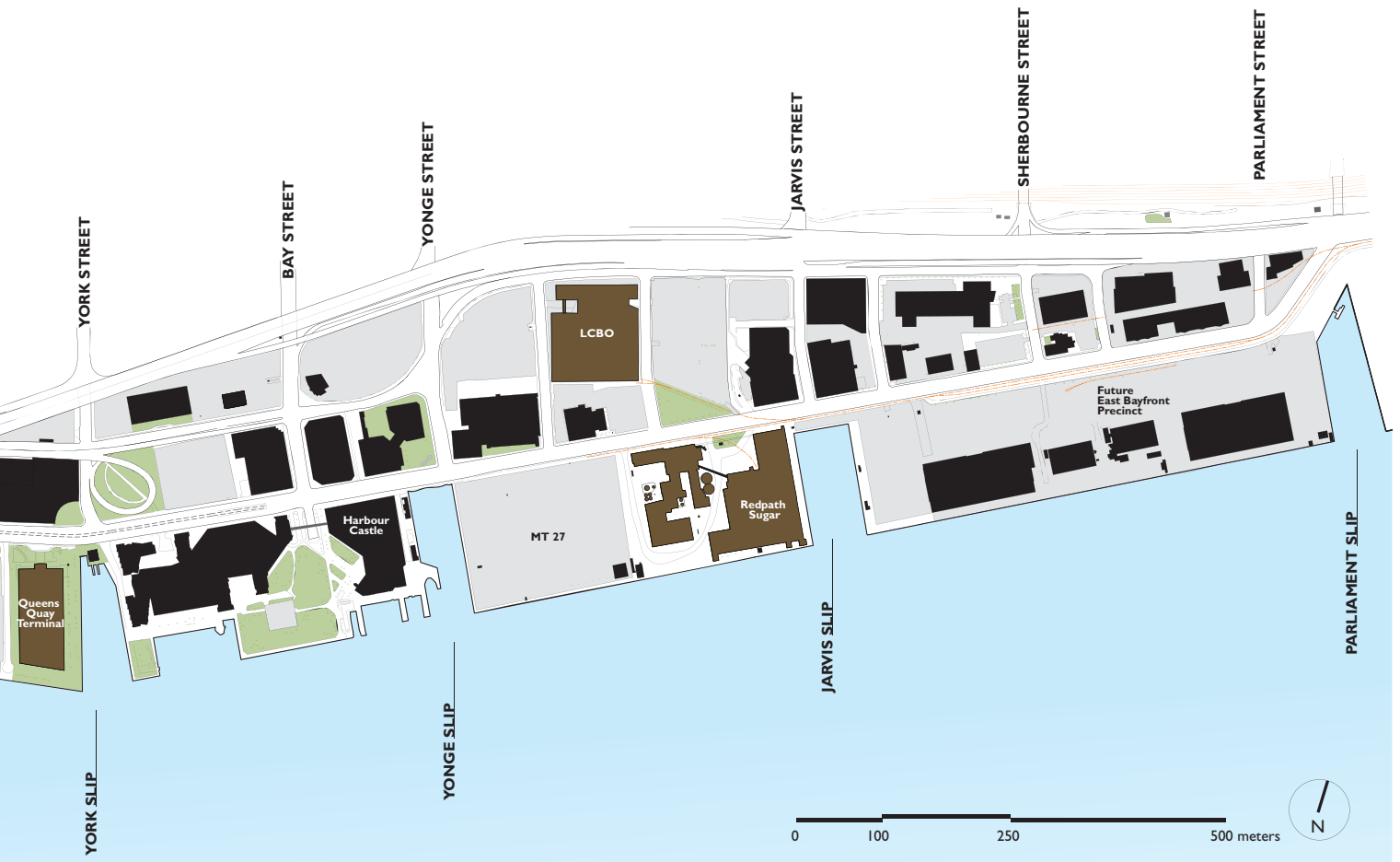
## D. REQUIRED DESIGN ELEMENTS

In order to achieve the goals described above, ten elements have been identified as required components of the proposals. The jury will consider the team's approach to each of these elements in making their final selection.

While a high value will be placed on bringing bold, new ideas to this design challenge, understanding some of the standards and regulatory restrictions that exist in the city will be important to ensuring timely construction of the Heads of Slips. Many of these are included in the Appendices that accompany this document. While standards and requirements need not be strictly adhered to in every instance, any deviations will need to be thoughtfully considered, explained, and ultimately acceptable to the regulatory agencies.

The designs should propose cost-effective solutions that will have as much impact as possible within the general budget parameters. The designs should also be conscious of the long-term maintenance implications, as these new structures will be publicly maintained and operated.

Therefore, at the end of the six-week charrette, each submission should include carefully-crafted, conceptual design propositions for the design elements are on the following pages





## I Gateways at the Heads of the Slips



Yonge Street Slip looking east

The current “pinch points” where the slips meet Queens Quay Boulevard should be expanded and transformed into major points of arrival from the city’s north-south streets. By widening them on the water side, they can become new public spaces that connect the water’s edge into a continuous public esplanade, and serve as the “glue” that joins the water’s edge with the city street grid.

Creating these new public spaces will require expanding the walkable surface area out over the water in some fashion, which will need to be done harmoniously with existing marine uses (see Navigable Waterways Act). The design proposals should explore a variety of ways to accomplish this while being mindful of potential impacts. For example, landfilling in the lake is deemed to have a heavy environmental impact requiring substantial mitigation while bridging over the water between the facing slip walls can in some cases be made into an opportunity to create new habitat (see Department of Fisheries Guidelines). Creative approaches are strongly encouraged, but appropriate environmental mitigation measures should be included.

Conversely, expanding the public sidewalk north into the existing Queens Quay roadway could have significant impacts on operations and functioning of the street and therefore require substantial regulatory approval. While the proposal for Queens Quay Boulevard itself should explore a full range of design solutions, it is preferred that the construction of the Heads of Slips not be predicated on major changes to Queens Quay Boulevard in the first phase of work. Fundamental changes to Queens Quay Boulevard will require environmental assessments and traffic studies, and will therefore need to be carried out in subsequent phases of implementation after the Heads of Slips are built.

### Reference Materials:

**Policy on Fish Habitat, Department of Fisheries Canada, Appendix 7**

**Coast Guard Navigable Waterways Protection Act, Appendix 8**

**Yonge Street Slip Cantilevered Structure, Appendix 9**

## 2 A Continuous Public Promenade from the Western Gap to Parliament Slip



York Quay Promenade

A bold and spectacular water’s edge that provides continuous public access from the tip of the Western Channel to the head of the Parliament Street Slip is to be designed. This stretch should read and function as an inviting public space. The promenade should be designed to connect the many existing destinations along the waterfront. A variety of elements, such as boardwalks, floating piers, “get-downs,” landscaping, and possibly even lift bridges at some locations, should be considered.

The design of the continuous water’s edge will have to respond to a great many varying, existing conditions. Some portions have recently been rebuilt and will remain, others like the stretch in East Bayfront have gone through design investigations, and others have not been touched in years. The top priority is removing barriers that physically segregate parts of the water’s edge and proposing a unifying treatment that will make it read as a continuous public space. Attention should be paid to areas where public access has been identified as constrained or non-existent (see Central Waterfront Study). The two-level configuration shown in the East Bayfront Precinct Plan is generally preferred, however varying conditions and opportunities may make other treatments desirable. Handicapped access should also be considered (see Accessibility Design Guidelines).

### Reference Materials:

**Accessibility Design Guidelines, City of Toronto, Appendix 10**

**Central Waterfront Trail Study, TWRC Appendix 11**

**East Bayfront Precinct Plan, Appendix 12**

### 3 Queens Quay Boulevard



Queens Quay Boulevard east of Yonge Street

Queens Quay Boulevard is Toronto's main waterfront street, one that is heavily used by residents and tourists alike. A new identity must be developed for this important roadway that will transform it into an attractive address and provide a cachet befitting its spectacular location and views. Currently, Queens Quay Boulevard consists of five or six segments of differing widths, transit infrastructure, street wall conditions, lane configurations and landscaping that have no relationship to one another. A comprehensive plan for the street is needed to guide its redevelopment as a visually consistent main street for the waterfront. The well-utilized streetcar right-of-way west of Yonge Street needs to be maintained, and City and TWRC plans call for its extension to the east. The design should recognize Queens Quay Boulevard's role as a public amenity for strolling and transit, as well as its importance as a vehicular thoroughfare and a designated commuter cycling route.

Street trees are one of the most important considerations in any design proposal for Queens Quay Boulevard. In the summer, Queens Quay Boulevard can be intolerably hot in the many areas where there is no cover. In the winter, it is extremely windy. Street trees could be used to help moderate the climate and enhance the character of the street as a gracious boulevard. However, street trees have a history of problems in Toronto, and only recently have they begun to be solved. Appropriate designs for continuous tree pits, sidewalk grates, and other systems should be factored into the overall design proposal for Queens Quay Boulevard (see Tree Planting Details).

There are many other competing agendas for this road as well. One is for it to be rebuilt as a quiet, local road with on-street parking. Another envisions it as main thoroughfare that amply accommodates pedestrians, vehicles, cyclists, buses, taxis, commercial trucks and private vehicles. A third is for it to be expanded as a transitway from Bay Street to Parliament Street, and an environmental assessment of doing so is currently being funded by the TWRC. A fourth is for an urban boulevard that is kept narrow enough to avoid its character becoming that of a suburban arterial.

The design proposal needs to balance out all of these competing needs. The overriding concern is that the street hold together as one place, one main street, for the entire central waterfront. The most recent design thinking for Queens Quay Boulevard was done as part of the precinct planning and EA Master Plan for the East Bayfront. The Class Environmental Assessment calls for preserving a 38-metre right-of-way that can accommodate two 5-metre sidewalks, two 1.8-metre bicycle lanes, four 3.5-metre vehicular lanes, and a 12.5-metre transit way / freight rail spur in the centre.

Vehicular lane widths in Toronto vary based on the type of function of the road, the number of lanes, streetscaping, etc. Queens Quay Boulevard is designated a minor arterial road in the city's road classification system. While there is no set standard, lane widths on such streets can vary from 3.25 to 3.75 metres depending upon specific conditions.

Sidewalks have a minimum required width of 1.7 metres. Suggested sidewalk widths along the Central Waterfront – from property line to curb line – are from 3 metres at the narrowest up to 7.5 metres at the widest. Within that public sidewalk zone should be provided all street fixtures, furnishings, lighting, and planted areas. Widths greater than 4.5 metres should generally be proposed only where there is a need to accommodate exceptional pedestrian volumes (particularly at Harbourfront Centre and Queens Quay Terminal), a desire for sidewalk cafes, or requirements for other special uses.

#### Reference Materials:

**Queens Quay Blvd. Sections, East Bayfront Precinct EA Master Plan, Appendix 13**  
**York Quay Tree Planting Details, Appendix 14**

## 4 Queens Quay Streetcar Transit Way



Queens Quay Boulevard transit right-of-way looking east at Spadina Avenue

One of the most iconic elements of the Toronto landscape is the streetcar. While these systems have given way to buses in many other cities, they are alive and well here. One of the long-standing priorities for the waterfront is the expansion of the Queens Quay line east from Bay Street to Parliament Street, and ultimately into the Portlands. In recent years, the streetcar lines have been put into dedicated rights-of-way which separate them from automobile traffic by creating a distinct zone, often with a raised curb, differentiated paving, and public art. A strong design concept is needed to ensure that the transit line contributes to, rather than detracts from, the character of Queens Quay Boulevard. Proposals should include ideas for special paving, distinctive fixtures, and inventive landscaping that helps make the streetcar an inviting alternative to the private automobile.

The Toronto Transit Commission (TTC) has a strong preference for running streetcars in their own rights-of-way. This is necessary to provide the capacity required to serve planned development in the waterfront and to ensure the high-quality and reliable transit service needed to encourage reduced auto use in the waterfront communities. The minimum right-of-way dimension is 7 meters in width, plus a minimum of 2.5 meters in width on each side to accommodate passenger loading areas and left-turn traffic lanes at intersections. Continuation of a 12 metre right-of-way throughout the length of Queens Quay Boulevard has been suggested to allow for landscaping and perimeter plantings between intersections. The overhead catenary lines are supported either on a central pole, or on outrigger poles on either side of the right-of-way.

Streetcar transitways are typically raised 150mm above the road level and often incorporate a mountable rolled edge to allow emergency vehicles to use the right-of-way when necessary. The surface treatments are preferably hard-scape and low maintenance. However, a wide variety of materials, lighting, and fixtures may be proposed. Any deviations from TTC standards will require a maintenance program to ensure they can be kept up without adding to base-level operations costs. In the East Bayfront, this transit way has the added job of carrying the redpath freight rail line and a special solution has been developed that allows these two lines to share a right-of-way.

### Reference Materials:

**Queens Quay Transitway Section, East Bayfront Precinct EA Master Plan, Appendix 15**

## 5 Martin Goodman Trail



Martin Goodman Trail's current alignment along Queens Quay Boulevard East

One of the most heavily-used trail corridors in Toronto, the Martin Goodman Trail is disjointed as it passes through the Central Waterfront, and its originally proposed route has become blocked at certain points by development (see Trail Map). A new concept is needed that will complete this important commuter and recreational multi-use trail on or adjacent to Queens Quay Boulevard, connecting the eastern and western segments of the trail through the center of the city. It should be designed to meet the needs of the typical range of users, which includes cyclists, roller-bladers, walkers, and joggers of all ages.

The Martin Goodman Trail is typically 4.0 to 4.5 metres wide for most of its length. It is divided with a stripe down the middle that defines eastbound and westbound movement lanes. In the Central Waterfront, where the Martin Goodman Trail is expected to will follow the Queens Quay Boulevard Right-of-Way, it may not be possible or necessary to achieve this full width, depending upon the configuration. At a minimum, the trail should consist of two lanes each 1.8 metres in width, one on the north side and one on the south side of Queens Quay Boulevard. It is critical to ensure the trail is continuous and provides a safe and welcoming configuration. It is preferred that the two lanes be kept together along the south side in a separate right-of-way from that of the road itself if possible.

### Reference materials:

**Martin Goodman Trail System Map, Appendix 16**

**Typical Martin Goodman Trail Cross-Section, Appendix 17**

**Waterfront Trail User Survey, Waterfront Regeneration Trust, Appendix 18**

## 6 Public Open Spaces and Programming



Toronto Music Garden

Many outstanding parks and public spaces already exist along the Central Waterfront, including the Music Garden, the Natrel Skating Rink and Boat Pond, and the recently-rebuilt York Quay Promenade. One of the main challenges faced in the Central Waterfront is linking these spaces together into a coherent open space system.

Opportunities exist to create new spaces and to connect existing public spaces into the linear elements of the waterfront promenade and Queens Quay Boulevard. These opportunities should be explored, particularly at the Heads of Slips where space is currently limited. These newly defined public spaces should be creatively programmed to create interest and activity. Possibilities for public art, either free-standing or embodied in the architecture, should be included. Opportunities for other public amenities should be explored as well, from public washrooms to revenue-generating commercial uses such as cafes and restaurants.

### Reference Materials:

**Central Waterfront Parks and Open Space Framework, Appendix 19**

**Our Common Grounds: Parks, Forestry and Recreation Strategic Plan, Appendix 20**

**Developing a Vision for the Harbourfront Parks and Open Space System, Appendix 21**

**HtO Park Plan, Appendix 22**

**Ireland Park Plan, Appendix 23**

**Trudeau Memorial Park Plan, Appendix 24**

## 7 Water-Based Uses and Recreation



Spadina Quay Marina

Opportunities to increase and intensify water-related uses along the shore should be maximized. The water's edge should not only entice people to the water, but should engage them with it. Drawing upon the TWRC's Marine Strategy, the design proposals should explore multiple ways to expand water uses, such as boating, fishing, sightseeing, and even swimming (though this cannot be in open water in the Inner Harbour given health and safety issues) and other activities.

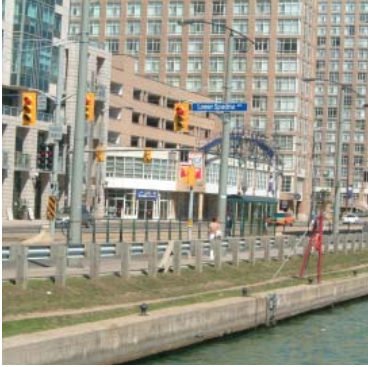
It is important that existing marina and dockside capacity be either maintained or expanded (see Harbourfront Marina Map). Widening the landside areas at the Heads of Slips is expected to displace some boat mooring spaces. These must be relocated within the project area. Ideally, the plan should result in a net increase in available spaces for boats. This may be accomplished in a variety of ways, and teams may wish to propose more finger piers or marina slips outboard of the dockwall. However, these must be kept within the line proscribed by the Port Authority.

### Reference Materials:

**Marine Use Strategy, Appendix 25**

**Harbourfront Marina Map, Appendix 26**

## 8 Lighting



Head of Spadina Slip, with Queens Quay Lighting Standard

A bold and creative lighting plan should be proposed for the entire length of the waterfront. An appropriate and consistent lighting strategy should be proposed for the Water's Edge, Queens Quay Boulevard, and the Heads of the Slips / Martin Goodman Trail, drawing either on existing standards or new design proposals. These fixtures should strengthen and support the overall "brand" of the waterfront. The design proposal should be flexible enough that it could be deployed all along the waterfront, possibly even extending beyond the study area if desired in the future.

Today, there are multiple lighting standards deployed in different neighbourhoods throughout the city. Two standard light fixtures are currently in use along the Central Waterfront. The first is the "Harbourfront" light pole, which is a new standard that has not yet been implemented anywhere on the waterfront itself but can be found running up Spadina Avenue. The second is a city standard aggregate pole with a modified cobra head light, and is found all along Queens Quay Boulevard (see Harbourfront Light Standards). Teams may propose to use either the existing standard poles described, or propose an alternative that meets the city's general lighting guidelines. All street lighting infrastructure has recently been transferred from the city to Toronto Hydro, who will have to approve any changes or upgrades contemplated to existing street lighting.

### Reference Materials:

**Harbourfront Light Standard, Appendix 27**

**Illuminating Engineering Society RP-8 Guidelines, Appendix 28**

## 9 Materials, Fixtures and Finishes



Recently renovated York Quay's water's edge promenade

A consistent body of materials, finishes, fixtures and infrastructure is essential to maintain the sense of a continuous public waterfront. Because differing conditions may call for varying solutions, a "kit of parts" should be proposed that can be applied in different configurations at different locations as required, such as sea rails, boardwalks, pavers, furnishings, fixtures and equipment. Furthermore, these should integrate with the recently-rebuilt segments of the Water's Edge, particularly at York Quay and John Quay, which have been very well received by the public.

A consistent body of materials has begun to emerge from the two recent improvement projects at the York Quay and John Quay promenades. These include the use of grey-granite unit pavers, ipe boardwalks, stainless-steel handrails along the finger piers, and a galvanized toe-rail only along the boardwalk. While these materials and finishes are not mandatory, any departure from these specifications will need to be integrated with the existing promenades, as they have just been completed and will not be rebuilt.

### Reference Materials:

**York Quay Promenade Design Specifications and Details, Appendix 29**

## 10 Aquatic Habitat



Yonge Quay naturalized shoreline

Opportunities for enhancing and expanding aquatic habitats should be proposed. While the overall water quality of the Inner Harbour can only be improved by city-wide and regional infrastructure changes, the water's edge condition represents a very specific and important ecosystem unto itself. The edge between land and water also offers a unique opportunity to educate the public about water quality issues as well as the natural environment that lies beyond the city. Design proposals should address habitat improvement, native biodiversity, and local water quality.

In addition to meeting the Department of Fisheries and Oceans requirements for building over water, the TWRC would like to enhance the water quality and ecosystem of Lake Ontario. Any opportunities for environmental improvement should be maximized, whether at the heads of the slips, along the water's edge, or elsewhere.

The TWRC is committed to making the Toronto waterfront both a national and global model for sustainable development. A Sustainability Framework has been established to ensure that sustainability principles are integrated into all facets of the TWRC's management, operations and implementation. The Sustainability Checklist will have to be filled-out and submitted with the design proposal for evaluation.

### **Reference Materials:**

**Waterfront Aquatic Habitat Restoration Study, TRCA, Appendix 30**

**TWRC Sustainability Framework, Appendix 31**

**TWRC Sustainability Checklist, Appendix 32**

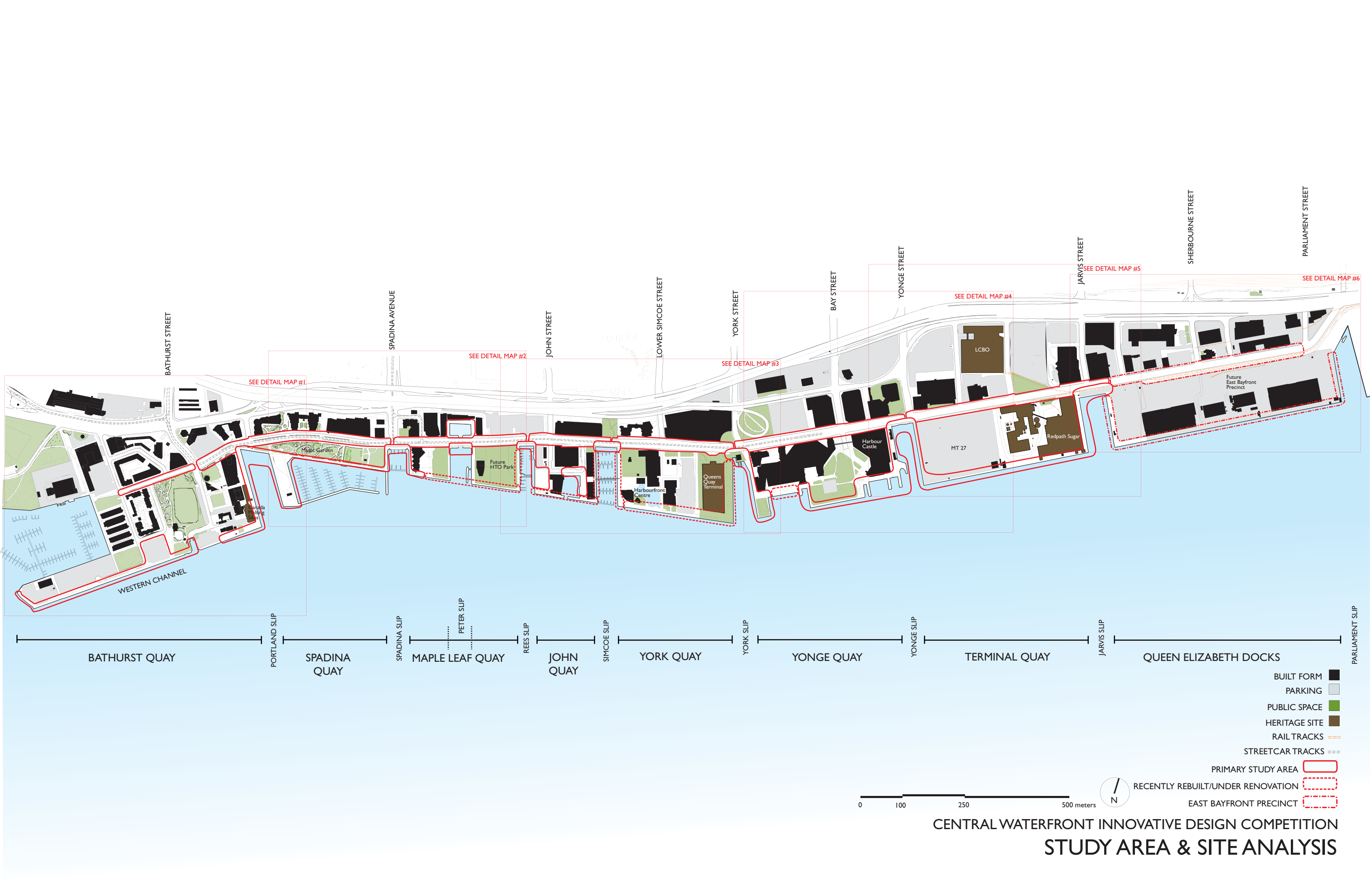
## E. PROGRAM DESCRIPTION AND SITE ANALYSIS

The following section provides detailed descriptions of the areas to be considered in the design proposals, and what the basic program should be. This section also identifies the constraints and sites where no intervention should be proposed. Each sub-area is keyed to the accompanying project area maps to provide a more precise delineation of the project boundaries.

For the purposes of the Innovative Design Competition, the Central Waterfront is comprised of two distinct areas. The first – the primary study area – covers the stretch from the Western Channel all the way to Jarvis Slip. This area is largely developed, and therefore the design proposals will be heavily driven by responding to existing conditions. This area is also currently the most heavily visited, and therefore the focus of near-term enhancements. The second – the secondary study area – covers the area from Jarvis Slip to Parliament Street. Known as the East Bayfront, this precinct was recently the subject of detailed master plan which was adopted by City Council in November 2005. Therefore in this area the design proposals should follow the principles and parameters established in the East Bayfront Precinct Plan, as the existing fabric will be almost entirely replaced.



Looking south-east towards the Western Gap



BATHURST STREET

SPADINA AVENUE

JOHN STREET

LOWER SIMCOE STREET

YORK STREET

BAY STREET

YONGE STREET

JARVIS STREET

SHERBOURNE STREET

PARLIAMENT STREET

SEE DETAIL MAP #1

SEE DETAIL MAP #2

SEE DETAIL MAP #3

SEE DETAIL MAP #4

SEE DETAIL MAP #5

SEE DETAIL MAP #6

WESTERN CHANNEL

BATHURST QUAY

PORTLAND SLIP

SPADINA QUAY

SPADINA SLIP

MAPLE LEAF QUAY

PETER SLIP

REES SLIP

JOHN QUAY

SIMCOE SLIP

YORK QUAY

YORK SLIP

YONGE QUAY

YONGE SLIP

TERMINAL QUAY

JARVIS SLIP

QUEEN ELIZABETH DOCKS

PARLIAMENT SLIP

Future HTO Park

Harbourfront Centre

Queens Quay Terminal

Harbour Castle

MT 27

Redpath Sugar

LCBO

Future East Bayfront Precinct

BUILT FORM

PARKING

PUBLIC SPACE

HERITAGE SITE

RAIL TRACKS

STREETCAR TRACKS

PRIMARY STUDY AREA

RECENTLY REBUILT/UNDER RENOVATION

EAST BAYFRONT PRECINCT

0 100 250 500 meters



CENTRAL WATERFRONT INNOVATIVE DESIGN COMPETITION  
STUDY AREA & SITE ANALYSIS



## PRIMARY STUDY AREA

### 1.0 Bathurst Quay

**1.1 Western Channel Promenade:** An appropriate water's edge treatment should be proposed that does not impede boat and ferry movements in this important channel.

**1.2 Little Norway Park Expansion:** The main part of this park was built recently and includes a small amount of water frontage. An appropriate plan for expanding Little Norway Park onto the adjacent parking area on the east side of Stadium Road should be explored.

**1.3 Ireland Park Promenade:** A new park is being planned for this highly-visible corner that will commemorate the 150th anniversary of the Irish Potato Famine and the immigrants who came to Canada at that time. An appropriate water's edge treatment should be proposed that is compatible with the park's design.

**1.4 Canada Malting Silos Promenade:** these massive concrete structures are a designated heritage site and must be preserved. However, the site is currently fenced off for safety reasons, blocking access along the water. An appropriate water's edge treatment should be proposed to enable continuous waterfront access, with no adverse impacts on the historic structure.

**1.5 Harbourfront School and Community Centre Promenade:** this building, designed by the Vancouver-based Patkau Architects, is one of the only educational institutions along the waterfront. An appropriate treatment should be proposed for both the water's edge and the open space alongside the eastern face of the building.

**1.6 Queens Quay Boulevard from Stadium Road to Bathurst Street:** this segment is uniquely local in its character. Unlike the other segments to the east, the roadway in this area averages only 10 metres in width, with one traffic lane in each direction and two on-street parking lanes. The sidewalks vary in width and the street is relatively well tree-lined and shaded. No major redesigns are requested for this segment. However, an appropriate treatment should be proposed that respects the quiet, residential nature of these blocks yet identifies this stretch as part of a larger, very important and special roadway.

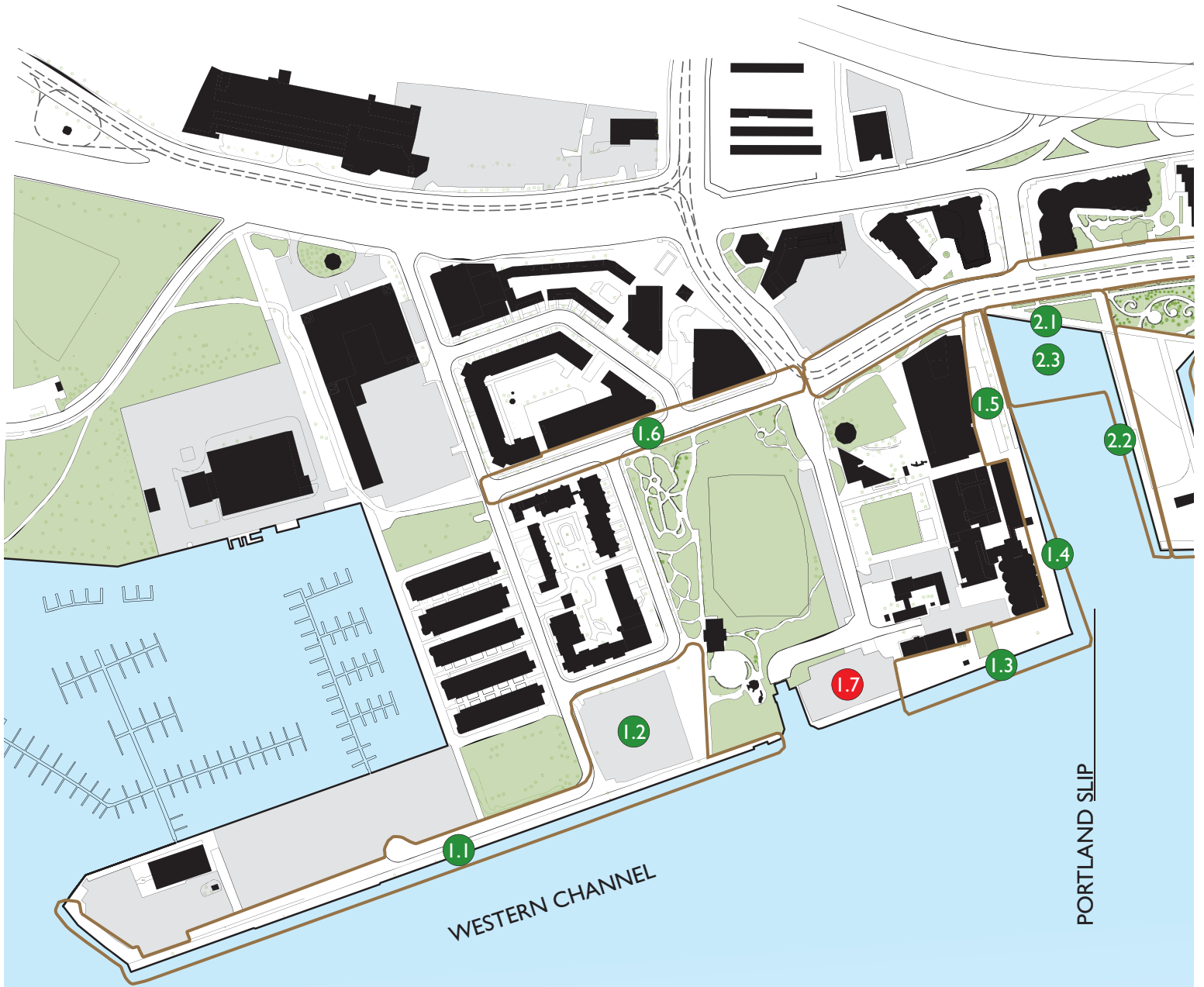
**1.7 Toronto City Centre Airport Ferry Terminal:** This facility is controlled by the Port Authority of Toronto and is undergoing reconstruction. No design treatments should be proposed for this area.

### 2.0 Portland Slip

**2.1 Head of Slip:** the western dockwall is relatively lightly used in terms of boat traffic, and the current diagonal line of northern dockwall could be straightened out to expand the small triangular park that exists now at the head of the slip. A special public place should be proposed for this important interface between the water's edge, Queens Quay Boulevard, and the western entrance to the Music Garden.

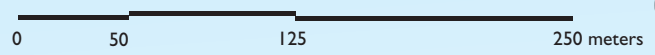
**2.2 Eastern Dockwall Promenade:** this is part of the Marina Quay West operation, and is a major centre of commercial tour and charter boats. An appropriate water's edge treatment should be proposed that will protect the loading and unloading of passengers at this pier while providing public access.

**2.3 Garrison Creek Marker:** the outfall to this now-hidden creek empties into Portland Slip through a buried culvert. While the re-naturalization of this creek is beyond the scope of this project, designs may include proposals for marking the presence of this now-invisible water course.



WESTERN CHANNEL

PORTLAND SLIP



DETAIL MAP #1: 1.0 BATHURST QUAY AND 2.0 PORTLAND SLIP

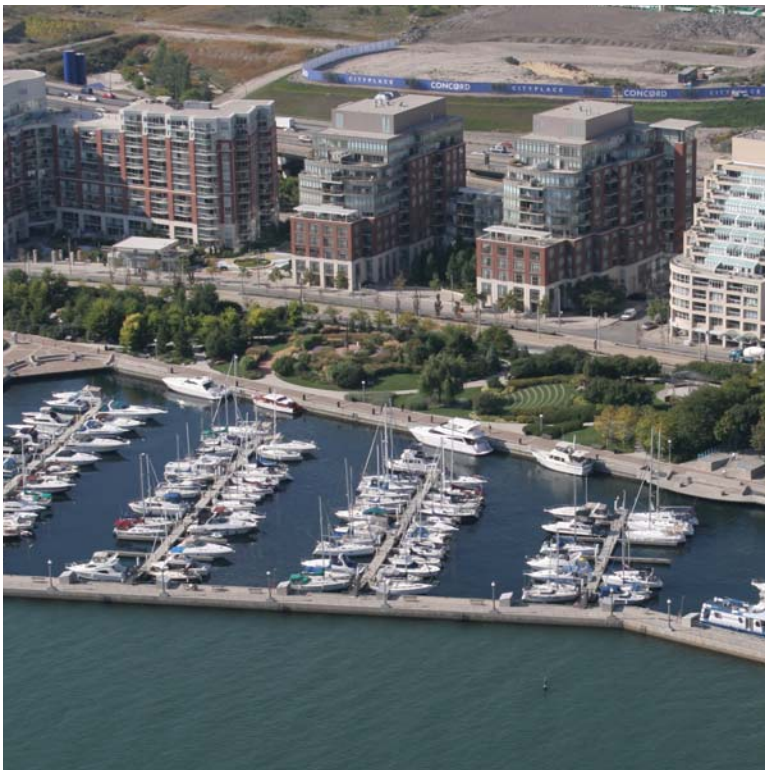
## 3.0 Spadina Quay

**3.1 Marina Quay West Promenade:** this large pier includes a below-ground parking garage that is a designated development site for a small, non-residential building above. It also supports a 200-slip marina for small private vessels. An appropriate water's edge treatment should be proposed along the eastern face of the quay that will allow public access while respecting the security requirements of the marina.

**3.2 Spadina Quay Promenade:** this stretch of walkway offers some of the best views of pleasure craft against the backdrop of Lake Ontario. At the same time, it is functionally the main entrance to the Toronto Music Garden, and therefore acts as a buffer between the contemplative park spaces and the busy marina. An appropriate water's edge treatment should be proposed that helps link together the three park parcels to the north yet is compatible with the marina uses to the south.

**3.3 Queens Quay Boulevard from Bathurst Street to Spadina Avenue:** most of this segment was completely rebuilt around the time the Toronto Music Garden was constructed. It provides a dedicated right-of-way for the Queens Quay Streetcar line, and is relatively well-landscaped. It has one traffic lane and one bicycle lane in each direction but no parking lanes, which does have the effect of limiting casual access to the Music Garden – requiring visitors instead to use a paid parking area or walk from elsewhere. An appropriate treatment should be proposed that requires only minimal intervention into this recently-rebuilt stretch of road.

**3.4 Toronto Music Garden:** this park is located to the east of the Portland Street Slip, is approximately 1.30 ha in size, and was completed in 1999. The Music Garden was designed by Julie Moir Messervy, in association with Yo-Yo Ma. Inspired by the first suite of Johann Sebastian Bach's Suites for Unaccompanied Cello, the park is physically shaped by the spirit of Bach's music with each of the six design elements corresponding to the six movements in the suite. No design treatments should be proposed for this park.



Spadina Quay and the Music Garden looking north

**3.5 Future Trudeau Memorial Park:** this 0.5 ha site is the future home for a memorial to Pierre Trudeau, one of Canada's most important Prime Ministers. The design was selected through a two-stage national design competition and will be built when funding is in place. No design treatments should be proposed for this park.

**3.6 Spadina Quay Wetland:** this 0.35 ha park was constructed in 2000 to reflect the original ecology of the Lake Ontario shoreline in this area. No design treatments should be proposed for this park.

## 4.0 Spadina Slip

**4.1 Head of Slip:** this is perhaps the most visually dramatic view corridor to the water from the north. It is directly across from the terminal station of the Spadina streetcar line. A special public place should be proposed for this important interface between the Water's Edge, Queens Quay Boulevard, and Spadina Avenue – one the most important north-south arteries in the city.

**4.2 Marine Uses:** this slip is used for water taxi services, boat towing services, pleasure craft dockage, and two charter vessels. However, given its relatively small size, this is one of the places where an operable lift bridge could be contemplated at the outboard end of the slip. Proposals can be made for such a structure if desired, but are not required.

## 5.0 Maple Leaf Quay

**5.1 401 Queens Quay Promenade:** this residential condominium complex has a 7-metre promenade that is unwelcoming to both pedestrians and small boats. The building sits atop a semi-underground parking garage that presents blank walls at grade up to a height of about four feet, and the fixtures and finishes on the public promenade zone are outdated and worn. An appropriate water's edge treatment should be proposed that helps ameliorate the negative presence of the building wall and connects to the adjoining HtO Park under construction.

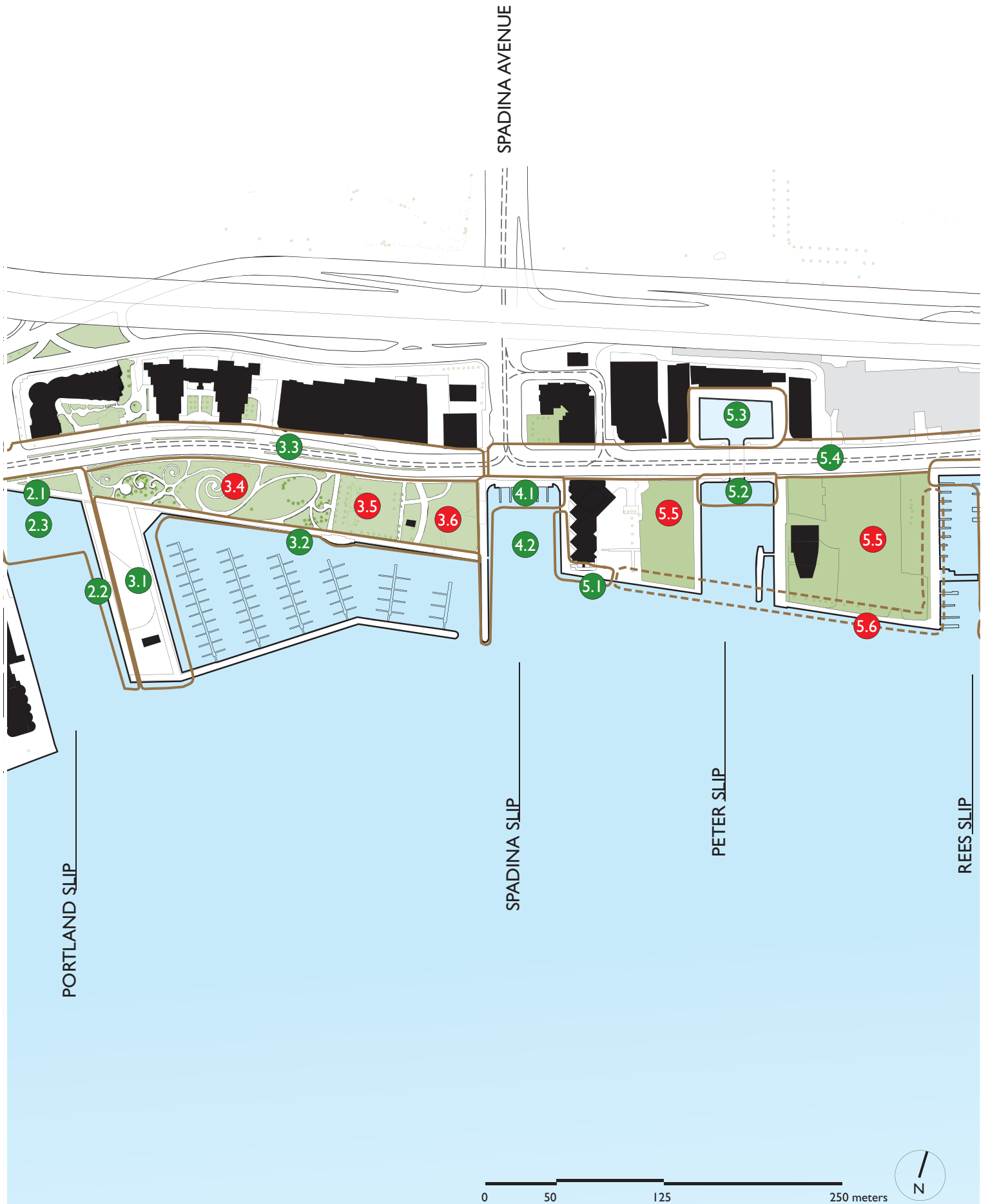
**5.2 Head of Peter Slip:** while the plans for HtO Park propose a new vocabulary for the eastern and western sides of this slip, they do not include a specific design solution for the Head of Peter Slip. The slip houses a dedicated dock area for the fireboat William Lyon MacKenzie, which requires priority access at all times. The slip is also used for the Island Yacht Club's tender. A special public place should be proposed for this important connection between the two halves of HtO Park, and should be sensitive to and compatible with the park's design.

**5.3 Peter Street Basin Promenade:** this small, cut-off segment of Peter Slip north of Queens Quay Boulevard was originally envisioned as a delightful centerpiece to the Huang and Danský residential development, one of the early waterfront revitalization projects completed in Toronto. An appropriate water's edge treatment should be proposed that helps transform this space into an attractive extension of the waterfront.

**5.4 Queens Quay Boulevard from Spadina Avenue to John Street:** in this segment, the street begins to widen to two traffic lanes in each direction, separated by the streetcar right-of-way. As on Spadina Quay, no parking lanes are provided. An appropriate treatment should be proposed for this stretch that relates to the design of HtO and transforms the street from a pedestrian barrier to a connection.

**5.5 HtO Park:** this new 1.7 ha park, which was designed by Toronto landscape architect Janet Rosenberg in collaboration with Claude Cormier Architectes Paysagistes and Hariri Pontarini Architects, is currently under construction and will be the largest new public space built on the waterfront in years. No design treatments are requested for the park itself, but its interface with Queens Quay Boulevard will be an important component of the design proposal and should be sensitive to the park plan which originally included Queens Quay Boulevard.

**5.6 HtO Park Urban Beach:** a major component of this new park is a sloped surface that reaches down to the water line, and will allow visitors to experience the water's edge of Lake Ontario. No design treatments are requested for this area, but the connection from the promenade at 401 Queens Quay will require careful attention.



DETAIL MAP #2: 3.0 SPADINA QUAY, 4.0 SPADINA SLIP & 5.0 MAPLE LEAF QUAY

## 6.0 Rees Slip

**6.1 Head of Slip:** A special public place should be proposed for this important connection between HtO Park and John Quay, one that is sensitive to and compatible with the park's design.

**6.2 Marine Uses:** this well-used slip hosts a large number of boat clubs and schools, and offers some protected winter storage for passenger vessels. It is a major generator of activity along this part of the waterfront. An appropriate treatment should be proposed to tie into the east and west dockwall faces of HtO Park and the John Quay Promenade and does not conflict with the marine uses.

## 7.0 John Quay

**7.1 New Nautical Centre Building and Piers:** A permanent new home should be proposed for the Nautical Centre, which was displaced by HtO Park and is currently housed in mobile trailer units. The Nautical Centre offers sailing programs for the disabled and for under-privileged children. A concept design should be proposed that is integrated with the larger design ideas for the water's edge, preferably sited on or near its current location. While a detailed design proposal for the building is beyond the scope of this design competition, the general program assumptions should be an approximately 1,000 SF (95 SM) indoor facility that can house administrative and classroom functions, as well as provide storage for small sailboats, kayaks and canoes. New finger piers should also be considered to facilitate launching of boats.

**7.2 New Waterfront Park:** the parcel west of the harbour police building has been designated for park use. A concept design should be proposed for this parcel that is integrated with the larger design ideas for the water's edge, and provides for community uses such as a children's play area, dog run, or other activities.

**7.3 John Quay Promenade:** this segment of the water's edge promenade is currently under reconstruction with funding provided by the TWRC. No specific design treatments are requested for the John Quay promenade, though a consistent lighting strategy should be developed that can be implemented here with minimal impact on the soon-to-be completed renovations.

**7.4 John Quay Basin Promenade:** this small water basin is used by harbour police boats, Toronto Public Health, Toronto Water, and Harbourfront Centre service vessels. An appropriate water's edge treatment should be proposed that allows public access but does not conflict with police and other uses.

**7.5 Queens Quay Boulevard from John Street to Simcoe Slip:** this segment has perhaps the strongest waterfront boulevard character. It is interrupted by real side streets on both the north and the south sides, and offers one traffic lane in each direction, again separated by the streetcar right-of-way, and on-street parking on the north side. An appropriate treatment should be proposed for this stretch that relates to the Maple Leaf Quay segment.

**7.6 Toronto Police Marine Unit Headquarters:** this is the main harbour police facility and was recently rebuilt. No design treatments are requested for this facility or its adjoining waterfront, and public access will not be permitted.

**7.7 Radisson Hotel:** this hotel building faces onto John Quay Basin. No specific design treatments are requested for this facility, but ideas for strengthening its relationship to the water across the service road may be proposed.

**7.8 Transit Shed No. 4:** This is the oldest surviving brick building on the Central Waterfront. No design treatments are requested for this building.

## 8.0 Simcoe Slip

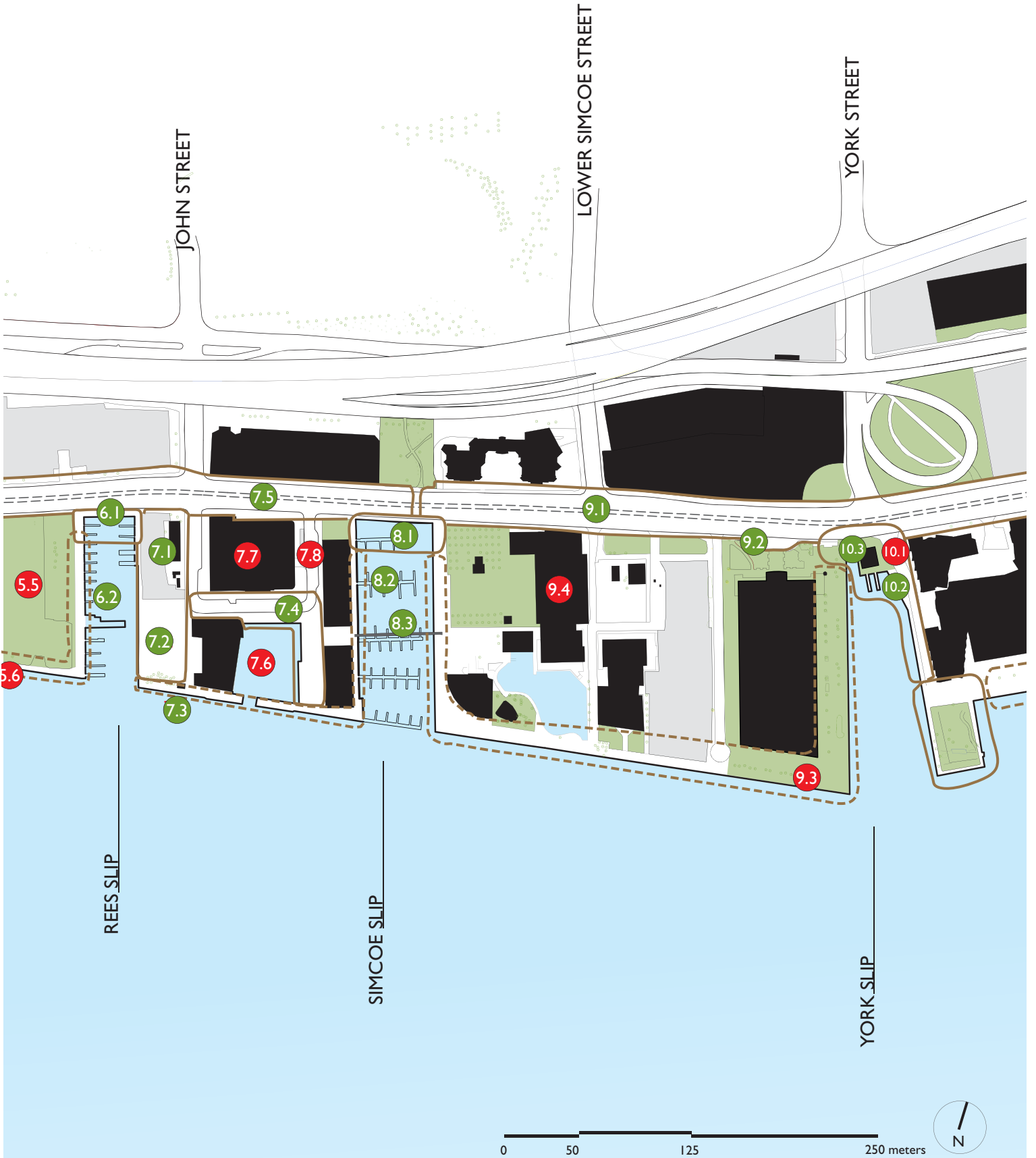
**8.1 Head of Slip:** A special public place should be proposed for this important connection between York and John Quays. An appropriate water's edge treatment should be proposed to tie into the rebuilt east and west dockwalls and does not conflict with the marine uses.

**8.2 Marina 4:** this is perhaps the busiest of the slips in terms of marine uses. It offers 100 slips available for seasonal rental, plus passenger vessel protected winter storage. Like Rees Slip, it is a major generator of activity along this part of the waterfront. No specific design treatments are requested for this marina, but any berths displaced by expansion of the Head of Slip must be relocated within the project study area.

**8.3 Amsterdam Bridge:** this pedestrian span is the only one of its kind on the Central Waterfront, and creates the sense of connectedness between two quays. In order to accommodate the marina uses, it has a section that can be lifted up to allow larger power boats and sailboats to pass in and out of the slip. No specific design treatments are requested for this bridge, although ideas for tying it aesthetically to the design of the rest of the waterfront could be proposed.



York Quay and Simcoe Slip looking north



DETAIL MAP #3: 6.0 REES SLIP, 7.0 JOHN QUAY, 8.0 SIMCOE SLIP, 9.0 YORK QUAY, 10.0 YORK SLIP



## 9.0 York Quay

**9.1 Queens Quay Boulevard from Simcoe Slip to York Street:** this segment is similar dimensionally to that along John Quay, but functions differently. Because of the enormous volume of buses that bring visitors to Harbourfront Centre, and the heavy taxi activity generated by the Queens Quay Terminal Building, there is no on-street parking. However, the volume of stopped vehicles often squeezes moving ones down to a single traffic lane. An appropriate treatment should be proposed for this stretch that relates to the John Quay segment and facilitates the heavy traffic volumes generated along this stretch.

**9.2 Queens Quay Terminal:** this former warehouse, built in 1926, was converted into a mixed-use retail, commercial and residential complex in the 1980s. The building continues to be one of the major landmarks on the Toronto waterfront, and is one of the largest generators of daily foot traffic during the off-seasons. An appropriate treatment should be proposed for the drop-off / pick-up and waiting area in conjunction with the design proposal for Queens Quay Boulevard.

**9.3 York Quay Promenade:** the TWRC recently invested \$12 million in a complete reconstruction of the entire York Quay waterfront promenade. The design is based on a two-level circulation system, one hard-surfaced the other a wooden boardwalk, separated by a slight grade change mediated by built-in benches. One of its most distinctive features is the use of a low toe-rail, rather than a more typical three-foot sea rail, to mark the water's edge. The low toe-rail provides unobstructed views of the water even while seated, unlike most other urban waterfronts. No specific design treatments are requested for the York Quay promenade, though a consistent lighting strategy should be developed that can be implemented here with minimal impact on the recently-completed renovations.

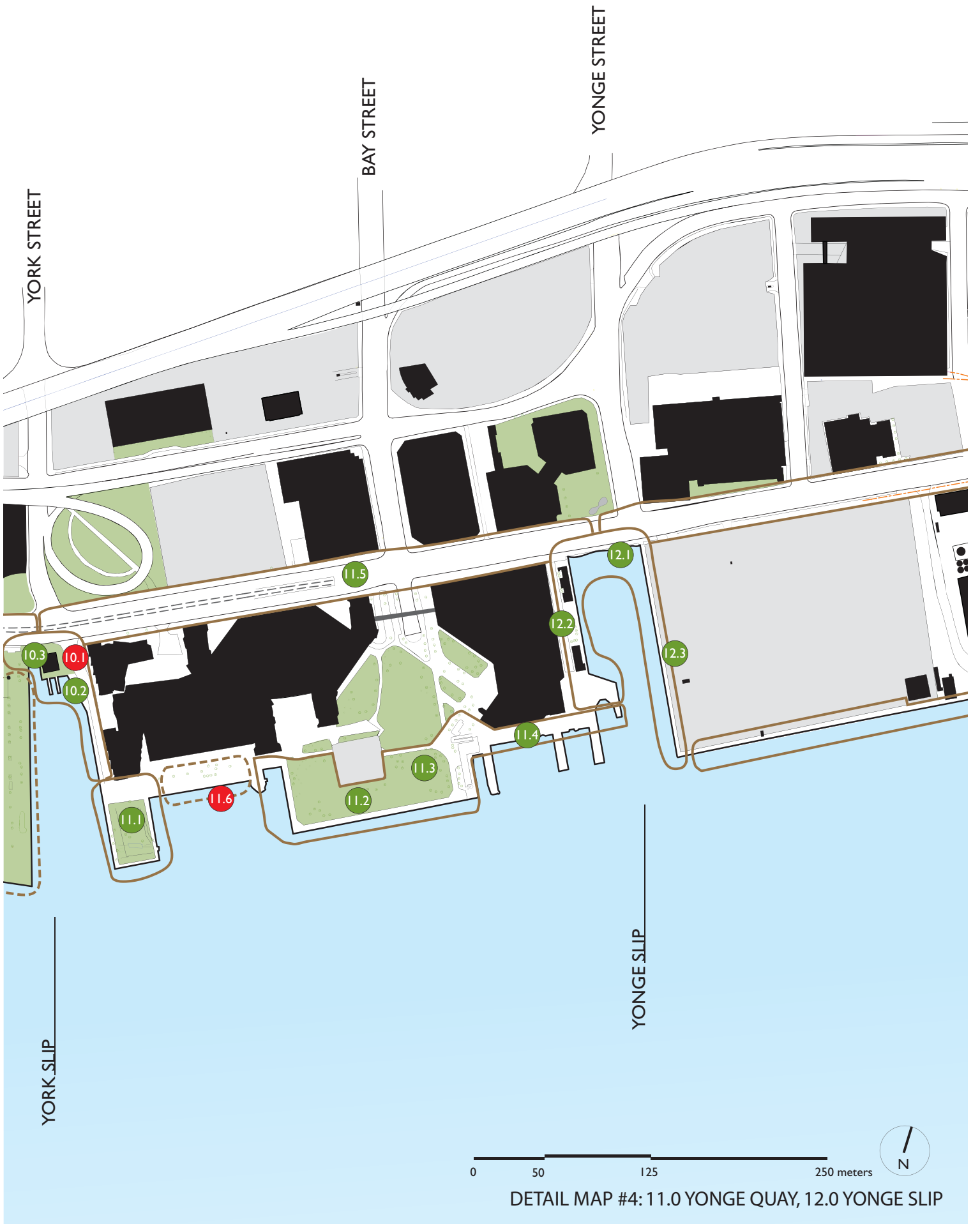
**9.4 Harbourfront Centre:** York Quay is the home of Harbourfront Centre, an innovative non profit cultural organization which creates events and activities that enliven, educate and entertain a diverse public. Since its inception, Harbourfront Centre has been introducing Toronto audiences to artists and art forms that would not normally be seen in commercial venues, attracting 12 million visits per year. Its activities extend beyond this 10-acre site and include management of area parking lots and marine activities all the way to Portland Slip. The Harbourfront Centre master plan acts as the main governing document for most of the capital work on York Quay. No specific design treatments are requested for Harbourfront Centre.

## 10.0 York Slip

**10.1 Head of Slip:** this is one of the few places where the public space on the south side of Queens Quay Boulevard has been widened to accommodate heavy foot traffic and circulation. In light of this space's relative success and recent reconstruction, no major modifications need be proposed. However, a consistent design treatment and further expansion opportunities may be considered.

**10.2 East Dockwall Promenade:** the relatively successful open space at the head of slip fades quickly along the eastern dockwall. While many people start to venture out, the architectural language is that of a private space, and most turn back before reaching the lakefront. However, this space is open to the public and used by those in the know. An appropriate water's edge treatment should be proposed that marks this route as public and inviting.

**10.3 Toronto Ferry Company Waiting Room:** A designated heritage structure, this 1907 building was converted into the Pier 6 Information Centre and café in 1990. It is a popular draw during the summer months, and the fish sculptures set in the pavement are an associated public art installation. No specific design treatments are requested for this building, but ideas for strengthening its relationship to the rest of the water's edge promenade may be proposed.



DETAIL MAP #4: 11.0 YONGE QUAY, 12.0 YONGE SLIP

## 11.0 Yonge Quay

**11.1 Harbour Square Park (west):** this small open space is publicly accessible, and was created as part of the Harbor Castle development which dominates the site. The site features Sundial, an architectural folly by T-Zero Design. An appropriate landscape treatment should be proposed that marks this park as public and inviting.

**11.2 Harbour Square Park (east):** this 2.01 ha park is publicly accessible, and serves as the front door to the Toronto Island Ferry Terminal, one of the busiest destinations in the city during the summer months. Its landscaping and design treatment are both in need of refurbishment. An appropriate concept design should be proposed for this park that is integrated with the larger design ideas for the water's edge, and marks this space as public and inviting.

**11.3 New Poets Park:** this is a new component being planned for Harbour Square Park, just west of the ferry terminal. It is intended to include a gathering place and/or gazebo for poetry readings. An appropriate concept design should be made that accommodates this intended use.

**11.4 Toronto Island Ferry Terminal Perimeter:** this early 1970s era structure is increasingly seen as outmoded, and it is likely to be renovated or replaced at some point in the future. No specific design treatments are requested for the Toronto Island Ferry Terminal itself, although an appropriate solution should be found for providing continuous public access around the terminal.

**11.5 Queens Quay Boulevard from York Street to Yonge Street:** this segment is in many ways the most problematic of the entire street. The at-grade streetcar right-of-way dips into a tunnel to head north to Union Station, creating a raised entry that cuts the two sides of the street from one another visually and physically. Compounding this sudden narrowing of the street is the presence of the Harbour Square Towers, which rise straight up from narrow sidewalks and a blank garage façade for much of the block. A creative landscape treatment should be proposed that overcomes these obstacles without whole-sale reconstruction of the surrounding buildings and transit infrastructure.

**11.6 Yonge Quay Naturalized Shoreline:** this bio-engineered, erosion-resistant shoreline was designed by Fleisher Ridout Landscape Architects. The slope was constructed from branches of native species, including Dogwood, Alder and Willow. This installation has become a successful feature of the Central Waterfront, with the visual sensation of passing over a native wetland complemented by the auditory surprise of hearing waves breaking on the shore – a sound rarely heard along the Central Waterfront. No specific design treatments are requested for the Yonge Quay Naturalized Shoreline, although proposals for tying the boardwalk aesthetically to the rest of the water's edge promenade should be included.

## 12.0 Yonge Slip

**12.1 Head of Slip:** this space lies at the foot of Yonge Street, one of Toronto's most notable north-south arteries. A recent sprucing up effort produced a curving, cantilevered pathway on the south side of Queens Quay Boulevard that improves circulation somewhat but provides little else. A special public place should be proposed for this important connection between the Water's Edge and Yonge Street – the world's longest road.

**12.2 Westin Harbour Castle Dockwall Promenade:** this zone is used to service the Westin Harbour Castle Hotel. However, it also provides parking used by ferry-bound visitors during the summer, who have to walk past the exposed loading docks and all the way around the hotel to reach the ferry. An appropriate water's edge treatment should be proposed that provides a direct connection to Toronto Island Ferry Terminal and greatly enhances the experience of the Yonge Street Slip.

**12.3 East Dockwall Promenade:** the slip is currently occupied by a floating seafood restaurant named Captain John's. While the restaurant is expected to remain for at least another couple of years, the adjacent site will eventually be redeveloped as a mixed-use complex at which point the view from the water's edge will need to be opened to the slip (see next section).

## 13.0 Terminal Quay

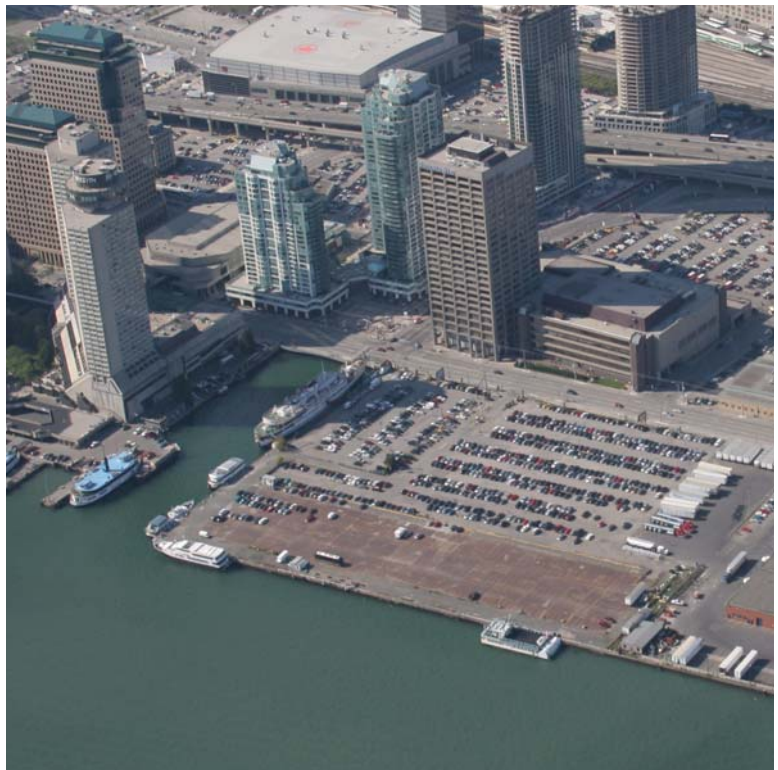
**13.1 MT27 Promenade:** this vast parking lot has recently changed ownership. Comprised of two parcels, the smaller, western parcel has been acquired by the TWRC. The larger, eastern parcel has been purchased by a developer. These two parties are currently in negotiation to find a way to jointly develop the site that will yield a major new public open space on this site. The two sites are also governed by agreements that require a dedication of a public water's edge. An appropriate water's edge treatment should be proposed that can be easily adapted to the future park and development project for this site, and complete the Yonge Street Slip as a waterfront focal point.

**13.2 Redpath Sugar Refinery Water's Edge:** one of the largest sugar refineries in the world, this industrial use is one of the few that remains on the Central Waterfront. It is, perhaps, the most instantly-recognizable structure on the waterfront, and also a major employment center, supporting over 800 jobs on-site alone. Its fanciful whale mural is now loved by many Torontonians, as is the frequent presence of "lakers" loading and unloading thousands of tons of sugar from the adjoining slip. As an active, industrial site, water's edge access has traditionally been prohibited. However, the owners may consider the possibility of allowing public access to their seawall on a limited basis. A design should be proposed for the water's edge that could meet the significant safety concerns of allowing the public on a working waterfront site, and also allow the site to be completely closed to the public whenever necessary. Opportunities for linking to the Redpath Sugar Museum should also be explored.

**13.3 Queens Quay Boulevard from Yonge Street to Jarvis Street:** this segment marks the point where the street widens to immense proportions. Part of the reason for this change is the continued presence of the active freight rail line that runs along the south side of the roadbed. While the tracks no longer continue west of the Redpath Sugar Refinery, the adjoining areas have not yet been redeveloped. An appropriate treatment should be proposed for this stretch that improves the pedestrian experience along the Redpath complex, and creates a better relationship between the two very different sides of the street.

## 14.0 Jarvis Slip

**14.1 Head of Slip:** this space lies at the foot of Jarvis Street, only four blocks from the St. Lawrence Market, one of the biggest and liveliest fresh food markets in the city. At the same time, use of the slip by large freighters must continue uninterrupted. A special public place should be proposed for this important connection between the Redpath Sugar Refinery and the newly-proposed East Bayfront neighbourhood expected to rise on the adjacent Queen Elizabeth Docks.



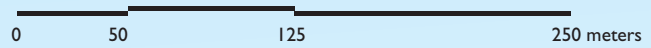
Yonge Slip and Marine Terminal (MT) 27

YONGE STREET

JARVIS STREET

YONGE SLIP

JARVIS SLIP



DETAIL MAP #5: 13.0 TERMINAL QUAY, 14.0 JARVIS SLIP

## SECONDARY STUDY AREA

### 15.0 Queen Elizabeth Docks

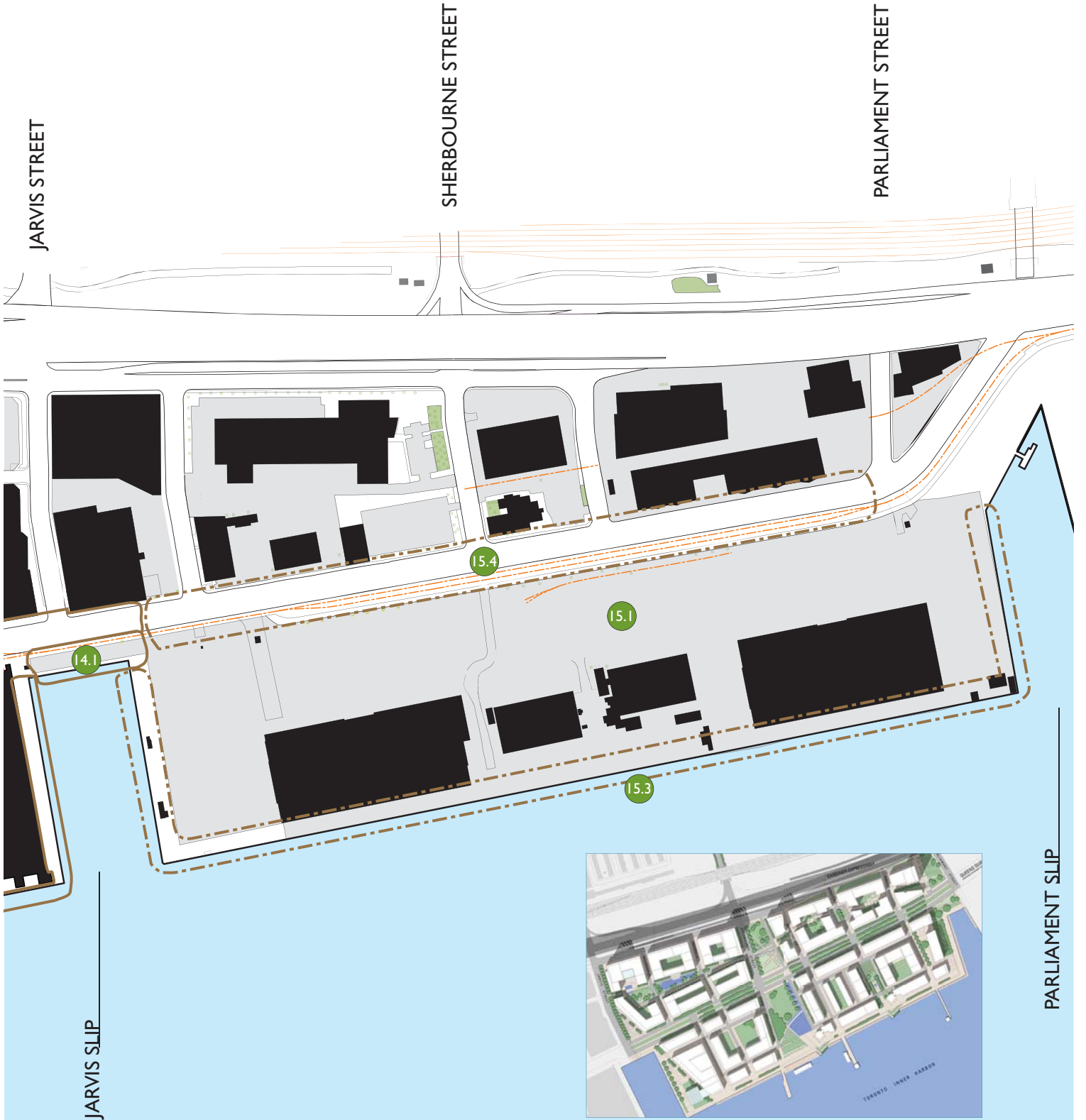
**15.1 Existing Conditions Description:** the East Bayfront today contains a variety of businesses housed in low-rise buildings surrounded by large paved areas devoted to surface parking, storage and loading. Given its proximity to the downtown area and its waterfront setting, the area is underutilized relative to its potential. Lands on the north side of Queens Quay Boulevard are almost entirely in private ownership except for the 0.28 ha (.7 acre) parcel at the north-east corner of Sherbourne Street and former rail spurs which are in the ownership of TEDCO. Notable businesses are the entertainment/night club use at Jarvis Street and Queens Quay Boulevard, the Fed Ex courier building at Sherbourne Street and Lake Shore Boulevard, the Imperial Parking head office, and various other office, auto related, and commercial uses. The 11 ha (27 acre) Queen Elizabeth Docks, located south of Queens Quay Boulevard between Jarvis Street and Parliament Street is owned by TEDCO. Its main tenants are CineSpace Studios (MT 28), Waterside Sports Club and Bistro, Canpar (MT29) and the Royal Canadian Yacht Club (RCYC) who also owns land adjacent to the Queen Elizabeth Docks. All tenants are on short-term leases in anticipation of waterfront revitalization activities. Currently there is no public access to the water's edge. Queen's Quay Boulevard is the major east/west corridor through the precinct terminating at Parliament Street. The Martin Goodman Trail is accommodated adjacent to the road on the south side along with the rail spur which services the Redpath Sugar plant.

**15.2 East Bayfront Precinct Plan Description:** the proposed Water's Edge and Queens Quay Boulevard treatments are described in detail in the East Bayfront Precinct Plan. While the parameters defined in this plan need not be strictly adhered to in every instance, any deviations will need to be thoughtfully considered, explained, and ultimately acceptable to the TWRC, City staff, and City Council.

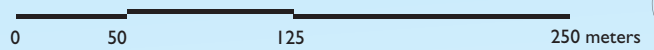
**15.3 East Bayfront Promenade:** the East Bayfront Precinct Plan as adopted by City Council includes specific parameters for the Water's Edge in this area. The typical cross-section recommended is a two-level, 19-metre wide hard-surfaced walkway, with an integrated planting bed separating the two levels and providing built-in seating. Outboard of the dockwall is an additional 5-metre boardwalk that extends over the water, providing dedicated space for marine-related activities as well as public access right up to the water. This configuration is proposed to handle the significant pedestrian volumes that the active commercial and retail uses are expected to draw. The East Bayfront water's edge is also expected to be the primary berthing place for large visiting ships, and at least one 200-metre long clear zone should be available for this purpose. An appropriate water's edge design should be proposed that respects the parameters of the precinct plan and is integrated with the larger design ideas for the continuous water's edge.

**15.4 Queens Quay Boulevard from Jarvis Street to Parliament Street:** The approved plan for this segment of Queens Quay Boulevard calls for 38-metre right-of-way, with a 13-metre central median accommodating both the streetcar and freight rail service to the Redpath Sugar. Queens Quay Boulevard is also planned to be extended east to connect to Cherry Street and the Portlands, but that exercise is beyond the scope of this design competition. An appropriate boulevard treatment should be proposed for the Jarvis-to-Parliament segment that respects the parameters of the precinct plan, is integrated with the larger design ideas for Queens Quay Boulevard, and allows for the future extension of the roadway to the east.

**15.5 Parliament Slip:** No design treatments are requested for Parliament Street Slip, as its design will be explored by another planning process getting underway for the area east of Parliament Street.



15.2 East Bayfront Precinct Plan



DETAIL MAP #6: 15.0 QUEEN ELIZABETH DOCKS

## F. STAKEHOLDER PARTICIPATION

The Toronto waterfront has many stakeholders representing a broad spectrum of perspectives covering many different jurisdictions. For example, the Harbourfront Business Improvement Area is a group dedicated to the enhancement of Queens Quay Boulevard, and has a keen interest in this design process. Similarly, the Department of Parks, Recreation and Forestry is the owner of much of the water's edge, and though much of it is under long-term lease to other operators, nonetheless has a strong interest in what gets built. In order to help consolidate the many different voices with an interest in the waterfront, the TWRC has pulled together three distinct groups that will be invited to participate at different points in the Innovative Design Competition, as follows:

### Central Waterfront Stakeholder Committee

The TWRC has formed a special Central Waterfront Stakeholder Committee to provide an on-the-ground perspective on the problems and opportunities they see from their day-to-day experience with the area. After an introductory meeting at which the scope of the project was presented to them, they decided to dedicate a Sunday to walking the site from end-to-end and recording their collective thoughts. A memo to the TWRC from the Central Waterfront Stakeholder Committee, included in Appendix 33, documents their initial findings and sets out many of the fundamental issues that should be addressed in the designs. This group will deliver a report to the jury describing the pros and cons of each proposal from their perspective.

### City Staff Technical Advisory Team

As part of the Innovative Design Competition, the City of Toronto has formed a Staff Technical Advisory Team made up of senior staff from each of the departments with jurisdiction over the waterfront. Notes from the first meeting of the T.A.C. and the TWRC, included in Appendix 34, sets out many of the technical challenges that should be addressed in the designs. This group will deliver a report to the jury describing the pros and cons of each proposal from their perspective.

### Harbourfront Centre

As one of the largest operators of waterfront facilities, and as an engaged partner in the TWRC's efforts along the Central Waterfront, Harbourfront Centre has agreed to pull together some of its most knowledgeable staff to help advise on the Innovative Design Competition. This group will deliver a report to the jury describing the pros and cons of each proposal from their perspective.

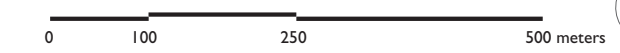


Looking north towards the Harbourfront Centre





#	OWNER	#	OWNER	#	OWNER	#	OWNER
72	RAHMAN MOSFIQUR	125	PROPERTY COMMISSIONER, TORONTO CITY	159	CITY OF TORONTO	202	COMMISSIONER OF PROPERTY, TORONTO CITY
73	CFMT-TV INTERNATIONAL, MULTICULTURAL MEDIA CENTRE, PUBLIC WORKS CANADA	126	THE NATIONAL BALLET OF CANADA	160	CITY OF TORONTO	203	THE AVRO GROUP OF REAL ESTATE COMPANIES
91	HARBOUR QUAY DEVELOPMENTS LIMITED	127	BADENHURST-10 LOWER SPADINA LTD	161	METROPOLITAN TORONTO, PARK & PROP DEPARTMENT	204	CITY OF TORONTO, METROPOLITAN TORONTO
92	695252 ONTARIO INC.	128	CITY OF TORONTO	162	PARKS & RECREATION DEPT, TORONTO CITY	205	TORONTO CITY
93	COMMISSIONERS, TORONTO HARBOUR, TORONTO PORT AUTHORITY	129	COMMISSIONER OF PROPERTY, TORONTO CITY	166	PARKS & RECREATION DEPT, TORONTO CITY	206	CITY OF TORONTO, COMMISSIONER OF PROPERTY
95	PRIVATE OWNERSHIP- UNDETERMINED	130	COMMISSIONERS, TORONTO HARBOUR, TORONTO PORT AUTHORITY	168	PUBLIC WORKS CANADA	212	TORONTO ECONOMIC DEVELOPMENT CORP
96	COMMISSIONER OF PROPERTY, TORONTO CITY	131	COMMISSIONER PROPERTY, TORONTO CITY	169	NUMBER ONE YORK QUAY LIMITED	213	TORONTO HARBOUR COMMISSIONERS, TORONTO PORT AUTHORITY
97	PARKS & RECREATION DEPT, TORONTO CITY	132	CITY OF TORONTO	171	DEWYZE SCOTT, HOLMES BRIDGET	215	REDPATH SUGARS LTD
98	COMMISSIONERS, HARBOURFRONT CORPORATION	133	PARKS & RECREATION, TORONTO CITY	172	TORONTO CITY (LESSEE), TORONTO HARBOUR COMMISSIONER	216	LIQUOR CONTROL BOARD ONTARIO
99	COMMISSIONER OF PROPERTY, TORONTO CITY	134	PARKS & RECREATION, TORONTO CITY	173	CITY OF TORONTO	217	TORONTO ECONOMIC DEVELOPMENT CORP
100	COMMISSIONER OF PROPERTY, TORONTO CITY	135	CITY OF TORONTO	174	TORONTO HARBOUR COMMISSIONER	229	TORONTO ECONOMIC DEVELOPMENT CORP
101	COMMISSIONERS, TORONTO HARBOUR	136	CITY OF TORONTO, MUNICIPAL GRANTS	175	PUBLIC WORKS CANADA	512	PUBLIC WORKS CANADA
102	COMMISSIONERS, TORONTO HARBOUR, TORONTO PORT AUTHORITY	137	COMMISSIONER OF PROPERTY, TORONTO CITY	176	QUEENS QUAY WEST LAND CORPORATION	514	CITY TORONTO, PROPERTY COMMISSIONER
103	MUNICIPAL GRANTS, PUBLIC WORKS CANADA	138	COMMISSIONER OF PROPERTY, TORONTO CITY	177	CORPORATION OF CITY OF TORONTO	618	KL I I ENTERPRISES INC
104	DEPARTMENT, TORONTO CITY PROPERTY	139	COMMISSIONER OF PROPERTY, TORONTO CITY	178	CORPORATION OF CITY OF TORONTO	763	METROPOLITAN TORONTO, PARKS & PROPERTY
105	COMMISSIONER OF PROPERTY, TORONTO CITY	140	COMMISSIONER OF PROPERTY, TORONTO CITY	179	COMMISSIONERS, TORONTO HARBOUR, TORONTO PORT AUTHORITY	783	METROPOLITAN TORONTO, PARKS & PROP DEPT
106	TORONTO CITY	141	COMMISSIONER OF PROPERTY, TORONTO CITY	183	SISSON GREY BRANT		
107	TORONTO CITY	142	COMMISSIONER OF PROPERTY, TORONTO CITY	184	LENTINI MIKE ANTHONY		
108	TORONTO CITY	143	COMMISSIONER OF PROPERTY, TORONTO CITY	185	CITY OF TORONTO		
110	MUNICIPAL GRANTS, PUBLIC WORKS CANADA	144	RIVIERA BY LANDMARK INC	187	OMERS REALTY CORPORATION, OXFORD DEVELOPMENT GROUP INC		
113	4038 INVESTMENTS LTD	145	COMMISSIONER OF PROPERTY, TORONTO CITY	188	OMERS REALTY CORPORATION		
114	AQUA ON QUEENS QUAY LIMITED, OF TORONTO, THE CORPORATION OF THE CITY	146	RML 250 QUEENS QUAY LIMITED	189	375901 BRITISH COLUMBIA LTD, HARBOUR CASTLE WESTIN		
115	METROPOLITAN TORONTO, PARKS & PROPERTY DEPT	147	CHAN ALVIN DOUGLAS, THANG SZE-SZE	190	THE BLACK GOLD CORPORATION		
116	AQUA ON QUEENS QUAY LTD	148	RML 250 QUEENS QUAY LIMITED	191	JAMES WILLIAM		
117	AQUA ON QUEEN'S QUAY LTD, PUBLIC WORKS CANADA	149	COMMISSIONER OF PROPERTY, TORONTO CITY	192	TORONTO CITY		
119	CITY OF TORONTO	150	KULATHINAL RINA MARY	195	I 428501 ONTARIO LIMITED		
120	COMMISSIONER OF PROPERTY, TORONTO CITY	151	RML 250 QUEENS QUAY LIMITED	196	TORONTO ECONOMIC DEVELOPMENT CORP		
121	MILETUS INCORPORATED	152	CITY OF TORONTO	197	LIQUOR CONTROL BOARD ONTARIO, REAL ESTATE DEPT 836		
122	COMMISSIONERS, TORONTO HARBOUR, TORONTO PORT AUTHORITY	153	CIARLITTO MARISA	198	AVRO QUAY LIMITED		
123	CITY OF TORONTO	154	PARKS & RECREATION DEPT, TORONTO CITY	199	METROLAND PRINTING PUBLISHING & DISTRIBUTING		
124	CITY OF TORONTO	155	MUNICIPAL GRANTS, PUBLIC WORKS CANADA	200	TORONTO PORT AUTHORITY		
		156	HARBOURFRONT CORPORATION	201	TORONTO HARBOUR COMMISSIONERS, TORONTO PORT AUTHORITY		
		157	CITY OF TORONTO				
		158	Unknown				



- FEDERAL (Yellow)
- FEDERAL (WATER) (Light Blue)
- MUNICIPAL (Green)
- MUNICIPAL WATER (Dark Blue)
- PRIVATE (Pink)
- PROVINCIAL (Light Green)

CENTRAL WATERFRONT INNOVATIVE DESIGN COMPETITION  
**LAND OWNERSHIP DATA (2003)**

## G. REVIEW AND SELECTION PROCEDURE

The final submissions will be reviewed by a six-member jury of distinguished arts and design professionals. The jury was formed by the TWRC and charged with offering their best judgment as to which of the proposals best represents the collective aspirations of the City of Toronto for its waterfront. In conducting their deliberations, the jury will have the benefit of feedback from a number of different sources, collected during the two weeks after submissions are received.

First, each of the proposals will be given a technical review by the TWRC Program Management Team. They will conduct a short feasibility exercise and deliver an order-of-magnitude cost estimate, a basic in-water engineering review, and a summary of potential environmental impacts for each proposal. The TWRC will collect these findings into a brief report that will be given to the jury for their consideration during deliberations.

Second, the City Staff Technical Advisory Team will review the proposals and prepare a report indicating what government actions may be necessary to implement the different components, and what regulatory issues might be raised. These will be presented to the jury for their consideration during deliberations.

Third, the Central Waterfront Stakeholder Committee will review the proposals and compile a report summarizing the local community's comments, and Harbourfront Centre will consider them from an operations perspective. Both of these sets of comments will be presented to the jury for their consideration during deliberations.

Lastly, through the public exhibition, a broad range of opinions will be solicited from residents, workers, and even visitors. The TWRC will collect these comments and organize them into a written

record given to the jury for their consideration during deliberations.

After receiving this information, the jury will then meet to identify a recommended proposal. They will prepare a written summary of their findings to the TWRC board for adoption and approval of funding. The recommended proposal will then be brought before City Council prior to proceeding into implementation.



Red Path Sugar Dockwall, looking north

## H. THE JURY

The six members of the Central Waterfront Innovative Design Competition Jury are as follows:

### **Brigitte Shim, Shim Sutcliffe Architects (Chair)**

Brigitte Shim is a principal of Shim-Sutcliffe Architects in Toronto, an architecture and design firm interested in the integration of furniture, architecture and landscape. Their built architectural work has been honoured with eight Royal Architectural Institute of Canada Governor General's Medals and Awards for Architecture along with AIA, American Wood Council, Canadian Wood Council, Architectural Record Interiors, I.D. Magazine Design Review award, and their un-built projects have received a P/A Award Citation and a Canadian Architect Award of Excellence. Furniture designed by their firm has won awards and represented Canadian design in international exhibitions and her architectural designs have been published widely in the U.S., Europe and Eurasia. In 2002, Brigitte Shim and her partner Howard Sutcliffe were recipients of the Toronto Arts Award for Architecture and Design.

As a faculty member at the Faculty of Architecture, Landscape, and Design at the University of Toronto since 1988, she has taught a broad range of design studios and lecture courses in the history and theory of landscape architecture. Currently, she is the 2005 Eero Saarinen Visiting Professor of Architectural Design at Yale University's School of Architecture. In 2002, she was an invited Visiting Professor at the Ecole Polytechnique Federal de Lausanne, Switzerland. In 2001, she was the Bishop Visiting Professor and Visiting Bicentennial Professor of Canadian Studies at Yale University. Brigitte Shim has been an invited visiting professor at Harvard University's Graduate School of Design in 1993 and 1996 and she has lectured throughout the United States, Canada, Europe and New Zealand. Her teaching in the second year architecture design studio at the University of Toronto was acknowledged by the American Institute of Architect's Education Honours Program in 1997.

Born in Kingston, Jamaica, she has spent many years in Toronto, Canada and was educated at the University of Waterloo's Faculty of Environmental Studies and School of Architecture. She has served as a member of the National Capital Commission's Architectural Advisory Board for the past eight years. She is a Fellow of the Royal Architectural Institute of Canada. She is also a senior fellow at Massey College in the University of Toronto as well as a senior fellow at Trent University's Champlain College and has served on architectural advisory committees at both universities as well as a member of numerous professional and academic design juries throughout North America. She has served on the editorial board for ARQ - Architecture Research Quarterly and Praxis - Journal of Building and Writing.

### **Claude Cormier, Claude Cormier Architectes Paysagistes**

Claude Cormier established his Montreal-based landscape practice in 1995, after studying Landscape Architecture at the University of Toronto and History & Theory of Design at Harvard University. Known for its innovation, his firm responds to the complex historical and archaeological demands of urban sites with critical and inventive design solutions.

Claude Cormier Architectes Paysagistes conceived HT0, an 'urban beach' under construction on the Toronto waterfront, and is currently involved in the public landscape for the new downtown Four Seasons Hotel. Recent projects include master planning and landscape design work for the City of Montreal, Cirque du Soleil (Miami, London, Kowloon), MGM Studios (Las Vegas), and Nissan (Detroit). Cormier's work has garnered numerous Canadian and American design awards, in recognition of its originality and simultaneous sensitivity to heritage issues.

## Ken Greenberg, Greenberg Consultants

Architect and Urban Designer Ken Greenberg has played a leading role on a broad range of assignments in highly diverse urban settings in North America, and Europe. Much of his work focuses on the rejuvenation of downtowns, waterfronts, neighborhoods, and campus master planning. His projects include the award-winning Saint Paul on the Mississippi Development Framework, the Brooklyn Bridge Park on the East River in New York, the East River waterfront in Lower Manhattan, the Fan Pier in Boston, the Southwest and Southeast Waterfronts in Washington, D.C., the Vision Plan for Washington D.C., Kendall Square and North Point/Lechmere Square in Cambridge, the Downtown Hartford Economic and Urban Design Action Strategy and the Downtown Master Plan for Fort Lauderdale. In each city, with each project, his strategic, consensus-building approach has led to coordinated planning and a renewed focus on urban design.

Current efforts include an interim role as Chief Planner at the BRA (Boston Redevelopment Authority) for the City of Boston including oversight of the Crossroads Initiative which builds on the 'Big Dig' and the Rose Kennedy Greenway; implementing the Master Plan for the renewal of Regent Park, a major public housing project in Toronto; the implementation of the Convention District Master Plan in San Juan, P.R., the preparation of a Strategic Framework for Midtown Detroit surrounding the Detroit Medical Center and Wayne State University; the preparation of a Master Plan for the NoMA District (North of Massachusetts Avenue) of Washington D.C.; work with the City of Toronto and the Province of Ontario on the integration of Ontario Place and Exhibition Place, the implementation of the Harbourfront Master Plan and Plans for the new FilmPort (Toronto Film Studios complex) on the Toronto Waterfront. Ken Greenberg continues to play a role as strategic advisor to Saint Paul, Hartford and Columbus, Ohio.

## Lise Anne Couture, Asymptote Architecture

Lise Anne Couture is a principal of New York based Asymptote Architecture, which she co-founded with Hani Rashid in 1988. The award-winning firm has an impressive body of work that has placed them at the forefront of architectural design. The work of Asymptote includes architectural design at all scales, from buildings and master planning to interiors, furniture and object design as well as exhibition design and digital installations. Recent and current projects include the Mutiara Complex in Penang Malaysia, Guggenheim Museum in Guadalajara Mexico, the Carlos Miele flagship in New York, the HydraPier in The Netherlands, a condominium tower in New York as well as urban masterplans for Penang, Malaysia and Monterrey, Mexico.

Lise Anne Couture has held numerous academic appointments including the Bishop Chair and Saarinen Chair at Yale University and visiting professorships at Princeton University, Harvard University, Sciarc, the University of Virginia, l' Université de Montréal, the Berlage Institute and the University of Michigan in Ann Arbor. She is currently on the faculty of the Columbia University Graduate School of Architecture and Planning and is a Visiting Professor at MIT. The work of Asymptote has been widely exhibited internationally and the subject of numerous publications, in 2004 Asymptote received the Frederieke Kiesler Prize for excellence in the related fields of art and architecture.

## Atom Egoyan, Ego Film Art

Atom Egoyan has produced a body of work in film, television, and theatre. He has won numerous prizes at international film festivals including the Grand Prix and International Critics Awards from the Cannes Film Festival and two Academy Award® nominations. His films have been presented in major retrospectives around the world and a number of books have been written about his work. Egoyan's installations have been exhibited at museums and galleries in Canada and abroad, including the Venice Biennale.

Egoyan was President of the Jury at the 2003 Berlin International Film Festival. His production of Wagner's *Die Walküre* was performed by the Canadian Opera Company in April, 2004 and will be remounted in Autumn, 2006. Egoyan's latest film, *Where The Truth Lies*, had its world premiere in Official Competition at the 2005 Cannes International Film Festival, and its North American premiere as a Gala Screening at the Toronto International Film Festival, 2005.

## Bruce Mau, Bruce Mau Design

Bruce Mau studied at the Ontario College of Art & Design in Toronto, but left prior to graduation in order to join the Fifty Fingers design group in 1980. He stayed there for two years, before crossing the ocean for a brief sojourn at Pentagram in the UK. Returning to Toronto a year later, he became part of the founding triumvirate of Public Good Design and Communications. Soon after, the opportunity to design Zone 1|2 presented itself and he left to establish his own studio, Bruce Mau Design, Inc. Bruce remained the design director of Zone Books until 2004, to which he has added duties as co-editor of Swerve Editions, a Zone imprint. From 1991 to 1993, he also served as Creative Director of I.D. magazine.

From 1996 to 1999 Bruce Mau was the Associate Cullinan Professor at Rice University School of Architecture in Houston. He has also been a thesis advisor at the University of Toronto's Faculty of Architecture, Landscape & Design; artist in residence at California Institute of the Arts; and a visiting scholar at the Getty Research Institute in Los Angeles. He has lectured widely across North America and Europe, and currently serves on the International Advisory Committee of the Wexner Center in Columbus, Ohio. In addition, Bruce is an Honorary Fellow of the Ontario College of Art and Design and a member of the Royal Canadian Academy of Art. He was awarded the Chrysler Award for Design Innovation in 1998, and the Toronto Arts Award for Architecture and Design in 1999. In 2001 he received an Honorary Doctor of Letters from the Emily Carr Institute of Art + Design.

## I. DELIVERABLES

### Content

Each submission should include a comprehensive design proposal for the Central Waterfront, including the Heads of Slips, Waterfront Promenade, Queens Quay Boulevard, Martin Goodman Trail, Lighting and Sustainability features. Submissions should address all ten of the Required Design Elements, and should include, but are not limited to, the following:

- Narrative Summary / Philosophy
- Context Plan (1:2500 scale)
- Comprehensive Master Plan (1:2500 scale) showing each of the Required Design Elements
- Heads of Slips – detail plans (1:50 scale) of at least four of the eight
- Site Sections – showing the Heads of Slips, Water's Edge Promenade, and Queens Quay Boulevard (1:50 scale).
- Queens Quay Boulevard – typical plan(s) for each segment (1:200 scale)
- Public promenade detail exploration – detail plans (1:50 scale)
- Lighting and Materials schedules and details – with locator map
- Analytical diagrams and charts
- Perspective views

### Submission Requirements and Format

• **Proposal Submission Form:** The Proposal Submission Form is to be signed in accordance with section J(7.0) of this Competition Brief. Each Respondent shall disclose any potential or actual conflicts of interest in the Proposal Submission Form that it has or may have as a consultant/contractor/ service provider in relation to this competition or a subsequent agreement further to this competition. The proposal submission form can be found in Appendix 36.

• **11" x 17" Bound Booklet:** This should represent the comprehensive, formal submission, and should contain all imagery and text for judging. Eight (8) copies should be submitted for review and voting by the jury, including one marked "original" and one electronic copy.

• **42" x 30" Display Panels:** No more than five boards should be created that collectively highlight the key elements presented in the bound booklet. Each should be mounted on foam board or equivalent, and numbered to indicate an order for display purposes. Panels should not contain material that does not appear in the bound booklet. One (1) set of boards should be provided, along with electronic files for the Corporation to print additional sets at its own cost. Electronic copies of boards are to be submitted as well.

• **Physical Model or Model(s):** illustrating the basic design concepts, extending over a portion of, or all of, the project study area at an appropriate scale. Formal presentation models are not requested.



Toronto Music Garden at Spadina Marina

## J. COMPETITION PROCESS, TERMS AND CONDITIONS

### I Team Structure and Toronto “Partner” Requirement

(1) Toronto Partner Requirement. As set out in the prequalification documents to this competition process, each Respondent is required to identify and include in its team a local firm from the greater Toronto area (a “Toronto Partner”). A Toronto Partner is more specifically defined to be a Respondent or joint venture participant or subcontractor of a Respondent that is an Architect or Landscape Architect licensed to practise in the Province of Ontario, that maintains an office in the greater Toronto area and/or that has completed more than one project in the city of Toronto within the past ten years.

(2) Provision of Information about Toronto Partner: All Respondents, whether they included a Toronto Partner in their team prior to being prequalified or not, must provide evidence to the TWRC that a Toronto Partner has been added to its team, and that their Toronto Partner meets the definition of a Toronto Partner set out in Part I (1), above. Such evidence may take the form of the Respondent's choosing. Furthermore, the role of the Toronto Partner in creating the Proposal and, if the Respondent is selected to enter into negotiations for an agreement with the TWRC the proposed role of the Toronto Partner in assisting with subsequent detailed design and construction management work, must be provided.

The foregoing information should be sent by email to the TWRC Competition Manager by April 6, 2006 at the following email address: pmallozzi@towaterfront.ca. If a Respondent submits evidence of a Toronto Partner to the TWRC by April 6, 2006, then the TWRC will confirm its receipt of same by April 11, 2006, along with the TWRC's confirmation as to whether the Toronto Partner requirement is met for that Respondent.

(3) Changes to Team Structure. During the competition process, a Respondent should immediately notify the TWRC Competition Manager, in writing of any proposed changes to its team structure (subcontractors, joint venture arrangements, or otherwise) as previously set out in its prequalification application, and/ or any change to its Toronto Partner. The TWRC may,

- (a) approve the changes in the team; or
- (b) reject Respondent's or successful Respondent's Proposal as a result of these changes.

The TWRC's approval as indicated in (3)(a) above shall not be unreasonably withheld.

## 2 Timetable

Issue Competition Brief & Supplementary Documents	March 30, 2006
Kickoff Meeting:	March 30, 2006
Toronto Partner Notification Deadline:	April 6, 2006
Toronto Partner confirmed by TWRC:	April 11, 2006
Mid-term Review Meeting:	Week of April 18 to 21, 2006
Final Deadline to Submit Questions and Requests for Clarification:	May 9, 2006
Last Response to Questions Document (Estimated Date):	May 10, 2006
Deadline for Submission of Proposals (“Submission Deadline”):	May 11, 2006 1:00p.m.
Public Exhibition and Presentation of Designs:	May 12 – 26, 2006
Jury Review and Selection:	May 24 – 25, 2006
Press Announcement:	May 31, 2006
Design Development of Heads of Slips:	June – Sept., 2006
Construction Tender:	October 2006
Groundbreaking:	November 1, 2006
Construction of Heads of Slips:	Nov. – June, 2007

(1) The TWRC may, without liability, cost or penalty and in its sole discretion amend the above timetable a) for matters that are to take place on or before the Submission Deadline, at any time prior to the Submission Deadline; and b) for matters that are to take place after the Submission Deadline, at any time during the competition.

### **3 Clarification and Questions Related to the Competition Brief**

(1) Prospective Respondents may ask questions and/or request clarification of the Competition Brief by submitting an email to the TWRC Competition Manager at [pmallozzi@twaterfront.ca](mailto:pmallozzi@twaterfront.ca). Prospective Respondents are strongly encouraged not to submit questions or requests for clarification in any other manner.

(2) The TWRC will attempt to provide all Respondents with answers to all received questions on a timely basis, in rounds, as warranted by the number of questions received. The TWRC will issue answers to questions by email to all Respondents, and the TWRC will not attribute questions or requests for clarification to any party. However, the TWRC reserves the right to answer questions to any one or more Respondents individually and immediately, particularly where they concern administrative matters. If the TWRC does answer a question individually, then the TWRC will make every effort to provide the answer to all other Respondents in writing as soon as possible, where the nature of the question warrants a response to all Respondents.

(3) In its sole discretion, the TWRC may a) answer similar questions from various Respondents only once; b) edit the language of the questions for the purpose of clarity; and c) exclude submitted questions if they are ambiguous or incomprehensible.

(4) It is the prospective Respondent's responsibility to seek clarification from the TWRC of any matter it considers to be unclear. The TWRC shall not be responsible for any misunderstanding by a prospective Respondent of the Competition Brief or associated documents, the TWRC's response to any questions or clarifications, or the competition process on the part of the prospective Respondent.

(5) If the TWRC gives oral answers to questions at either the Kickoff meeting, the mid-term review meeting or at another time, these answers will not be considered to be final unless and until they are also submitted to the TWRC in writing to the above email address and the TWRC also responds in writing.

### **4 Submission of Proposals**

(1) Respondents shall submit their Proposals by sending them by pre-paid courier or hand-delivery to the TWRC at the following address before the Submission Deadline:

Toronto Waterfront Revitalization Corporation  
c/o Christopher Glaisek, Vice President Planning & Design  
207 Queen's Quay West  
Suite 822, Toronto, Ontario  
M5J 1A7

Attention: Central Waterfront Design Competition



(2) Respondents should seal their Proposals in an opaque envelope or package, with a) the Respondent's full legal name, b) the Respondent's return address, c) the name of the competition "Innovative Design Competition for Toronto's Central Waterfront", and d) the Submission Deadline clearly displayed on the outside. Proposals or parts of Proposals submitted by email or fax will not be accepted. .

(3) The TWRC may, in its sole discretion, accept or reject late Proposals.

## 5 Withdraw/Amendment of Proposals

A Respondent may withdraw its Proposal at any time. Respondents may amend their Proposals after submission but only if the Proposal is amended and resubmitted before the Submission Deadline in accordance with the following:

- (a) the Respondent shall withdraw its original Proposal by notifying the TWRC Competition Manager; and
- (b) the Respondent shall submit a revised replacement Proposal in accordance with the Competition Brief and no later than the Submission Deadline.

## 6 Proposal Evaluation

(1) The evaluation of the Proposals will be the responsibility of the evaluation jury named in Part H of this Competition Brief, above. (Notwithstanding the jury membership, the TWRC may change any member of the jury if unforeseen circumstances occur.) In their evaluation, it is anticipated the jury will consider each Respondent team's approach to each of the ten components of Proposals identified in Part D of this Competition Brief. Any of the ten components that are not addressed in a Proposal may adversely affect the jury's evaluation of that Proposal.

(2) In its evaluation of Proposals, the jury will be provided with the input of other parties, including the general public, the Central Waterfront Stakeholder Committee, the City Staff Technical Team, the Harbourfront Centre Committee, and a technical evaluation team, as set out in Parts A and G of this Competition Brief. The jury will ultimately recommend a winning Proposal or combination of Proposals to the TWRC Board of Directors for adoption. The TWRC Board of Directors reserves the right to accept or reject the recommendation of the jury. The winning Proposal or Proposals may also be subject to the approval of Toronto City Council.

- (3) The jury shall determine, in its sole discretion,
- (a) whether to establish a short list of Respondents;
  - (b) which Respondents and how many Respondents, will be short-listed;
  - (c) the ranking of Proposals.

Both the TWRC and the jury shall determine, each in its sole discretion, whether a Proposal or Respondent (i) is disqualified; or (ii) will cease to be considered in the evaluation process.

(4) Neither the jury's nor the TWRC's discretion (including but not limited to determining the ranking, shortlisting and disqualification of any Respondent or Proposal) is limited or restricted in any way by the fact that a prequalification process has preceded this competition process.

(5) Respondents must acknowledge that Proposals are likely to be for a diverse range of approaches and, therefore, may not be readily comparable to one another. As a result, notwithstanding the evaluation methodology established in this Competition Brief, the jury may exercise a broad range of discretion in evaluating and short-listing Proposals. The ultimate evaluation may be based on both subjective and objective criteria, which may include criteria applicable to only one or a few Proposals because of the unique or specific nature of those Proposals.

(6) The TWRC, inclusive of its Board of Directors, reserves the right to override the ultimate decision of the jury, if it determines it is in the best interest of the TWRC to do so in its sole discretion.

## 7 Joint Venture Proposals

(1) A Proposal may be submitted by:

- a) a single entity as Respondent, with or without subcontractors, or
- b) a collection of entities or individuals as the Respondent with or without subcontractors (the "Joint Venture Respondent")

(2) Each Joint Venture Respondent should submit, as part of its Proposal, a written commitment, in the form of a letter duly executed by a responsible officer of each joint venture participant that,

- a) confirms each joint venture participant's commitment to the joint venture and acceptance of the joint venture arrangements described in the Proposal in accordance with this Part J(7.0);
- b) confirms each joint venture participant's willingness to provide a joint and several guarantee to the TWRC to underwrite the performance of the joint venture in respect of any agreement negotiated; and
- c) identifies which joint venture participant,
  - (i) will assume the leading role on behalf of the other joint venture participants; and
  - (ii) will have the authority to bind or commit all joint venture participants (the "Participant in Charge").

(3) Each joint venture participant should demonstrate its authorization of the Participant in Charge by submitting a power of attorney signed by legally authorized signatories.

(4) If an agreement is executed between the TWRC and a joint venture company, the parent companies of the entities forming the joint venture company may be required to jointly and severally guarantee the obligations of the joint venture company under such agreement. The TWRC may, in its sole discretion, also require parent companies of the joint venture participants or joint venture company to be parties to such agreement.

## 8 Clarification of Respondent's Proposal

The TWRC may,

- (a) require the Respondent to clarify the contents of its Proposal;
- (b) require the Respondent to submit supplementary documentation clarifying any matters contained in its Proposal; and
- (c) seek a Respondent's acknowledgement of a TWRC interpretation of the Respondent's Proposal.

The TWRC is not obliged to seek clarification of any aspect of a Proposal.

Any written information or physical thing received by the TWRC from a Respondent pursuant to a request for clarification from the TWRC as part of the competition process may, in the TWRC's discretion, be considered as an integral part of the Proposal.

## 9 One Proposal per Person or Entity

(1) No person or entity shall be a subcontractor of a Respondent while submitting a Proposal individually or as a participant in a joint venture of another Respondent in this competition.

(2) If a person or entity submits or participates in more than one Proposal in contravention of this Section 9 (1) of the Competition Brief, the TWRC may, in its sole discretion, disqualify all of the Proposals submitted by that person or entity or in which that person or entity is a participant.

## 10 Agreement Finalization and Debriefing

The TWRC will notify the successful Respondent (or Respondents) in writing that it has been selected to enter into negotiations with the TWRC. Both the TWRC and the Respondent may withdraw from negotiations at any time.

The TWRC will negotiate with the successful Respondent(s) for the performance of the detailed design and construction supervision of the heads of slip. Any agreement entered into between the TWRC and a Respondent must contain provisions consistent with the TWRC's obligations under its funding agreements with the three levels of government. These provisions include, among other things, an unqualified indemnity in favour of the TWRC and the three Levels of Government in respect of the project. Appendix 37 contains further details with respect to the TWRC's obligations under its funding agreements. The TWRC may negotiate with more than one Respondent, where the jury is of the view that different elements of different Respondents' design solutions should be included in the ultimate solution in concert. Additionally, the TWRC may negotiate with the same or another Respondent, as determined by the jury, with respect to the detailed design and construction supervision for other elements of the winning design proposal, such as the continuous water's edge promenade, Queen's Quay Boulevard, and a comprehensive lighting system. Respondents with whom the TWRC chooses to negotiate are obliged to negotiate in good faith.

At the end of the competition, the successful and unsuccessful Respondents shall be notified by the TWRC in writing as to their success or failure in the competition process.



Bathurst Street and Queens Quay Boulevard

## **K. LEGAL TERMS AND CONDITIONS**

### **I Cost, Expenses and Honorarium**

The honorarium will be paid as a gesture only. Notwithstanding payment of the honorarium, each Respondent shall bear all costs and expenses incurred by it relating to any aspect of its participation in this competition, including all costs and expenses related to the Respondent's involvement in,

- (a) the preparation, presentation and submission of its Proposal;
- (b) the Respondent's attendance at the Kickoff Meeting and other meetings;
- (c) due diligence and information gathering processes;
- (d) site visits and interviews;
- (e) preparation of responses to questions or requests for clarification from the TWRC;
- (f) preparation of the Respondent's own questions during the clarification process; and
- (g) Any agreement discussions.

The TWRC shall not be liable to pay such costs and expenses or to reimburse or compensate a Respondent under any circumstances, regardless of the conduct or outcome of the competition Process. The Respondent shall not hold the TWRC liable for any error or omission in any part of the Competition Brief and associated documents.

### **2 Intellectual Property**

The TWRC does not anticipate using for its own purposes the information or intellectual property that may be presented in Respondent Proposals, other than following potential negotiations with a successful Respondent to enter into an agreement for the performance of work concerning the information in that Respondent's Proposal. However, Respondents agree, that by submitting their Proposal, all information contained in their Proposal shall be submitted to the TWRC, which shall have the right to use same for any purpose without any compensation to the Respondent, including but not limited to making the entire content of such Proposal public.

### **3 Prohibited Contacts**

Prospective Respondents should channel all communications regarding the competition to the TWRC Competition Manager, by email to [pmallozzi@tewaterfront.ca](mailto:pmallozzi@tewaterfront.ca). Prospective Respondents should not contact or make any attempt to contact:

- a) any member of the evaluation jury or any expert or advisor assisting the evaluation jury;
- b) any TWRC director, officer, employee, subcontractor, agent, representative, consultant/contractor/service provider or volunteer (the "TWRC Representatives") or municipal or provincial or federal government employees or representatives other than the Competition Manager;
- c) any other prospective Respondent or other Respondent, other than the Competition Manager, with respect to the prospective Respondents', Respondents', or the successful Respondents' Proposals, the Competition Brief or the competition process.

### **4 Public Statements and News Releases**

The prospective Respondents, Respondents and successful Respondents shall not issue any public statement or news release pertaining to this competition without the prior express consent of the TWRC. Such express consent is deemed to be given at the media event on March 30, 2006. The TWRC reserves the right to issue public statements or news releases with respect to all aspects of this competition.

## 5 TWRC'S Right to Amend or Supplement this Competition Process

(1) The TWRC may, without liability, cost or penalty, alter the timetable of this competition, either before or after the Submission Deadline, and amend or supplement the Competition Brief and related documents. The TWRC will issue changes to the Competition Brief by addenda only. No other statement, whether oral or written, made by the TWRC or a TWRC representative, including the Competition Manager, will amend the Competition Brief.

(2) Respondents shall not rely on any information or instructions from the TWRC or a TWRC representative or any other party except the Competition Brief itself and any addenda issued to it. The TWRC will attempt to provide answers to questions or clarification in writing duplicating any verbal information that may be given by the Competition Manager, as soon as possible after the question or request for clarification is received by the Competition Manager.

(3) Respondents are solely responsible to ensure that they have received all addenda issued by the TWRC. Respondents may, in writing to the Competition Manager, seek confirmation of the number of addenda issued under this Competition Brief.

## 6 Disclosure Issues

(1) The Respondent, by submitting its Proposal, agrees that, the TWRC may disclose,

- the name and address of the Respondents;
- any financial information that may be supplied to the TWRC in connection with its participation in this competition; and
- the name and address of the successful Respondent, to the other Respondents and the public.

(2) The Respondent agrees that the TWRC may disclose its Proposal, and all information submitted in the Respondents' Proposals to the Government of Canada, the Government of the Province of Ontario, any other entity that is involved in the funding of the TWRC, and to the public.

(3) The TWRC may provide the Proposals to any person involved in the review and evaluation of the Proposals, and the TWRC may,

- make copies of written portion of Proposals; and
- retain the Proposal.

(4) The TWRC may disclose any information with respect to the Respondents, the Proposals and the competition process as required by law.

## 7 Confidentiality Issues

(1) The prospective Respondents and Respondents acknowledge and agree that all material, data, information or any item in any form, whether it is in electronic or hard copy format, supplied by or obtained from the TWRC (the "Competition Information") that the prospective Respondents acquired during the competition process from the TWRC, and that is not otherwise publicly available,

- shall remain the sole property of the TWRC and the prospective Respondents and the Respondents shall treat it as confidential;
- shall not be used by the prospective Respondent or Respondent for any other purpose other than submitting a Proposal in response to this Competition Brief;
- shall not be disclosed by the prospective Respondent or Respondent to any person who is not involved in the Respondent's preparation of its Proposal without the prior written authorization from the TWRC; and
- if requested by the later no later than ten calendar days after the request by TWRC to return it.

## 8 Governing Law, Attornment and Limit on Liability

(1) This competition and any agreements entered into by the successful Respondent shall be governed and construed in accordance with the laws of Ontario and the applicable laws of Canada (the "Governing Laws").

(2) The Respondent agrees that,

- a) any action or proceeding relating to this competition process shall be brought in any court of competent jurisdiction in the Province of Ontario and for that purpose each party irrevocably and unconditionally attorns and submits to the jurisdiction of that court; and
- b) it irrevocably waives any right to and will not oppose any Ontario action or proceeding relating to this competition on any jurisdictional basis, including forum non conveniens; and
- c) it will not oppose the enforcement against it, in any other jurisdiction, of any judgement or order duly obtained from an Ontario court as contemplated by this Competition Brief Part H(8).

(3) The Respondent agrees that if the TWRC commits a material breach of this Competition Brief or competition process, the aggregate amount of damages recoverable against the TWRC by the Respondent for any matter relating to or arising from that material breach, whether based upon an action or claim in contract, warranty, equity, negligence, intended conduct or otherwise, including any action or claim arising from the acts or omissions, negligent or otherwise, of the TWRC, shall be no greater than reasonable Proposal preparation costs that the Respondent seeking damages from the TWRC can demonstrate it has incurred less the amount of the honorarium, if paid.

(4) If a Respondent is required by the Governing Law to hold or obtain a license, permit, consent or authorization to carry on an activity contemplated by its Proposal, neither acceptance of the Proposal nor execution of a subsequent agreement shall be considered to be approval by the TWRC of carrying on such activity without the requisite license, permit, consent or authorization.

## 9 Delay and Costs of Delay

The TWRC is not liable, in any way, to the Respondents for any delays, or costs associated with delays, in the competition process.

## 10 Verification of Respondent's Proposal

(1) The TWRC or Jury may each, in its sole discretion, verify any statement or claim contained in any Proposal or made subsequently in any interview or discussion. That verification may be made by whatever means the TWRC or Jury deems appropriate and may include contacting the names or persons identified by the Respondent, and, in addition, contacting persons or entities other than those identified by any Respondent.

(2) In submitting a Proposal, the Respondent is deemed to consent to the TWRC and Jury verifying any information from third parties and receiving additional information regarding the Respondent, its directors, officers, shareholders or owners and any other person associated with the Respondent as the TWRC may require.

(3) For the purposes of the verification described in the above two paragraphs, the information described may be collected from and disclosed to government and non-government organizations.

## 11 Disqualification

(1) The TWRC may, in its sole discretion, disqualify a Proposal or cancel its decision to make an award to any Respondent under this competition, at any time prior to the execution of an agreement, if,

- (a) the Respondent fails to cooperate in any attempt by the TWRC to verify any information provided by the Respondent in its Proposal;
- (b) the Respondent contravenes any part of this Competition Brief;
- (c) the Respondent fails to comply with the laws of the Province of Ontario or of Canada, as applicable;
- (d) the Proposal contains false or misleading information;
- (e) the Proposal, in the opinion of the TWRC, reveals a material conflict of interest as defined in the Proposal Submission Form attached as Appendix 36 to this Competition Brief;
- (f) the Respondent misrepresents any information provided in its Proposal;
- (g) there is evidence that the Respondent, its employees, agents, consultants/contractors/service providers or representatives colluded with one or more other Respondents or any of its or their respective employees, agents, consultants/contractors/service providers or representatives in the preparation or submission of Proposals;
- (h) the Respondent has breached any agreement with the TWRC;
- (i) the Respondent has been convicted of an offence in connection with, or any services rendered to the TWRC or any Ministry, Agency, Board or Commission of the Government of Ontario or the Government of Canada;
- (j) the Respondent has breached an agreement for services similar to the ones requested under this competition process with an entity other than the TWRC; or
- (k) the Respondent was convicted of a criminal offence within three years immediately prior to the Submission Deadline.

(2) For the purposes of this Competition Brief Part K, Section 11(1) (a) – (k), above, the term “Respondent” includes the Respondent itself and,

- (a) if the Respondent is a corporation,
  - (i) any current director, officer, employee or controlling shareholder of the Respondent;
  - (ii) any partnership of which the Respondent is or was a partner; and
  - (iii) any corporation of which the Respondent is or was a controlling shareholder and
- (b) if the Respondent is a partnership,
  - (i) any current member or employee of the Respondent; and
  - (ii) any corporation of which the Respondent is or was a controlling shareholder.

In the foregoing Section 11(2)(a) and (b) of Part K of this Competition Brief,

- (a) “current” means as at the Submission Deadline; and
- (b) “employee” means an employee of the Respondent who will be assigned to provide services pursuant to the Agreement; and

In the foregoing Section 11(2)(a) and (b) of Part K of this Competition Brief, a shareholder of a corporation is a “controlling shareholder” of such corporation if,

- (a) such shareholder holds, or another person holds for the benefit of such shareholder; other than by way of security only, voting securities of such corporation carrying more than 50 percent of the votes for the election of directors; and
- (b) the votes carried by such securities are sufficient, if exercised, to elect a majority of the board of directors of such corporation.

## 12 Rights of the TWRC and Jury

(1) The jury shall determine the successful Respondent or successful Respondents based on criteria that may be stated in this Competition Brief and/or other criteria, in its sole discretion.

(2) The TWRC may, in its sole discretion, change or discontinue this competition process at any time whatsoever. The TWRC may, in its sole discretion, enter into negotiations with any person, whether or not that person is a Respondent or a shortlisted Respondent, with respect to the anticipated services that are the subject of this competition.

(3) The jury or TWRC may, each in its sole discretion, request any supplementary information whatsoever from a Respondent after the deadline for submission of Proposals including information that the Respondent could or should have submitted prior to the Submission Deadline. However, neither the TWRC nor the jury is obligated in any way whatsoever to request supplementary information from a Respondent.

(4) The jury may, in its sole discretion, decline to evaluate any Proposal that, in the jury's opinion, is obscure or does not contain sufficient information to carry out a reasonable evaluation.

(5) Without limiting the generality of Competition Brief Part J (6), or this (12)-, the TWRC may, in its sole discretion and at any time during the competition process,

- (a) reject or disqualify any or all of the Proposals;
- (b) accept any Proposal;
- (c) if only one Proposal is received, elect to accept or reject it;
- (d) elect not to proceed with the competition;
- (e) alter the Timetable, the competition process or any other aspect of this competition; and
- (f) cancel this competition, and subsequently advertise or call for new Proposals for the same or similar subject matter.

## 13 Rights of TWRC to Accept or Reject Proposals

Neither this competition nor this Competition Brief are an offer to enter into either a bidding contract (often referred to as "Contract A") or a contract to carry out the project (often referred to as "Contract B"). Neither this competition nor this Competition Brief nor the submission of a Proposal by a Respondent shall create any contractual rights or obligations whatsoever on either the submitting Respondent, the TWRC, or any other party.



## J. APPENDICES

See accompanying binder

1	Our Waterfront: Gateway to a New Canada, TWRC
2	Making Waves: The Central Waterfront Secondary Plan, City of Toronto
3	Canada's Urban Waterfront: Culture & Heritage Infrastructure Plan, City of Toronto
4	The Archaeological Master Plan of the Central Waterfront, City of Toronto
5	Original Harbourfront Plan
6	Toronto 2008 Olympic and Paralympic Games: Master Plan, Toronto 2008
7	Policy on Fish Habitat, Department of Fisheries and Oceans Canada
8	Navigable Waterways Protection Act, Government of Canada
9	Yonge Street Slip Cantilevered Structure
10	Accessibility Design Guidelines, City of Toronto
11	Central Waterfront Trail Study, TWRC
12	East Bayfront Precinct Plan, TWRC
13	Queens Quay Blvd. Sections, East Bayfront Precinct EA Master Plan, TWRC
14	York Quay Tree Planting Details
15	Queens Quay Transitway Section from East Bayfront Precinct EA Master Plan
16	Martin Goodman Trail System Map
17	Typical Martin Goodman Trail Cross-Section
18	Waterfront Trail User Survey, Waterfront Regeneration Trust
19	Central Waterfront Parks and Open Space Framework, TWRC
20	Our Common Grounds: Parks, Forestry and Recreation Strategic Plan
21	Developing a Vision for the Harbourfront Parks and Open Space System, City of Toronto
22	HtO Park Plan
23	Ireland Park Plan
24	Trudeau Memorial Park Plan
25	Marine Use Strategy, TWRC
26	Harbourfront Marina Map
27	Harbourfront Light Standard
28	Illuminating Engineering Society RP-8 Guidelines
29	York Quay Design Specifications and Details
30	Waterfront Aquatic Habitat Restoration Study, TRCA
31	Sustainability Framework, TWRC
32	Sustainability Checklist, TWRC
33	Central Waterfront Stakeholder Committee Memo
34	City Staff Technical Advisory Team Meeting Notes
35	Exhibition Mounting System
36	The Proposal Submission Form
37	Excerpts from TWRC Contract
38	CAD Base Map
39	Ortho Photography
40	Land Ownership Data
41	Photographic Site Inventory (CD)

