

COMPETITION BRIEF #2009-60
SUBMISSIONS DUE JUNE 25, 2010



**COMPETITION TO DEVELOP
INNOVATIVE DESIGN OPTIONS**
FOR THE GARDINER EXPRESSWAY AND
LAKE SHORE BOULEVARD RECONFIGURATION
ENVIRONMENTAL ASSESSMENT
TORONTO, ONTARIO



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View of the Gardiner Expressway and Lake Shore Boulevard Corridor looking west from the Don Roadway in Lower Don Lands.



1 INTRODUCTION

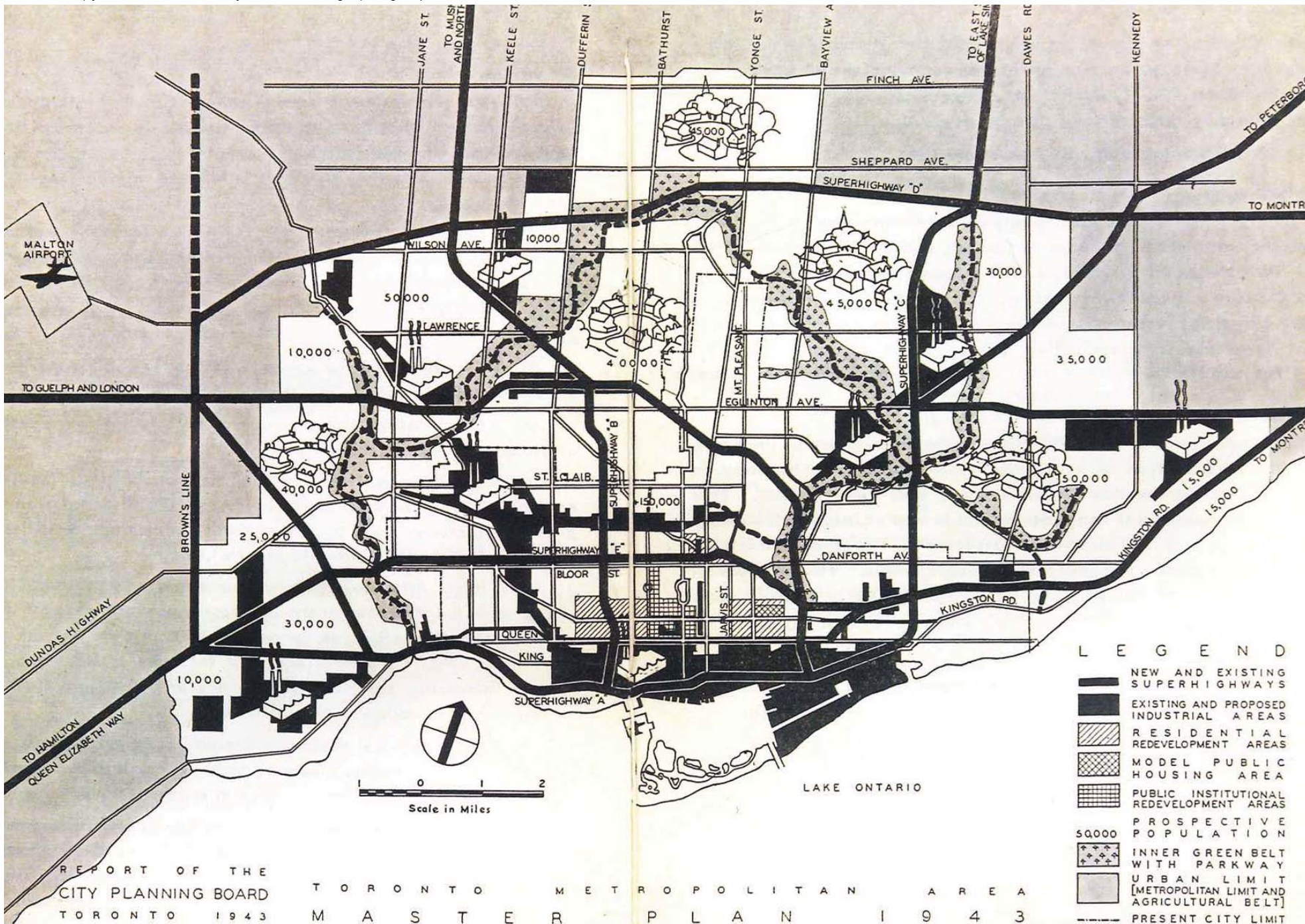
Waterfront Toronto (legally known as Toronto Waterfront Revitalization Corporation) and the City of Toronto are seeking input from the world's most talented and creative design and engineering professionals in developing bold new concepts for the future of the elevated Gardiner Expressway and Lake Shore Boulevard, including the adjacent lands. The firms selected through the RFQ process have been invited to participate in this high-profile design competition focused on developing options for the future of the Gardiner.

Three broad strategies have been identified for exploration in this exercise: 1) Improve the urban fabric while maintaining the existing expressway; 2) Replace with a new above or below grade expressway; and 3) Remove the elevated expressway and build a new boulevard.

The completed design proposals will be exhibited over a 2-3 week period and presented publicly by each of the design teams. During that time, input will be solicited from the general public, stakeholders and community leaders, as well as peer reviewers. At the close of the exhibition, a jury of leaders in design, planning, engineering and other relevant fields will review the proposals and make recommendations to Waterfront Toronto and the City as to which concept(s) should be carried forward. These favoured proposals will inform the development and assessment of alternative solutions in the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and Integrated Urban Design Study, recently initiated by Waterfront Toronto and the City of Toronto.

Each selected Proponent that submits a completed proposal will receive an honorarium of CA\$50,000, subject to conditions set out in this Competition Brief. At the conclusion of the competition, Waterfront Toronto and the City of Toronto may choose to retain one, more than one, or none of the firms or teams for continued involvement in the Environmental Assessment process and/or implementation of the approved plan.

This design competition is being run by Waterfront Toronto with the City of Toronto and other government partners. All communication between the short-listed teams will be coordinated by Christopher Glaisek, Waterfront Toronto's Vice President of Planning and Design, who is the Competition Manager for this project. All questions should be directed in writing to Antonio Medeiros (amedeiros@waterfronttoronto.ca).



2 HISTORICAL OVERVIEW

The Frederick G. Gardiner Expressway was constructed at a time when Toronto's downtown waterfront was still considered a heavy industrial area, providing the city with goods and materials but not a civic waterfront destination. In 1955, after more than a decade of planning, construction began on the at-grade segments west of the city. In 1958, construction began on the elevated segments from Dufferin Street through the central downtown area, reaching York Street by 1962, the Don Valley Parkway by 1964, and finally Leslie Street by 1966.

Almost from the start of construction, critics began calling for the highway's elimination. Its controversial route required the taking of substantial amounts of park land, demolition of the popular Sunnyside Amusement Park, destruction of the Jameson Avenue portion of the Parkdale residential neighbourhood, and the elimination of many local access routes to the waterfront from upland areas. It also necessitated the complete reconfiguration of Lake Shore Boulevard through the central downtown to allow the Gardiner Expressway to be built above it. In the process, Lake Shore Boulevard went from a grand, tree-lined avenue to little more than a highway collector route, cast in constant shadow from the overhead structure and interrupted by the changing grid of structural concrete columns. Efforts to remove portions of the elevated Gardiner Expressway have surfaced since its completion in 1966.

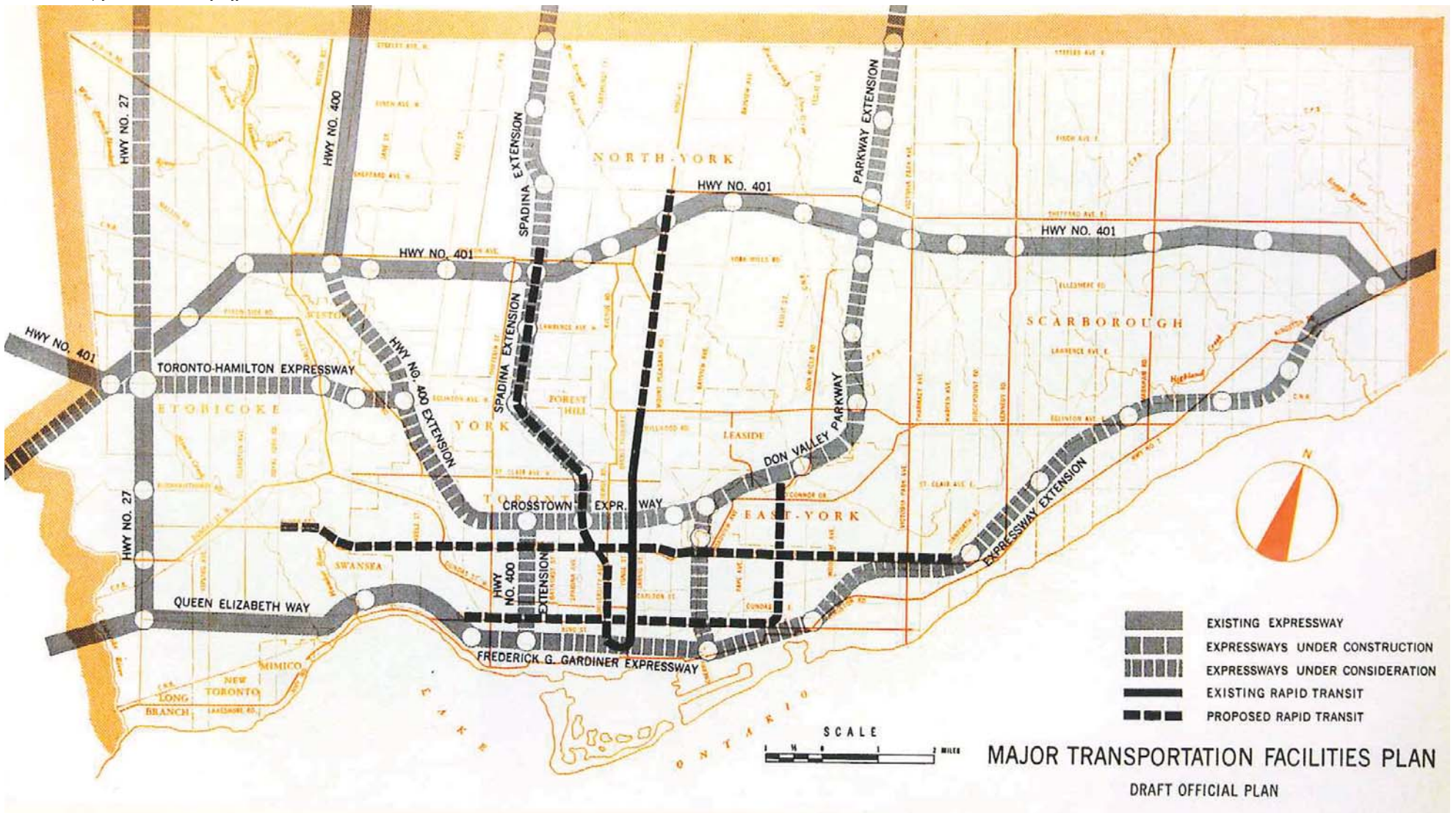
In this respect, the contentious fate of the highway is only the latest episode in an ongoing saga. The history of Toronto's waterfront reflects the variations in fortune typical of many port cities. At the heyday of marine shipping in the nineteenth century, the waterfront was bustling with commercial activity. Since the water adjacent to Toronto was shallow,

private and public developers alike were motivated to create land by infill to meet the growing demand for industrial and port land, infrastructure and facilities. By the early twentieth century, however, the decline of shipping and the rise of truck transportation rendered these waterfront lands less useful for industrial purposes and they have languished without a clear identity or purpose ever since. New visions for their reuse had to be sought. Indeed, a hundred years later, a key part of Waterfront Toronto's mandate is to develop and implement leading edge ideas for the future of Toronto's waterfront.

Toronto has grown dramatically over the past hundred and fifty years, and waves of new immigrants have become increasingly diverse. The mid nineteenth-century marked the period when Toronto became home to multiple financial institutions transforming the city into a regional hub and laying the foundation for its later transformation into the country's financial capital. In the late twentieth century, the growth of suburban communities in the environs of Toronto was to credit for propelling the region's population growth past Montreal's. By 2006, the Golden Triangle stretching from Oshawa to Hamilton and encompassing Guelph, St. Catharines, Kitchener-Waterloo and Barrie contained a quarter of Canada's entire population and contributed two thirds of Canada's growth since 2001.

This phenomenon can in large part be traced back to Frederick Gardiner, who entered politics in the 1930s as deputy reeve of the small but affluent suburb, Forest Hill. After the Second World War, Gardiner became chairman of the Toronto and Suburban Planning Board, which published a report that recommended a much larger Toronto, created by amalgamating all

Map from the 1959 Draft Official Plan



the suburban jurisdictions under a single authority. During the postwar baby boom, people wanted houses and properties of such a size that they could only be accommodated in the suburbs. In 1954, Metropolitan Toronto came into existence. Chaired by Gardiner, the newly formed Metro Council was responsible for important functions, chief amongst which were roads and expressways, water and sewers, health, housing and development, and parks. To provide such services and infrastructure, the Metropolitan Toronto Planning Board, the Metro School Board, and Toronto Transit Commission were formed. As land in the suburbs skyrocketed in value, suburban growth was launched and it has not stopped since.

Most of Toronto's expressways found their impetus in the 1943 Master Plan, and the Gardiner Expressway was no exception. It was planned with an apparent disregard in the early years for the future of urban neighbourhoods and housing. The Metropolitan Toronto Planning Board, chaired by none other than Gardiner, produced a draft official plan in 1959 to refine the 1943 plan for a highway system. This provided a comprehensive framework for the expansion of Toronto's expressways, which soon took on a life of their own. Begun in 1955, the Lake Shore Expressway's original purpose was to extend Queen Elizabeth Way. It was renamed the Gardiner Expressway in 1957; completed to Jameson Avenue in 1958; extended to York Street in 1962; and connected to the Don Valley Parkway in 1964. Begun years after the Gardiner, the Don Valley Parkway had sections completed in 1961 and 1963, prior to its connection with the Gardiner in 1964.

As time went on, expressways became a subject of public controversy. Inner-city residents realized that if their neighbourhoods stood in the

Historical view of the Lake Shore Boulevard looking east from York Street (1950s)(source: Toronto Archives)



way of planned extensions, they risked being dissected or destroyed. Opposition reached its peak in the early 1970s, when protest against the impending Spadina Expressway (officially the W.R. Allen Expressway) gathered steam. A key element in the 1959 plan, the Spadina extension had been planned to run from Highway 401 via the Cedardale ravine to connect with Bloor and the Gardiner Expressway downtown. Although the section north of Lawrence Avenue was constructed and opened in 1966, the section between Lawrence and Eglinton would require the demolition of three hundred houses – sparking protest not only from local inhabitants, but also public intellectuals such as Jane Jacobs and Marshall McLuhan. These groups and individuals combined forces to persuade Ontario premier Bill Davis to intervene and ultimately cancel the project, throwing his

support behind an extension of the Spadina subway line instead. In 1978, the Spadina subway line opened from St. George north to Wilson Avenue ushering in a new era when public transit would take on a new importance.

Since the late 1980s, the City of Toronto has taken interest in modifying the Gardiner Expressway ramps in the downtown area. This led to the removal of the southbound Yonge Street to eastbound Gardiner Expressway ramp. Following this modest change, in 1990, the Royal Commission on the Future of the Toronto Waterfront (also known as the Crombie Commission) recommended the removal of the entire elevated Gardiner Expressway and its replacement with a network of tunnels and surface roads. In 1996, planning and the environmental assessment process for the removal of a 1.3 kilometre section of the Gardiner east of the Don River, between Bouchette Street and Leslie Street, got underway, and in 2001, the removal of this section was completed at a cost of \$38 million.

2001 also saw the creation of the Toronto Waterfront Revitalization Task Force (commonly known as the Fung Task Force) which proposed that the rest of the elevated Gardiner Expressway be replaced. Waterfront Toronto (then called Toronto Waterfront Revitalization Corporation) was established to lead the revitalization of Toronto's waterfront, and one of its first tasks was to examine options for the reconfiguration of the Gardiner/ Lake Shore corridor to stimulate a waterfront renaissance. From 2004 to present, Waterfront Toronto has been working in collaboration with the City to commission several reports that study the impact of various options for the future of the Gardiner. The main report, called Technical Briefing Report – Gardiner/Lake Shore Corridor (July 2004), recommends moving forward with the "Great Street" option whereby a portion of the elevated



View of the Sunnyside Amusement Park in 1931 and demolished in 1955 to make way for the Gardiner Expressway. (source: wikipedia.org)



Jarvis Street, east side, looking northeast from Lake Shore Boulevard East, showing Gardiner Expressway under construction. 1963. (source: City of Toronto Archives)

expressway east of Spadina to the Don River would be removed and replaced with a University Avenue style urban boulevard. All options being considered necessitate that a Front Street Extension be built to maintain the existing road capacity. A series of additional reports further study whether the Great Street option can be realized without the Front Street Extension and consider what additional modifications would be required to make this option feasible. These reports conclude that the Great Street requires the Front Street Extension to prevent an unbearable degree of congestion; a widening of the Richmond/Adelaide ramps is also needed. The assumption is that future increases in travel demand will be met by public transit, in line with the City of Toronto's Official Plan.

In 2006, Waterfront Toronto presented options to the City recommending that the Great Street model from Spadina Avenue to the Don River be approved. The City conducted an internal due diligence process, part of which included studying other scenarios that might be achieved at a lower cost, such as removing the least-used segment of the expressway from Jarvis Street to the Don Valley Parkway only. After a joint Waterfront Toronto and City analysis, a "Partial Take-Down" proposal was developed. In 2008, Toronto City Council approved Waterfront Toronto's proposal to undertake an individual environmental assessment of removing part of the elevated Gardiner Expressway. This EA process, combined with an integrated urban design study, is currently underway, and it is anticipated that the results of this Innovative Design Competition will be instrumental in shaping the outcome.



Demolition of the Gardiner structure to the east of the Don River. 1999. (source: City of Toronto)

View of the Gardiner Expressway and Lake Shore Boulevard Corridor looking south-west from the Port Lands.



3 GOALS OF THE COMPETITION

The fundamental purpose of this design exercise is to foster an informed public discourse that ultimately leads to general consensus on the appropriate future for the Gardiner Expressway. Compelling visions are needed for each option under consideration – whether the Gardiner Expressway is to be retained, replaced, or removed – demonstrating how this area can be transformed into a sustainable and beautiful waterfront destination without making the downtown core inaccessible.

To date, the public discussion about the future of the Gardiner Expressway has centred on whether it is more of a barrier if it (and its traffic) is kept up versus if it (and its traffic) is brought down to grade. But missing from this debate have been strong design propositions that demonstrate the full potential of each approach to foster waterfront revitalization. Instead, competing assumptions have been made, such as “if it is retained it could be made beautiful underneath” or “if it is removed the waterfront will become integrated with the downtown core.” In reality, each of these approaches could be done well or done poorly. What is needed is a series of tangible, compelling visions that allow each approach to be evaluated on its own merits as well as through a side-by-side comparison.

The design ideas selected out of this exercise will help form the basis of a detailed environmental review that will examine: 1) Improve the urban fabric while maintaining the existing expressway; 2) Replace with a new above or below grade expressway; and 3) Remove the elevated expressway and build a new boulevard. Each of the proposals will have to balance the regional transportation needs of Canada’s largest city with the city-building goals of creating a sustainable and beautiful waterfront neighbourhood.

To ensure that the environmental assessment process builds upon these broader goals, each of the design proposals will be studied through four lenses: 1) environment; 2) economics; 3) transportation and infrastructure; and 4) urban design. The framework of the lenses is meant to broaden the discussion beyond transportation and ensure that the multiple objectives of the exercise are evaluated throughout the legislated environmental assessment process.

While a major capital investment in the Gardiner Expressway may not be needed, or pursued, immediately, a decision about its future is needed now in order to move forward other revitalization efforts. For example, if it is to stay, the rights-of-way and intersections beneath are likely to be transformed, thus affecting where new utilities should (or should not) be placed. Similarly, if a new highway is to be built or an at-grade boulevard is envisioned, its future alignment must be protected as new buildings go up in the area. Therefore, in any scenario, decisions about new development, open space, transit, roads, and utilities will all be affected. Thus, galvanizing support for a decision may be the most important product of the environmental assessment of which this exercise is an important part.

Given this reality, two broad goals have been set that govern this design exercise:

#1 – Create inspiring visions for the Gardiner/Lake Shore Corridor as part of a revitalized waterfront.

#2 – Facilitate a public dialogue on the future of this piece of infrastructure so revitalization can proceed.

4 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 design elements in making its final recommendations.

While a high value will be placed on bringing bold, new ideas to this design challenge, understanding of the technical requirements and regulatory parameters that exist will be important to ensuring the viability of the proposed concepts. Standards and requirements need not be strictly adhered to in every instance, but deviations will need to be thoughtfully considered, explained, and ultimately acceptable to the approval authorities responsible for this infrastructure.

The design options should propose cost-effective solutions that will have as much positive impact as possible. They should also be conscious of the long-term maintenance implications, as one of the considerations in deciding the future of the Gardiner is the estimated \$50 million in maintenance it will require over the next ten years.

Therefore, at the end of the eight-week charrette, each submission should include carefully crafted, conceptual design propositions that take into account the ten design elements described on the following pages.

1 Provide a Beautiful and Effective System of Roadway Infrastructure

The look and feel of the Gardiner Expressway corridor reflects the area's industrial past, with the elevated highway designed to whisk commuters in and out of downtown without encountering the gritty trucking and shipping activities down below. Whether the Gardiner is retained, replaced or removed, a new image and identity are needed for the transportation infrastructure crossing this area to make it appealing to new residents, workers, and tourists alike. At the same time, the transportation demands of the downtown core need to be met through a combination of appropriate road capacity, transit service, and active modes of transportation.



The Embarcadero, San Francisco, USA¹

2 Transform the Ground Plane

Like the elevated Gardiner Expressway itself, the land area beneath reflects a bygone era of industrial land uses that were never intended to promote public access or neighbourhood regeneration. A robust new vision is needed for the entire landscape that lies beneath the expressway between the rail corridor berm to the north and future new development blocks to the south. Whether that new landscape incorporates the existing columns of the Gardiner Expressway, a different structure for a new expressway, or an at-grade boulevard, it must be designed with a complete and comprehensive vision for how cars, pedestrians, cyclists and others can pleasantly move to and through the area as a gateway to the waterfront.



Buffalo Bayou Promenade, Houston, USA²



IAC Building, New York, USA³

3 Increase Redevelopment Potential

Elevated highways and their sprawling on- and off-ramp systems prevent a large area of publicly-owned land from serving multiple purposes. Creative concepts are needed for reducing the roadway footprint to unlock underutilized land for new parks and new development while continuing to move vehicles in and out of the downtown. The value of these new development parcels will help generate revenue to pay for the program of roadway and public realm improvements.



Rendering of the East Bayfront, West Don Lands, Keating Channel Precinct, and Lower Don Lands, Toronto, Canada⁴

4 Compliment Existing Revitalization Plans

Several major precincts, including the Lower Don Lands, East Bayfront, and the West Don Lands, are compromised by the current conditions of the Gardiner/Lake Shore corridor. Yet all of these areas are in advanced stages of regulatory approval and implementation. A strategy is needed – whether the Gardiner Expressway is retained, replaced, or removed – that adds value to existing plans and emerging neighbourhoods without going back to square one.

5 Enhance North-South Connectivity

The fundamental reason for the public debate about the future of the Gardiner Expressway is that it creates a barrier – perceived or real – between the downtown centre and the waterfront. Although the walk from Toronto’s bustling and beloved St. Lawrence Market to Jarvis Slip is just over a quarter-mile, the combined effects of passing beneath the railway berm, past the dizzying on- and off-ramps, across six lanes of high-speed Lake Shore Boulevard traffic, and below the noisy expressway make it a daunting challenge for even the most intrepid pedestrians. A vastly improved series of north-south connections – ones that are inviting to those walking, biking, rollerblading, jogging, or driving to the waterfront from downtown – are critical to the success of any plan for the area, whether the Gardiner Expressway is retained, replaced, or removed.



Olympic Sculpture Park, Seattle, USA⁵

6 Beautify the Rail Berm

While the Union Station Rail Corridor is a critical piece of infrastructure serving the downtown and cannot be removed or altered, the bare sheet metal surface of the south retaining wall is not conducive to creating a new community. A new architectural or landscape treatment is needed that preserves the railway functions undisturbed but creates a good environment. Options that could be considered include lining the wall with a built form, creating a “green wall” as part of a new park space, or extending the berm as a landscape over a new arterial road.



Viaduc des Arts, Paris, France⁶



Hafen City, Hamburg, Germany⁷

7 Strengthen View Corridors to the Water

Part of the problem created by the rail berm and the elevated highway is obstructed views of the lake from downtown, which contribute greatly to the sense of this infrastructure as a barrier. While it is possible from points in the downtown to simultaneously see over the rail berm and under the Gardiner Expressway, the remaining “view slot” is limited. Opportunities must be found wherever possible to preserve and enhance visual connections to the waterfront, whether the Gardiner Expressway is retained, replaced, or removed.



New pedestrian bridge over the Grand Canal, Venice, Italy⁸

8 Devise Elegant Connections to Existing Infrastructure

The segment of elevated highway being studied in this design exercise is part of a much larger movement system. Any new design proposals must connect at each end to that larger network, whether the Gardiner Expressway is retained, replaced, or removed. To the west of Jarvis Street is the remaining 4.75 kilometres of elevated highway, and to the east is the Don Valley Parkway and Lake Shore Boulevard East. These points of interconnection must be resolved in a way that is both functional and visually pleasing, and also affords flexibility should future generations contemplate removing more of the elevated expressway or naturalizing the Don Narrows north of the Bala Underpass.

9 Develop a Signature Don River Crossing

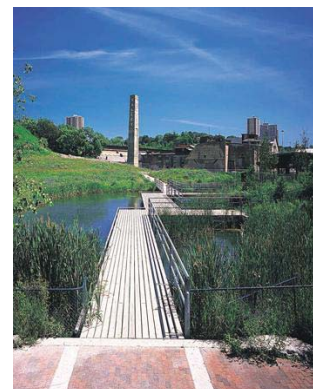
Considerable investment is going to be made to naturalize the Don River, which today runs in a channel adjacent to the elevated expressway structure. One of the requirements of that project, which will provide flood protection to much of downtown Toronto, will be the reconstruction of the Lake Shore Boulevard and Harbour Lead Rail bridges over the Don River to increase flood capacity. Any new river crossing should reflect the new stature and central role that the revitalized Don River will play in waterfront regeneration.



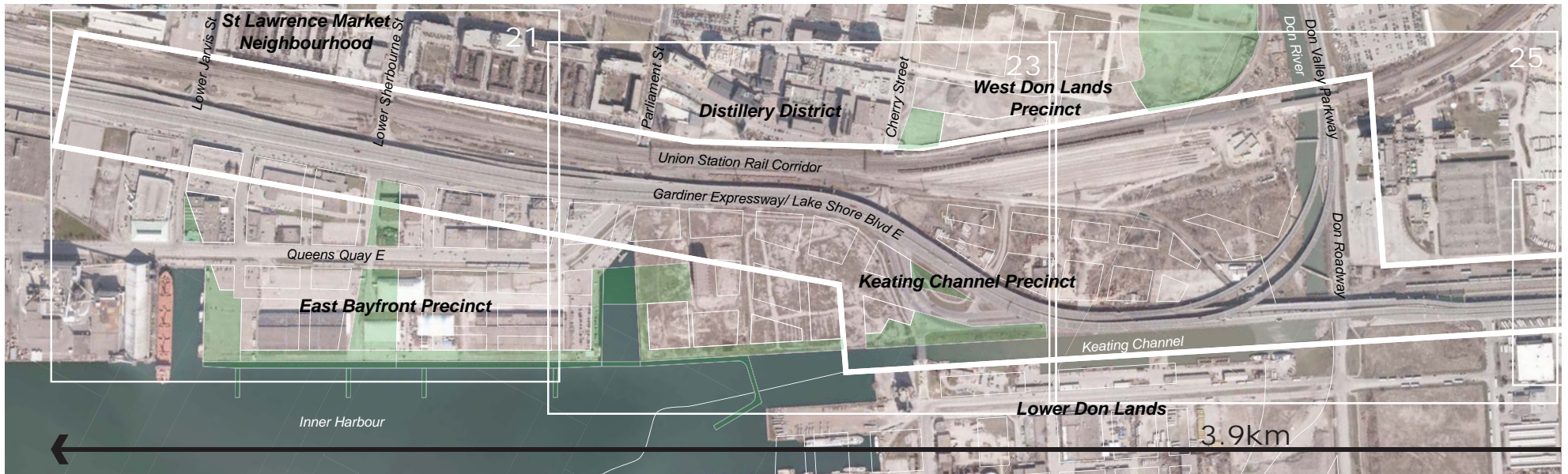
Puente del Alamillo, Seville, Spain⁹

10 Promote Sustainability and Innovation

The reconsideration of this half-century old piece of infrastructure creates a unique opportunity to rethink our relationship to the land in terms of storm water management, use of materials, and how we move to and through urban environments in a cleaner and healthier way. Design proposals should incorporate principals of sustainability throughout, from the design of roads and parks to the incorporation of passive and active renewable energy sources. Waterfront Toronto is committed to making the city's waterfront a national and global model for sustainable development and innovation, and has developed a Sustainability Framework to ensure these considerations are integrated into all facets of planning, development, operations, and policy-making.



Evergreen Brick Works, Toronto, Canada



Approved East Bayfront Precinct Plan

East Bayfront is a 22 hectare precinct that runs from Jarvis Street in the west to Parliament Street in the east and from Lake Shore Boulevard in the north down to the water's edge to the south. Construction is underway on Sugar Beach, Sherbourne Park, Water's Edge Promenade, Corus Quay, George Brown College, and municipal services required for the development of the precinct.

Since the completion of the original East Bayfront Precinct Plan in 2005 its block pattern has been refined and is now planned to be have a new transit line, 6,000 residential units, 8,000 new jobs, and 5.5 hectares of parks and public realm.

It is expected that the majority of the East Bayfront Precinct will be unaffected by the three broad strategies to be studied as part of the competition. Proposals should assume only minor adjustments along the Gardiner Expressway/ Lake Shore Boulevard East right-of-way.

Draft Keating Channel Precinct Plan and Official Plan Amendment

The 90 hectare Keating Channel neighbourhood, located in the northern quadrant of the Lower Don Lands, is the first precinct being planned for the area. The neighbourhood runs from Parliament St to the Don River and from the rail corridor to Villiers Street. The 1,100m long Keating Channel anchors the neighbourhood to the north and south, and provides a unique waterfront setting. The draft precinct plan envisions a transformed Channel, one that is lined with public space and traversed by a series of four new bridges for vehicles, transit, cyclists, and pedestrians. Under the draft precinct plan, the Keating Channel neighbourhood will contain approximately 4,000 residential units.

It is expected that the precinct plan for east of Cherry Street and north of the Keating Channel will be affected by proposals.

3 SITE PROGRAM & OWNERSHIP



Riverdale, Leslieville, and Port Lands

The Riverdale, Leslieville, and Port Lands neighbourhoods are governed by the City of Toronto’s Official Plan and Central Waterfront Secondary Plan as are East Bayfront and Keating Channel Precincts.

Policies of the Official Plan support a reduction in auto-dependency and greater reliance on walking, cycling and transit to fulfill transportation needs. The plan also promotes improvements to the public realm – especially linkages among downtown streets and the water’s edge – as well as the minimization of physical and visual barriers between the City and Lake Ontario.

The Central Waterfront Secondary Plan which supports removing barriers and making connections, is a core principle of the Council-approved Central Waterfront Secondary Plan. One of the “big moves” identified in the Plan is the redesign of the Gardiner Expressway/Lake Shore Boulevard corridor.

SITE PROGRAM

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

For the purposes of this Innovative Design Competition, the Gardiner Expressway and Lake Shore Boulevard study area is comprised of three distinct areas. The first area is the East Bayfront Precinct and rail corridor to the north bounded by Cooper Street and Parliament Street. The second is the Keating Channel Precinct bounded by Parliament Street, Keating Channel, the Rail Corridor, and the Don River. The third is the southern portions of the Riverdale and Leslieville neighborhoods, which are roughly bounded by the Don Roadway and Leslie Street.



1 Elevated Structure Transition Zone

For each of three broad strategies, design proposals will connect to the existing elevated Gardiner Expressway structure west of Jarvis Street. For the removal strategy, the boulevard should be at grade at the Lower Jarvis Street intersection. An appropriate design treatment should be proposed for a functional connection to the existing Gardiner Expressway structure.

2 55 Lake Shore Boulevard East (LCBO)

The Liquor Control Board of Ontario (LCBO), a provincial government enterprise, owns approx. 10.8 acres (4.3 hectares) of land extending on both sides of Cooper Street. The 6.2 acre (2.5 hectare) west portion is occupied by the LCBO head office, warehouse and a retail store. The 4.6 acre (1.9 hectare) east portion is predominantly used for LCBO employee parking. Propose future contextual mixed-use development scenarios.

3 125 Lake Shore Boulevard East (Parking Structure)

The corner of Lower Jarvis and Queens Quay East marks the most readily visible recent investment in the area. The site contains a major grocery store and variety of neighborhood amenity shops. The northern half of the site has a significant parking garage that services the retail activities. Assume the land use remains, but propose contextual development alternatives if appropriate.

4 Lower Jarvis, Lower Sherbourne, Parliament, and Cherry North-South Connections

The competition study area, west of the Don River, is connected by a limited street network at four existing tunnels underneath the Union Station Rail Corridor. These limited connections of Lower Jarvis Street, Lower Sherbourne Street, Parliament Street and Cherry Street span a linear distance of 2.05km. A fifth pedestrian connection known as the Trinity Street Underpass is proposed to connect the Distillery District and Keating Channel Precinct between Parliament Street and Cherry Street.

The limited number of connections north-south and character of the existing connections have long been considered as one of the major “barriers” to the waterfront from the established city grid to the north. Propose designs that improve the physical connections and improve the public realm experience.

5 Union Station Rail Corridor

Rail tracks servicing Union Station to the west owned and operated by GO/ Metrolinx. The corridor services both freight and passenger rail. Average weekday ridership for GO rail services has increased 20% since January 2005. A number of projects are underway to increase the capacity of the Lakeshore East and West corridors. No design proposals requested.

6 Gardiner Expressway/ Lake Shore Boulevard East

The Gardiner Expressway/Lake Shore Boulevard network is an integrated system of roadways and ramps between the Humber River in the west and the Don River in

the east. It is one of three major east-west expressway corridors and the only one downtown.

The Secondary Plan describes the elevated Gardiner as “a major physical barrier that cuts off the city from the waterfront”. It calls for improvements to the road system and GO and TTC services to ensure the success of a redesigned Gardiner corridor. The Plan also promotes a “Transit First” approach to redevelopment of the waterfront. Transit improvements along the Gardiner corridor – including new GO lines, improvements to Union Station, Waterfront East LRT service to the West Don Lands, East Bayfront and Port Lands and extension of the Waterfront West LRT – are anticipated in the Secondary Plan.

The Gardiner Expressway extends approximately 18 km from the Queen Elizabeth Way at Highway 427 to the Don Valley Parkway and Carlaw Avenue on the east side of the Don River. Throughout most of its length it is a six-lane, controlled access highway with three lanes in each direction, and carries roughly 200,000 cars per day from the west to the downtown core and 120,000 cars per day from the east to the downtown core at Lower Jarvis Street. It has no shoulder areas in either direction. The expressway runs on an elevated structure for 7 km between Dufferin Street and the Don River. East of Lower Jarvis Street, the elevated Gardiner Expressway is approximately 10.4 m above grade and is over Lake Shore Boulevard. It runs along the south side of the rail corridor until Cherry Street where it swings south to the north side of Keating Channel and then north on a flyover to connect with the Don Valley Parkway. Another leg of the elevated Gardiner continues approximately 0.4 km east from the flyover across the Don River on a ramp that joins Lake Shore Boulevard East at grade near Carlaw Avenue.

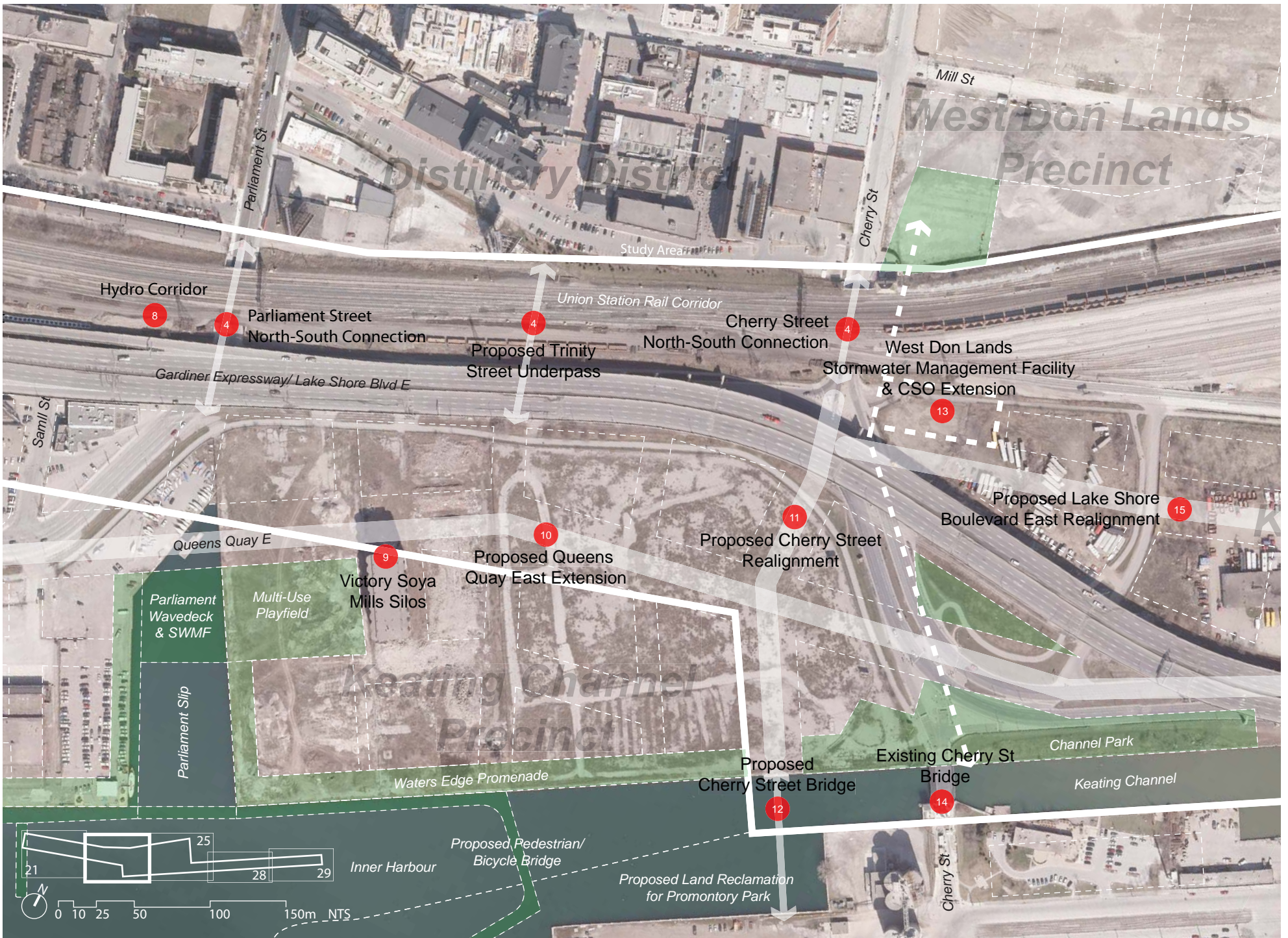
Lake Shore Boulevard is a six-lane arterial road. It is aligned under or parallel to the expressway between Spadina and Cherry. For the most part, direct access from adjoining land uses to the Lake Shore Boulevard East is restricted and intersections with major public streets are controlled by traffic signals.

The two roadways are operated as a system to expedite the flow of traffic passing through and/or to the central business district. There are 13 ramp connections between them which further complicate and restrict vehicular and pedestrian movement at-grade.

An appropriate design treatment for enhancing, reconfiguring or relocating this important infrastructure connection should be proposed.

7 Rail Embankment

The rail embankment owned by GO/ Metrolinx is located north of the Gardiner Expressway/ Lake Shore Boulevard East right-of-way between Lower Jarvis Street and Cherry Street. The rail embankment combined with the street right-of-way vary in width from approximately 60m to 100m. The rail embankment is characterized by flat, unstructured, and structured spaces that are used for staging of materials, parking of maintenance vehicles, and access to the rail tracks. In addition, the area has a number of grade retaining structures and engineered earth slopes that mitigate the grade between the elevation of Lake Shore Boulevard East and the Union Station Rail Corridor of approximately 4m to 5m in height.



8 Hydro Corridor

A series of overhead high-voltage hydro (electrical) towers form an east-west corridor that services the downtown. The towers are located immediately south of the Union Station Rail Corridor. Propose design scenarios that maintain the utility and integrate with the proposals for the rail embankment and Lake Shore Boulevard East right-of-way.

9 Victory Soya Mills Silos

The Victory Soya Mills Silos are one of two remaining inactive silos on the waterfront. The silos were used to store soy beans and have not been actively used since the 1980s. The Victory Soya Mills Silos are a designated heritage structure and there are no current plans for their adaptive re-use. The draft Keating Channel Precinct Plan has developed a public realm and block plan that accommodates the heritage structure. No design proposals requested.

10 Proposed Queens Quay East Extension

The revitalization and extension of Queens Quay and new transit service are core components of the Central Waterfront Master Plan. The design of the street is meant to provide a continuous 4.4 km east-west link from Bathurst Street to the Don River. Two separate Environmental Assessments have recently been completed for the sections between Spadina Avenue and Bay Street and Bay to Parliament Street.

As determined in the Queens Quay Revitalization Environmental Assessment, the design for Queens Quay reconfigures the street by locating two-way automobile travel lanes north of the transit right of way with enhanced pedestrian and Martin Goodman Trail on the south side of Queens Quay where the existing eastbound lanes are located. This configuration enables a generous pedestrian promenade on the lakeside of Queens Quay and improved sidewalks on the north side of the street.

The design for Queens Quay meets longstanding policy objectives to transform Queens Quay into a main waterfront street. It will connect the waterfront with the city by creating a better pedestrian experience from north to south and along the waterfront. It represents a better balance between different modes of travel, hardscape and landscape, and automobile and non-automobile realms.

Detailed Design is currently underway and construction of Queens Quay will commence in phases immediately following the completion of detailed design. No design proposals requested.

11 Proposed Cherry Street Realignment

As part of the overall planning for the Lower Don Lands, the Cherry Street right-of-way is proposed to be realigned to the west of the existing alignment. The future street will provide a critical transportation connection to the neighbourhoods south of the Keating Channel and is also planned to have a dedicated transit line. No design proposals requested.

12 Proposed Cherry Street Bridge

A new signature bridge is proposed to cross the Keating Channel at the new alignment of Cherry Street. The proposed bridge design is to accommodate vehicular traffic, dedicated transit line, and pedestrians. Design proposals should functionally connect to this important north-south street. No design proposals requested.

13 West Don Lands Stormwater Management Facility and CSO Extension

The surface Stormwater Management Facility and a Combined Sewer Overflow (CSO) extension into the Keating Channel is a key piece of municipal infrastructure for the West Don Lands Precinct. The design and approval for the system is ongoing. A draft EA addendum to the West Don Lands Municipal Class EA has been prepared and will be filed in the next few months. The facility will service West Don Lands and Keating Channel community east of Cherry Street.

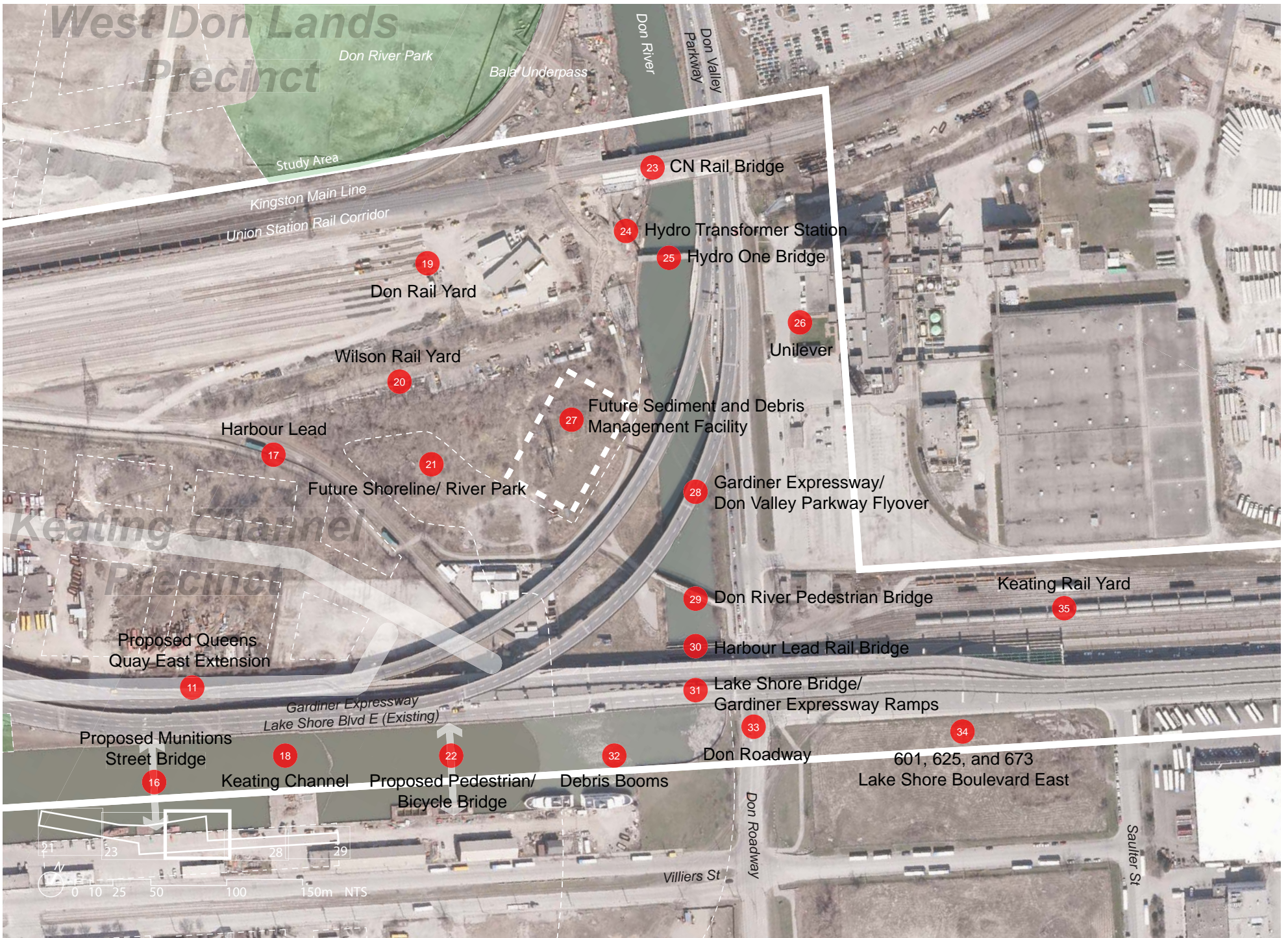
14 Existing Cherry Street Bridge

The existing bascule bridge over the Keating Channel is in disrepair. This bridge is currently the only connection into the Port Lands west of the Don River, and is inadequately designed for the demands of future redevelopment. Its opening is also too narrow for accommodating flood events. The Lower Don Lands Framework Plan concludes that the bridge is to be demolished and a new structure is to be erected to the west. No design proposals requested.

15 Proposed Lake Shore Boulevard East Realignment

As part of the overall planning for the Lower Don Lands, Lake Shore Boulevard East, east of Cherry Street, is proposed to be re-aligned. The realignment of this section of Lake Shore Boulevard East provides the central spine of the new Keating Channel community. The new boulevard will be generously landscaped; will maximize the opportunities for pedestrian crossings through frequent intersections with streets connecting into the downtown core; and will provide ample room for commuter cycling and pedestrians. The area will accommodate street-related development on both sides of Lake Shore Boulevard East to create an attractive and pedestrian-oriented urban avenue.

An appropriate design treatment for enhancing, reconfiguring or relocating this important infrastructure connection should be proposed. Propose future development scenarios east of Cherry Street.



16 Proposed Munitions Street Bridge

The proposed Munitions Street Bridge is a key transportation connection between the Keating Channel Precinct and the rest of the Lower Don Lands and Port Lands. Design proposals should functionally connect to this important north-south street. No design proposals are requested.

17 Harbour Lead

This freight line meanders through the Keating Channel Precinct and slices the area up into oddly configured parcels. An urban design plan should be proposed for realigning or maintaining the existing rail spur in a way that does not conflict with plans for new parks and development in this area. However, any new alignment must ultimately reconnect to the existing Wilson Rail Yard and Keating Yards east of the Don River.

18 Keating Channel

The Keating Channel has been largely preserved as part of the Lower Don Lands Framework Plan. The channel itself is seen as a key heritage infrastructure structure to be celebrated and is planned to become the focal point of the future Keating Channel Precinct.

To preserve shipping lanes in the Inner Harbour and to prevent regular flooding, the Toronto Port Authority (TPA) maintains annual dredging operations (using clam shell dredges) in the Keating Channel. Currently, approximately 35,000 to 40,000 m³ of sediment is removed from the Keating Channel on an annual basis. Furthermore, the TPA operates two floating debris booms at the east end of the Keating Channel to remove debris from the water to minimize collisions with vessels in the Inner Harbour.

The channel will also act as a critical secondary flood water conveyance system in the event of storm as part of the Don River Mouth EA. The existing width of the channel is critical to hydraulic flood conveyance. Propose designs for the channel edges that enhance the public potential of this waters edge.

19 Don Rail Yard

GO Transit relies heavily on the Don Rail Yard, the Kingston Main Line and Union Station Rail Corridor that collectively comprise the northern boundary of this site. Propose minor modifications to the edges. Consideration should be given to the appropriateness of new development along the south side of the rail corridor with respect to proximity issues of noise, vibration and air quality from rail corridor and rail yard. No design proposals for the facility are requested.

20 Wilson Rail Yard

This city-owned property is used by the Toronto Terminal Railway as a sorting yard. This area may be used for expansion of GO Transit train storage in the future and is at a lower elevation than the Don Rail Yard. No design proposals requested for the specific facility itself.

21 Future Shoreline/ River Park

The area south of the Wilson Rail Yard and east of the existing Harbour Lead rail spur is planned to be a future park and is being re-graded to accommodate flood conveyance through the area.

22 Proposed Pedestrian/ Bicycle Bridge

Proposed pedestrian and bicycle bridge connection as part of the Lower Don Lands Framework Plan. No design proposals are requested.

23 CN Rail Bridge

The existing CN rail bridge over the Don River was extended in 2007, by approximately 22m to the west to increase the hydraulic conveyance as part of the implementation of the Lower Don River West Remedial Flood Protection Project and provide a north-south multi-use trail connection. This additional hydraulic conveyance capacity was required to accommodate flood flows that would have gone west through the West Don Lands and downtown core. The Flood Protection Landform to the north will form the underpinning of Don River Park for the West Don Lands. No design proposals requested

24 Hydro Transformer Station

Existing Hydro Transformer Station to be retained. No design proposals requested.

25 Hydro One Bridge

This structure carries high-voltage utilities from one side of the Don River to the other. This function is proposed to be buried below the riverbed in the future, and its eventual removal should be assumed. No design proposals are requested.

26 Unilever

This privately owned property was formerly used for manufacturing. As part of the Don Mouth EA, the property is being considered as a potential site for a flood protection structure. Hydraulic design scenarios and policy are being studied to determine its requirement in conjunction with adjustments to both the Don River banks and Don Roadway alignment in this area. Propose design scenarios for this edge of the Don River.

27 Future Sediment and Debris Management Facility

The future sediment and debris management facility is required as part of the Don Mouth River EA. This facility will be located on the west bank of the widened Don River and will require road access to the Keating Channel Precinct, ultimately connecting to a realigned Lake Shore Boulevard. The facility will include the construction of a sediment trap to be excavated in the river which could cover an area up to the elevated CN Rail Bridge in the north and down to the Lake Shore Boulevard crossing in the south. It is intended to maintain this sediment trap using hydraulic dredges on floating barges.

These sediment management operations will replace the current operations located in the Keating Channel. The debris booms currently located in the Keating Channel will be relocated between the elevated CN Rail Bridge and the Lake Shore Bridge. Any proposed crossing options over the Don through this design and EA exercise must allow for these future operations to occur unimpeded. No design proposals are requested for the facilities. A proposed north-south multi-use trail must be incorporated into design proposals in order to connect the Don River valley to the Lower Don Lands.

28 Gardiner Expressway/ Don Valley Parkway Flyover

The Don Valley Parkway is one of the most heavily-used commuter highways in the Greater Toronto area, and its curved off-ramps provide a vital connection across the Don River to the Gardiner Expressway and Lake Shore Boulevard. This critical commuter and goods movement connection must be retained in some form.

Hydraulic model runs indicate that the current location of the Gardiner Ramps act as a major flow diverter during severe flood events in this location. In essence, these ramps enhance the split of flood flows, forcing waters to the east of the river, through what is known as the Unilever site. Reconsideration of the ramps may assist efforts to convey flows up to the Regulatory Flood event.

An appropriate design treatment for enhancing, reconfiguring or relocating this important infrastructure connection should be proposed.

29 Don River Pedestrian Bridge

The existing pedestrian bridge over the Don River provides a critical connection for the Martin Goodman Trail to the east and the west. It was designed to be re-locatable in the event of future changes to the river. An appropriate design treatment should be proposed for retaining or reusing this bridge as part of any proposed realignment of the multi-use trail in the area.

30 Harbour Lead Rail Bridge

This rail bridge connects the Keating Yard to the two rail spurs extending to the Port Lands. Although their usage has dropped over the past decades, this connection must be maintained. The draft Lower Don Lands Framework Plan proposes a new bridge that retains the current function and provides clearance for hydraulic flood conveyance. An appropriate design treatment should be proposed for refurbishing, replacing or reconfiguring this bridge, possibly as part of a proposal for realigning Lake Shore Boulevard in this area.

31 Lake Shore Bridge/ Gardiner Expressway Ramps

The existing bridge that links Lake Shore Boulevard across the Don River is little more than a highway overpass, with very low clearance for recreational boating and little relationship to views of the river. An appropriate design treatment should be proposed for refurbishing, replacing or reconfiguring this bridge, possibly as part of a proposal for realigning Lake Shore Boulevard in this area.

Although the eastern extension of the Gardiner Expressway was torn down a few years ago, on- and off-ramps remain descending across the Don River from the end of

the elevated expressway near 480 Lake Shore Boulevard to Carlaw Avenue in Leslieville. This critical commuter connection must be retained.

An appropriate design treatment for enhancing, reconfiguring or relocating this important infrastructure connection should be proposed.

32 Debris Booms

These buoyed barriers are currently deployed at all times to catch the large volumes of floating debris that travel down the Don River, particularly during storm events. No design proposals are requested.

33 Don Roadway

This street provides a limited yet important connection into the Port Lands/ Lower Don Lands. While access to it is severely constrained north of Lake Shore Boulevard East, it does provide direct access from the southbound lanes of the Don Valley Parkway into the Port Lands/ Lower Don Lands. Future plans include a transit line south of Commissioners Street and bridge connection across the Ship Channel to the south. An appropriate design treatment for enhancing this important connection should be proposed.

34 601, 625, and 673 Lake Shore Boulevard East

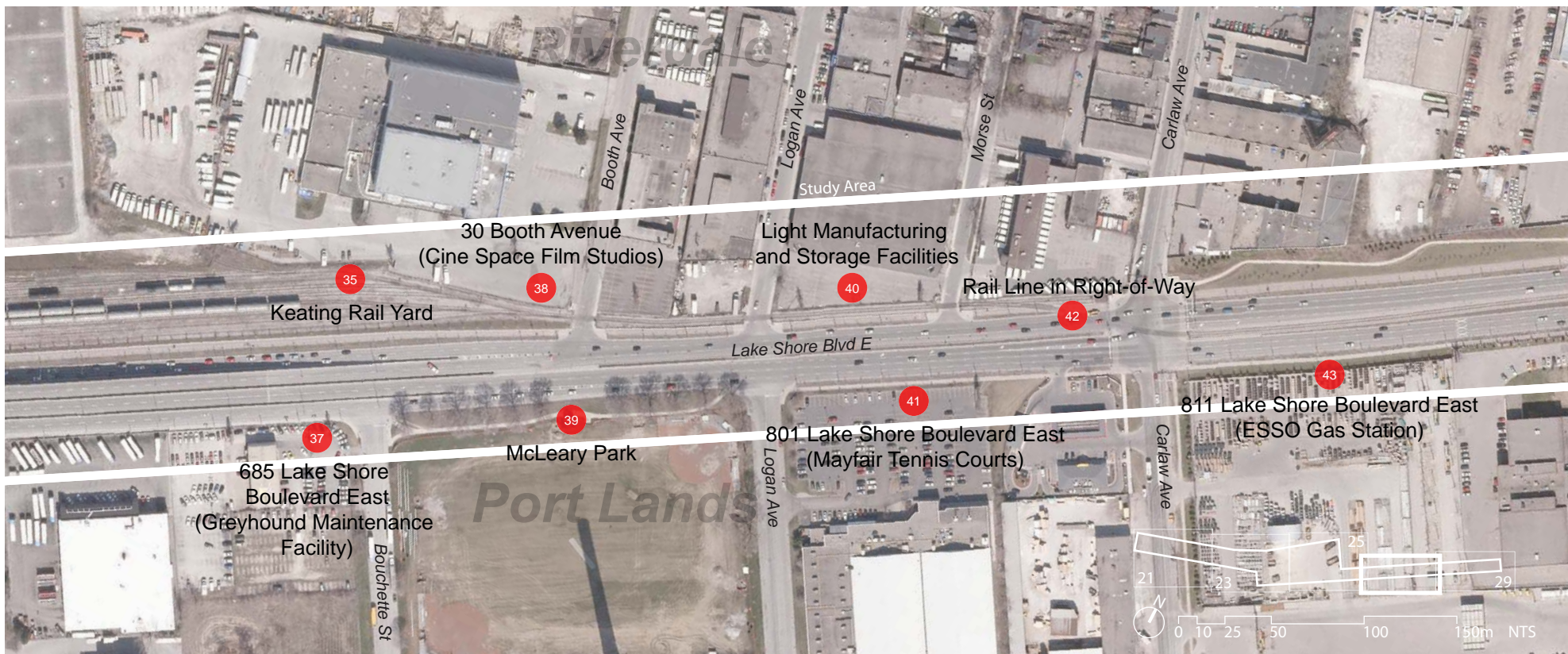
Currently, vacant municipally owned land. The land is part of the Pinewood Toronto Studios master plan (formerly named Filmport). The first stage of the studio, located to the south, was opened in 2008 and is currently the largest film studio in Canada. Propose design scenarios for the streetscape frontage.

35 Keating Rail Yard

This yard serves several functions. It once serviced dozens of industries lining Queens Quay Boulevard to the west. It presently services the Port Lands, with a line that runs south along the Don Roadway and west along Villiers Street. It is also connected to the Don Rail Yard, where the majority of freight traditionally came and went from the city. Toronto Water is currently studying an option for utilizing the site for a deep storm water management facility. Design proposals to preserve two or three spurs, provides for Toronto Water Tanks and enhances the streetscape.

36 Don River and Central Waterfront Project

Not keyed to the map. This is a City of Toronto, Toronto Water project designed to reduce the frequency of sanitary discharges into the Don River and inner harbour from an aging Combined Sewer Outfall (CSO) network. Current plans include installation of vertical storage tanks in the Keating Yard (as indicated already), but also two storage tanks on the west side of the Don River, likely immediately to the west of the Sediment and debris management facility. Two large conveyance tunnels will cross the river between the CN crossing and Lake Shore Boulevard (in bedrock). This project is in the early stages of its development and no specific designs have been proposed. No design proposals are requested.



37 685 Lake Shore Boulevard East (Greyhound Maintenance Facility)

Existing Greyhound storage and maintenance facility. Propose design scenarios for the streetscape frontage.

38 30 Booth Avenue (Cine Space Film Studios)

Existing movie studio facilities. Propose design scenarios for the streetscape frontage.

39 McLeary Park

Existing community park. No design proposals are requested.

40 Light Manufacturing and Storage Facilities

A number of light manufacturing and storage facilities characterize the northern edge of Lake Shore Boulevard East in this area. Propose design scenarios for the streetscape frontage.

41 801 Lake Shore Boulevard East (Mayfair Tennis Courts)

Existing Private Tennis facility. Propose design scenarios for the streetscape frontage.

42 Rail Line in Right-of-Way

This rail line on Lake Shore Boulevard East is an industrial rail lead that is used as a tail track for shunting cars in the Keating Rail Yard on the east side of the Don River and is also used to provide rail access for Canroof Corporation, the Ashbridges Bay Sewage Treatment Plant, and the Port of Toronto at the foot of Cherry Street. An appropriate design treatment for enhancing, reconfiguring or relocating this important infrastructure connection should be proposed.

43 811 Lake Shore Boulevard East (ESSO Gas Station)

Existing ESSO Gas Station. Propose design scenarios for the streetscape frontage.



44 885 Lake Shore Boulevard East (Toronto Hydro)

Existing Toronto Hydro Facility. Propose design scenarios for the streetscape frontage.

45 915 and 945 Lake Shore Boulevard East (Showline)

Existing movie studio facilities. Propose design scenarios for the streetscape frontage.

46 560 Commissioners Street (Canroof)

Existing light industrial manufacturing facility. Propose design scenarios for the streetscape frontage.

47 Commemorative Gardiner Columns & Martin Goodman Trail

Linear east-west park space located on the northern edge of Lake Shore East. The park space is home to an 850m segment of the Martin Goodman Trail that connects to Leslie St to the west. The space also has a set of columns retained to commemorate

the demolition of this section of the Gardiner Expressway in 2001. Propose design scenarios that incorporate the commemorative columns and Martin Goodman Trail in the streetscape design of Lake Boulevard East.

48 580 Commissioners Street (Toronto Transit Commission Facility)

Existing Toronto Transit Commission Facility. Propose design scenarios for the streetscape frontage.

49 1015 Lake Shore Boulevard East (Canadian Tire)

Existing one and two storey Canadian Tire retail store, smaller retailers and associated parking. Propose design scenarios for the streetscape frontage.

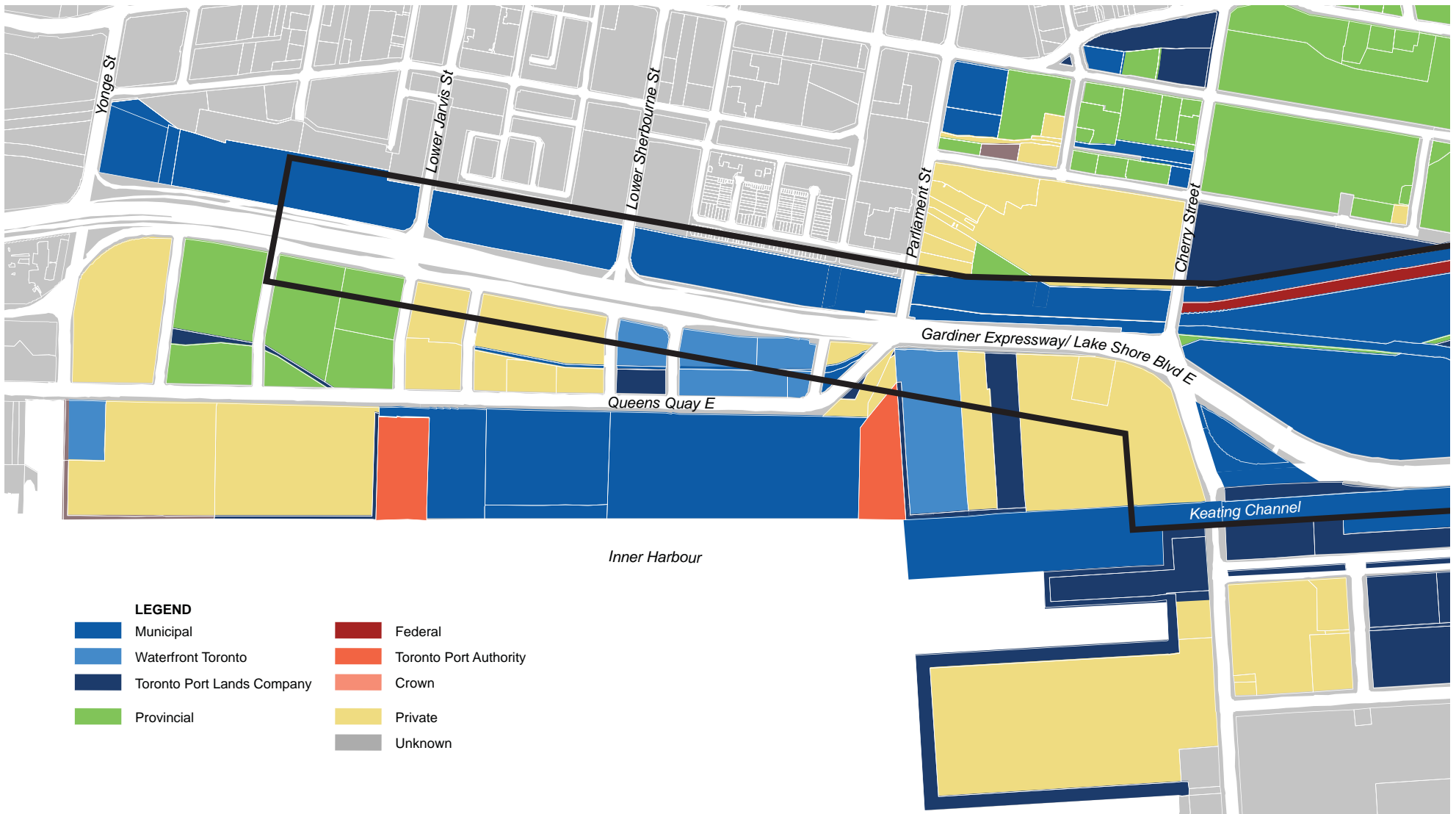
50 Proposed Light Rail Vehicle Facility

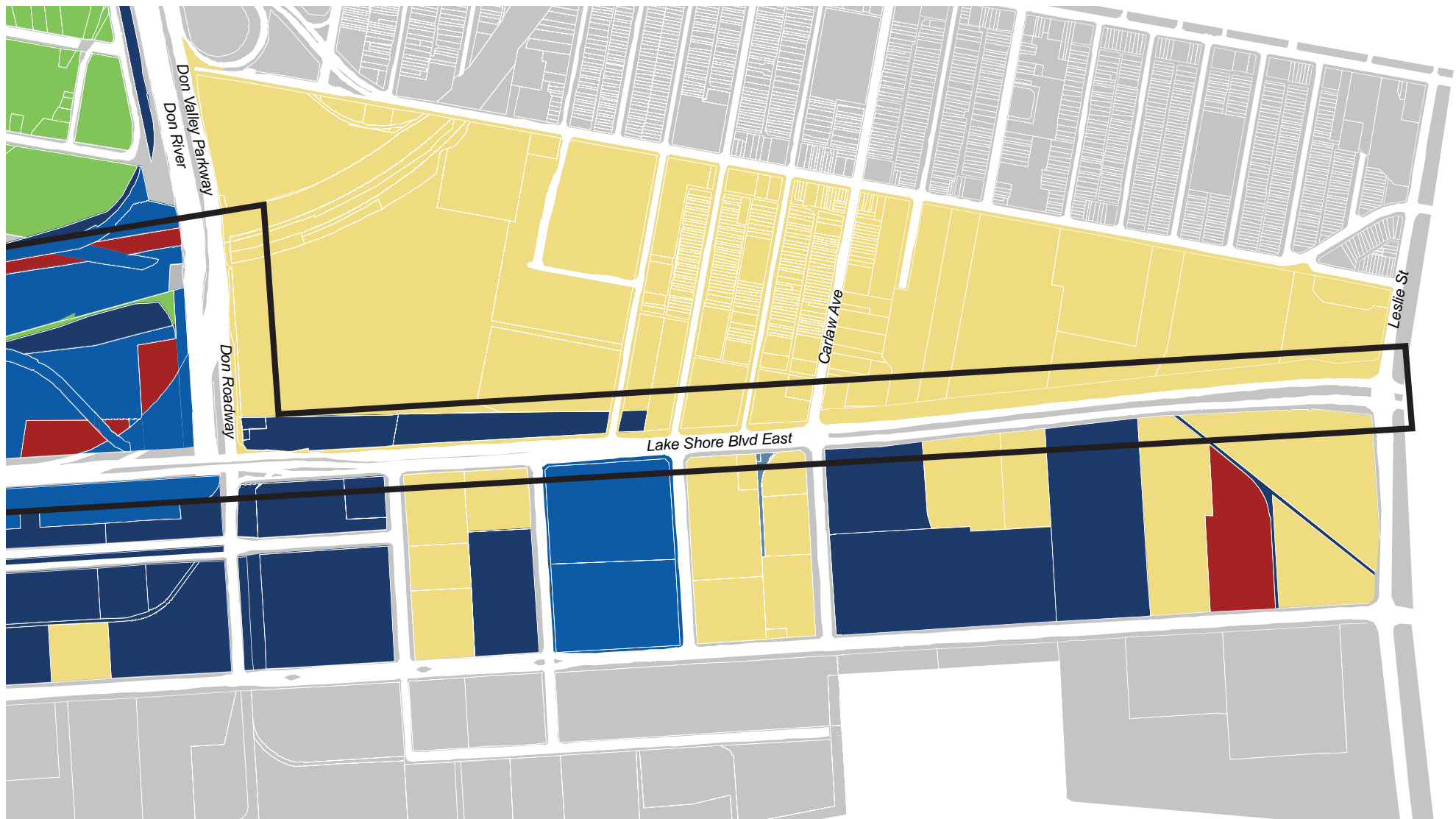
A Light Rail Vehicle Facility proposed to support the Toronto Transit Commissions (TTC) plan called Transit City. Propose design scenarios for the streetscape frontage.



PROPERTY OWNERSHIP

The Innovative Design Competition study area is comprised of a diverse set of property ownerships both private and public. Proposals should consider ownership issues and opportunities in their designs.





6 STAKEHOLDER PARTICIPATION

The Toronto waterfront has many stakeholders representing a broad spectrum of perspectives covering many different jurisdictions. In order to help consolidate the many different voices with an interest in the waterfront, various groups may be invited to provide feedback at the mid-review and to the jury at the end of the competition process.

STAKEHOLDER ADVISORY COMMITTEE

The mandate of the Stakeholder Advisory Committee, composed of representatives with interest in business, community organizations, environment, public health, urban design and transportation, is to provide advice, feedback and guidance to the project team at key points throughout the process and to the jury. The role of the Stakeholder Advisory Committee is to: act as a sounding board through which the project team can share ideas and findings; provide guidance, critiques and suggestions; provide a sense of the broader community's reactions and concerns and recommendations on how these might be addressed; and provide a forum for communication between the members' organizations and the project team.

GENERAL PUBLIC

Waterfront Toronto and the City of Toronto are committed to effective two-way communications with members of the public. It is recognized that public consultation is an integral part of the revitalization of Toronto's Waterfront. Public consultation improves the quality of decisions because it provides an opportunity to examine a project's underlying issues, assess its potential impacts and help effect improvements. Public consultation is a key objective of the public process to deliver accountability and transparency.

TECHNICAL ADVISORY COMMITTEE

As part of the Innovative Design Competition, the City of Toronto, Waterfront Toronto, Toronto & Region Conservation Authority, GO/ Metrolinx and some members of Environmental Assessment team have formed a Technical Advisory Committee made up of senior staff from each of the departments with jurisdiction over the waterfront. The Committee brings expertise in land-use planning, economics, sustainability, environment, hydrology, parks, urban design, transportation, servicing, engineering, heritage preservations, and culture.

PROJECT STEERING COMMITTEE

The Project Steering Committee includes representatives of the City of Toronto and Waterfront Toronto. The role of the Committee is to provide agency feedback, guidance, critiques, suggestions and liaise between the relevant agency departments and the design team.

7 REVIEW AND SELECTION

The final submissions will be reviewed by a jury of distinguished professionals. The jury will be formed by Waterfront Toronto and the City of Toronto and charged with offering its best judgment on which of the proposals best represent the collective aspirations of the City of Toronto for the lands of the Gardiner Expressway and Lake Shore Boulevard. In conducting its deliberations, the jury will have the benefit of feedback from a number of different sources, collected after the competition submissions and public presentation.

First, the Technical Advisory Committee will review the proposals and prepare a report indicating: 1) what government actions and regulatory issues may arise in order to implement the different components; 2) feasibility review; 3) economic cost benefit analysis; and 4) description of the pros and cons of each proposal from its perspective. A report will be presented to the jury for its consideration during deliberations.

Second, the Stakeholder Advisory Committee will review the proposals and compile a report describing the pros and cons of each proposal from their perspective and summarizing their member organizations comments. A report will be presented to the jury for its consideration during deliberations.

Thirdly, a Public Consultation report will be developed that summarizes the feedback received after the public presentations and will be presented to the jury for its consideration during deliberations.

After receiving this information, the jury will then meet to make recommendations. They will present their recommendations to Waterfront Toronto and the City of Toronto for consideration in the ongoing Environmental Assessment.

8 DELIVERABLES AND TIMETABLE

CONTENT

Each submission should include a comprehensive design proposal including environment, economics, transportation & infrastructure, and urban design. Submissions should address all the required design elements, and should include, but are not limited to, the following:

1. Narrative Summary (300 words maximum)
2. Integrated response to the Competition Goals section using the four city-building lenses of: 1) Environment, 2) Economics, 3) Transportation & Infrastructure, 4) Urban Design. (500 words maximum)
3. Context Plan
4. Illustrative Master Plan (1:1000 scale showing each of the required design elements)
5. Detailed Site Sections (1:100 scale)
6. Bridge and Roadway Sections (1:50 scale)
7. Comprehensive Diagrams as needed to convey the essence of the competition scheme, accessible to a professional and a lay public reviewer. Anticipated to include framework components such as transportation modes and circulation, public realm components and phasing etc. The focus should be on the elements that drive this particular scheme.
8. Analytical diagrams and charts to include at a minimum a program of uses, an accounting of public space components.
9. Perspective views
10. Physical model(s)

11. Transportation Data that provide key north-south and east-west screenline trip summaries, demonstrating the a.m. peak hour screenline demand and capacity for: 1) Existing (using supplied data); 2) Future base (using supplied data); 3) Future with design.

12. Master Plan Summary Table & Map as per Appendix 2

SUBMISSION REQUIREMENTS AND FORMAT

BOUND BOOKLET

Bound booklet (11" x 17") that represents the comprehensive, formal submission should contain all imagery and text for judging. Eight (8) copies should be submitted for review by the jury and public.

DISPLAY PANELS

No more than five (5) boards (34" x 44" landscape format) should be created collectively highlight the key elements presented in the bound booklet. Each should be mounted on gator 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 set of mounted boards should be provided.

PHYSICAL MODEL(S)

Physical model(s) illustrating the basic design concepts, extending over the entire project study area at an appropriate scale. Models should be built to allow for easy transportation and storage.

DIGITAL SUBMISSION REQUIREMENTS

Original uncompressed digital copies are to be submitted. The following particular file formats are required:

Bound Booklet: PDF

Narratives: Microsoft Word

Panels: PDF and JPG (8,500 x 11,000 pixels minimum)

Presentations: Microsoft Power Point or PDF

CAD: Autodesk AutoCAD

(with the following layers: 1) Building Massing; 2) Blocks Types as per Master Plan Summary Table; 3) Curbs; 4) Major Grades; 5) Traffic Lanes; 6) Street Centerlines; 7) Transit Centreline; 8) Bicycle Lanes; 9) Shorelines)

3d Models: Autodesk 3ds MAX

Renderings and Key Diagrams: TIF (6,000 pixels wide or tall minimum)

TIMETABLE OF EVENTS

The Innovative Design Competition will be governed by the following Timetable:

Item	Date
Kick-Off and Orientation Site Visit	April 28, 2010
Deadline to Fulfill Toronto Partner Requirement <i>As per Competition Process Terms and Conditions section of this Competition Brief.</i>	May 7, 2010
Mid-Term Reviews <i>Each team to present and meet separately with the Technical Advisory Committee and Team. Presentation and discussion for each session will be scheduled for approximately 1.5hrs.</i>	Teams A & B – May 26, 2010 Teams C & D – May 27, 2010 Teams E & F – May 28, 2010
Deadline to Submit Questions and Requests for Clarification	June 14, 2010
Last Response to Questions <i>(Estimated Date)</i>	June 17, 2010
Submissions Deadline	June 25, 2010
Internal Presentation <i>Presentation by each team to the Technical Advisory Committee, Project Steering Committee, and the EA Team for refinement and analysis.</i>	July 13, 2010
Public Presentations & Exhibition <i>Presentation by each team in a public venue. Presentations will likely have an associated media briefing.</i>	November 2010 <i>(to be confirmed)</i>
Jury Review	December 2010 <i>(to be confirmed)</i>

Note: Waterfront Toronto 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.

9 COMPETITION PROCESS TERMS AND CONDITIONS

TEAM STRUCTURE AND TORONTO “PARTNER” REQUIREMENT

(1) Toronto Partner Requirement. As set out in the prequalification document 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 Waterfront Toronto that a Toronto Partner has been added to its team, and that their Toronto Partner meets the definition of a Toronto Partner set out 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 Waterfront Toronto, 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 Waterfront Toronto Competition Manager by 5 working days after the Kick-Off and Site Orientation date identified in the Timetable of Events at the following email address: amedeiros@waterfronttoronto.ca. If a Respondent submits evidence of a Toronto Partner to Waterfront Toronto by the date specified, then Waterfront Toronto will confirm its receipt of the same by 2 working

days afterwards, along with Waterfront Toronto’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 Waterfront Toronto Competition Manager in writing of any proposed changes to its team structure (subcontractors, joint venture arrangements, or otherwise) compared with those previously set out in its prequalification submission, and/ or any change to its Toronto Partner. Waterfront Toronto may,

(a) approve the changes in the team; or

(b) reject the Respondent’s Proposal as a result of these changes, in its sole discretion.

Waterfront Toronto’s approval as indicated in (3)(a) above shall not be unreasonably withheld.

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 Waterfront Toronto Competition Manager at amedeiros@waterfronttoronto.ca. by the deadline for questions set out above in Timetable of Events. Prospective Respondents are strongly encouraged not to submit questions or requests for clarification in any other manner.

(2) Waterfront Toronto 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. Waterfront Toronto will issue answers to questions by email to the designated contact person for each team, and Waterfront Toronto will not attribute questions or requests for clarification to any party. However, Waterfront Toronto reserves the right

to answer questions to any one or more Respondents individually and immediately, particularly where they concern administrative matters. (3) In its sole discretion, Waterfront Toronto 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 Waterfront Toronto of any matter it considers to be unclear.

Waterfront Toronto shall not be responsible for any misunderstanding by a prospective Respondent of the Competition Brief or associated documents, Waterfront Toronto's response to any questions or clarifications, or the competition process on the part of the prospective Respondent.

(5) If Waterfront Toronto 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 Waterfront Toronto in writing to the above email address and Waterfront Toronto also responds in writing.

SUBMISSION OF PROPOSALS

(1) Respondents shall submit their Proposals by sending them by pre-paid courier or hand-delivery to Waterfront Toronto at the following address before the Submission Deadline as per the Timetable of Events:

Waterfront Toronto
c/o Christopher Glaisek, Vice President Planning & Design
20 Bay Street, Suite 1310
Toronto, Ontario, M5J 2N8
Canada

(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, "Competition to Develop Innovative Design Options for the Gardiner Expressway and Lake Shore Boulevard Configuration Environmental Assessment", 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) Notwithstanding the Submission Deadline, Waterfront Toronto reserves the right to accept or reject any late submission, if Waterfront Toronto determines, in its sole discretion, that it is in its best interest to do so or if Waterfront Toronto believes, in its sole discretion, that there are extenuating circumstances that warrant its acceptance of same.

WITHDRAWAL/AMENDMENT OF PROPOSALS

A Respondent may withdraw its Proposal at any time, on the understanding that the Respondent will not be paid the honorarium. 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 Waterfront Toronto 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 as set out herein.

PROPOSAL EVALUATION

(1) The evaluation of the Proposals will be the responsibility of the evaluation jury as per the Competition Brief, above. (Notwithstanding the jury membership, Waterfront Toronto may change any member of the jury if unforeseen circumstances occur.) In its evaluation, it is anticipated the jury will consider each Respondent team's approach to each of the Required Design Elements as per the Competition Brief. Any of the Required Design Elements 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 Stakeholder Advisory Committee, the Technical Advisory Committee, as set out in of the Stakeholder Participation and Review and Selection sections of this Competition Brief. The jury will ultimately make recommendation(s) about Proposals to the Project Steering Committee. Waterfront Toronto reserves the right to accept or reject the recommendation(s) of the jury.

(3) The jury shall determine, in its sole discretion, the successful Respondent(s). Waterfront Toronto 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 Waterfront Toronto's discretion (including but not limited to determining the ranking, short-listing 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) Waterfront Toronto reserves the right to override the ultimate decision of the jury, if it determines it is in the best interest of Waterfront Toronto to do so in its sole discretion.

JOINT VENTURE PROPOSAL

(1) A Proposal may be submitted by:

- a) a single entity as Respondent, with subcontractors, or
- b) a collection of entities or individuals as the Respondent, with 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);
- b) confirms each joint venture participant's willingness to provide a joint and several guarantee to Waterfront Toronto 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 Waterfront Toronto 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. Waterfront Toronto may, in its sole discretion, also require parent companies of the joint venture participants or joint venture company to be parties to such agreement.

CLARIFICATION OF RESPONDENT PROPOSALS

Waterfront Toronto or its Jury may, at any time,

- (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 an interpretation of the Respondent’s Proposal.

Neither Waterfront Toronto nor the Jury are obliged to seek clarification of any aspect of a Proposal.

Any written information or physical item received from a Respondent pursuant to a request for clarification from Waterfront Toronto or the Jury as part of the competition process may, in Waterfront Toronto’s or the Jury’s discretion, be considered as an integral part of the Proposal.

ONE PROPOSAL PER PERSON OR ENTITY

Firms may participate in more than one submission as a sub-consultant, in this Competition process. However, a firm that participates as a lead firm may only participate in one submission. A firm that participates as a lead firm in one submission may not participate in any other submissions. Any one or more Competition submissions that contain a lead firm or sub-consultant firm in contravention of this rule may be disqualified, in the sole discretion of Waterfront Toronto.

AGREEMENT FINALIZATION AND DEBRIEFING

At the conclusion of the competition, Waterfront Toronto may choose to retain one, more than one, or none of the firms or teams for continued involvement in the Environmental Assessment process and/or implementation of the approved plan. Waterfront Toronto will notify the successful Respondent (or Respondents) in writing that it has been selected to enter into negotiations with Waterfront Toronto. Both Waterfront Toronto and the Respondent may withdraw from negotiations at any time. Waterfront Toronto may negotiate with the successful Respondent(s) for the performance of the detailed design. Any agreement entered into between Waterfront Toronto and a Respondent must contain provisions consistent with Waterfront Toronto’s obligations under its funding agreements with the three levels of government. These provisions include, among other things, an unqualified indemnity in favour of Waterfront Toronto and the three Levels of Government in respect of the project.

At the conclusion of the EA process, pending the availability of funding, Waterfront Toronto may at its discretion engage one or more team(s) to produce detailed design and construction drawings for implementation of the project. Any participation by the selected design team(s) beyond the Innovative Design Competition will be at the sole discretion of Waterfront Toronto, which may elect to retain one, more than one, or none of the design teams at the end of the competition process. Waterfront Toronto may negotiate with more than one Respondent. Respondents with whom Waterfront Toronto 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 Waterfront Toronto in writing as to their success or failure in the competition process.

10 LEGAL TERMS AND CONDITIONS

COST, EXPENSES AND HONORARIUM

The honorarium will be paid as a gesture only. The honorarium will be paid only after the Respondent's Proposal has been received. 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, but not limited to, 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 all meetings;
- (c) due diligence and information gathering processes;
- (d) site visits and interviews;
- (e) travel and living expenses;
- (f) preparation of responses to questions or requests for clarification from Waterfront Toronto;
- (g) preparation of the Respondent's own questions during the clarification process; and
- (h) any agreement discussions.

Waterfront Toronto 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 Waterfront Toronto liable for any error or omission in any part of the Competition Brief and associated documents. No representation, warranty or undertaking, expressed or implied, in fact or in law, is or will be made by, and no responsibility or liability is or will be accepted by, Waterfront Toronto in relation to this Competition.

INTELLECTUAL PROPERTY

All reports, studies, analysis, memoranda, drawings (including, without limitation, digital materials) and related data and material as may be developed during the performance of the Contract shall be submitted to and be the exclusive property of Waterfront Toronto, which shall have the right to use same for any purpose without any further compensation to the Proponent other than as provided for herein.

PROHIBITED CONTACTS (IN RELATION TO THIS COMPETITION ONLY)

Prospective Respondents should channel all communications regarding the competition to the Waterfront Toronto Competition Manager, by email to amedeiros@waterfronttoronto.ca. Prospective Respondents should not contact or make any attempt to contact in relation to this Competition:

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

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 Waterfront Toronto. Waterfront Toronto reserves the right to issue public statements or news releases with respect to all aspects of this competition.

WATERFRONT TORONTO'S RIGHT TO AMEND OR SUPPLEMENT THIS COMPETITION PROCESS

(1) Waterfront Toronto 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. Waterfront Toronto will issue changes to the Competition Brief by addenda only. No other statement, whether oral or written, made by Waterfront Toronto or a Waterfront Toronto representative, including the Competition Manager, will amend the Competition Brief.

(2) Respondents shall not rely on any information or instructions from Waterfront Toronto or a Waterfront Toronto representative or any other party except the Competition Brief itself and any addenda issued to it. Waterfront Toronto 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 Waterfront Toronto. Respondents may, in writing to the Competition Manager, seek confirmation of the number of addenda issued under this Competition Brief.

DISCLOSURE ISSUES

(1) The Respondent, by submitting its Proposal, agrees that Waterfront Toronto may disclose,

- a) the name and address of the Respondents;
- b) any financial information that may be supplied to Waterfront Toronto in connection with its participation in this competition; and
- c) the name and address of the successful Respondent to the other Respondents and the public.

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

- (3) Waterfront Toronto may provide the Proposals to any person involved in the review and evaluation of the Proposals, and Waterfront Toronto may:
- a) make copies of written portions of Proposals; and
 - b) retain the Proposal.

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

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 Waterfront Toronto (the "Competition Information") that the prospective Respondents acquired during the competition process from Waterfront Toronto, and that is not otherwise publicly available,

- a) shall remain the sole property of Waterfront Toronto and the prospective Respondents and the Respondents shall treat it as confidential;
- b) shall not be used by the prospective Respondent or Respondent for any other purpose than submitting a Proposal in response to this Competition Brief;
- c) 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 prior written authorization from Waterfront Toronto; and
- d) will be returned, if requested by Waterfront Toronto, no later than ten calendar days after the request by Waterfront Toronto to return it.

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 judgment or order duly obtained from an Ontario court as contemplated by this Competition Brief.

(3) The Respondent agrees that if Waterfront Toronto commits a material breach of this Competition Brief or competition process, the aggregate

amount of damages recoverable against Waterfront Toronto 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 Waterfront Toronto, shall be no greater than reasonable Proposal preparation costs that the Respondent seeking damages from Waterfront Toronto 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 Waterfront Toronto of carrying on such activity without the requisite license, permit, consent or authorization.

DELAY AND COSTS OF DELAY

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

VERIFICATION OF RESPONDENT'S PROPOSAL

(1) Waterfront Toronto or the 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 Waterfront Toronto 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

Waterfront Toronto 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 Waterfront Toronto 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.

DISQUALIFICATION

(1) Waterfront Toronto 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 Waterfront Toronto 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 Waterfront Toronto, reveals a material conflict of interest as defined in the Proposal Submission Form attached 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 Waterfront Toronto;

- (i) the Respondent has been convicted of an offence in connection with, or any services rendered to Waterfront Toronto 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 Waterfront Toronto; 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 in Legal Terms and Conditions section, Disqualification sub-section (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 Disqualification sub-section (2)(a) and (b) of Legal Terms and Conditions section 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 Disqualification sub-section (2)(a) and (b) of Legal Terms and Conditions section 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.

ERRORS AND OMISSIONS

No guarantee, representation or warranty, express or implied, is made and no responsibility of any kind is accepted by Waterfront Toronto for the completeness or accuracy of any information presented in the Competition Brief. Each Respondent is solely responsible for conducting its own independent research, due diligence, and any other work or investigation and seeking any other independent advice necessary for its analysis of the Competition Brief and preparation of its Proposal, negotiation or finalization of a subsequent agreement, and the subsequent delivery of services to be provided. Nothing in the Competition Brief or associated documents is intended to relieve Respondents from forming their own opinions and conclusions with respect to the matters addressed in the Competition.

It is each Respondent’s responsibility to seek clarification from Waterfront Toronto of any matter it considers to be unclear, and Respondents are to rely on their own independent analysis in preparing a submission.

Waterfront Toronto shall not be responsible for any misunderstanding by any Respondent of any part of this Competition Brief, or of Waterfront Toronto’s response to any questions or clarifications. Waterfront Toronto shall not be liable for any information or advice, whether written or oral,

provided or made available to any Respondent for any errors or omissions that may be contained in the Competition Brief or in such information or advice.

In its sole discretion, Waterfront Toronto may a) answer similar questions received from various firms only once; b) edit the language of any question for the purposes of clarity; and c) exclude any question if it is ambiguous or incomprehensible without asking for clarification of the question.

RIGHTS OF WATERFRONT TORONTO 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) Waterfront Toronto may, in its sole discretion, change or discontinue this competition process at any time whatsoever. Waterfront Toronto 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 Waterfront Toronto 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 Waterfront Toronto 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 Introduction

section, Waterfront Toronto 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; (f) cancel this competition, and subsequently advertise or call for new Proposals for the same or similar subject matter;
- (g) determine whether a failure to comply is material or not in each case without liability for costs, expenses or damages incurred or suffered; and
- (h) cancel its decision to enter into an agreement with any Respondent in the event of a change in any subcontractor or key persons of a Respondent, or any other material change with respect to a preferred Respondent's submission that has not been approved by Waterfront Toronto.

All terms and conditions appended to the Respondent's Contract for this Competition shall apply.

11 APPENDICES

1 REFERENCE AND BASE MATERIAL

The following reference and base materials are available on the Competition FTP site. Login information will be provided to the each teams lead project manager.

GARDINER EXPRESSWAY

Report	Author	Date	Status
Gardiner EA & Preliminary Design Study	City of Toronto	1996-11	Final
Gardiner East Dismantling Alternative Rail Service Appendice	Cole Sherman	1999-01	Final
Gardiner Air Quality Assessment of Various Options for the Gardiner Phase III	SENES	1999-05	Final
Gardiner Dismantling Traffic Study	City of Toronto	1999-05	Final
Gardiner East Dismantling Alternative Rail Service	URS	1999-05	Final
Task Force - Revisiting the Gardiner-Lakeshore Corridor	City of Toronto	2002-11-27	Final
Review of Gardiner-Lake Shore Corridor Proposal Contained in CWSP	City of Toronto	2003-02-02	Final
City Staff Report - Clause No 3 Contained in Report No 1	City of Toronto	2003-02-13	Final
Gardiner Lakeshore - Technical Briefing	Architects Alliance - BA Group -	2004-07-15	Final
Great Street Approach Variation 1 - Construction Staging Plan and Traffic Disruption	MMM - Morrison Hershfield - BA	2004-11	Draft
Great Street Approach - Construction Staging	Marshall Macklin Monaghan,	2004-11	Draft
Microsimulation of the Toronto Waterfront Revitalization Plan	Intellican	2004-12	Final
Transportation Addendum to the Technical Briefing Report	MMM - Morrison Hershfield -	2004-12	Final
Constructability Structural Engineering and Cost Study for the GLC	Morrison Hershfield	2004-12	Final
Economic Impact of Gardiner Expressway	Deloitte	2004-10-14	Draft
City Wide Commuter Attitudinal Survey (2005)	City of Toronto	2005	Final
Great Street Approach - Additional Transportation Analysis Reduced Peripheral Improvements	MMM	2005-06	Draft
Great Street Approach - Additional Transportation Analysis	Marshall Macklin Monaghan	2005-06	Draft
Gardiner Traffic Study Backgrounder Memo	Waterfront Toronto	2008-05	Final
Transforming the Gardiner/ Lake Shore Corridor	Waterfront Toronto	2008-06	Final
Gardiner - Executive Committee	City of Toronto	2008-09-26	Final
Planning and Growth Management Committee Agenda - PG19.3 Removal of Gardiner	City of Toronto	2008-10-14	Final
Gardiner Fact Sheet	Waterfront Toronto	2008	
Kings Travel Survey Bulletin (2001)	City of Toronto	2001-12	Draft
Existing A.M. Peak Hour Downtown Traffic Volumes Map (2004-2008)	City of Toronto	2004-2008	Draft
Gardiner EA - Terms of Reference	Dillon	2009-09	Final
Gardiner Expressway EA ToR - Case Studies	Perkins + Will	2009-03-03	Draft
GLC Reconfiguration Technology and Policy Review	Dillon	2009-03-12	Draft
Gardiner EA - Record of Consultation	Lura	2009-05-22	Draft
Origin/Destination Survey Using the Bluetooth Technology Summary (2009)	City of Toronto	2009	Final
Anticipated Traffic Growth along Various Key Downtown Screenlines	City of Toronto	2010	Memo
Kings Travel Survey Bulletin (2008)	City of Toronto	2010-01	Draft

LOWER DON LANDS & PORTLANDS

Report	Author	Date	Status
Port Lands Transit EA	Waterfront Toronto - TTC	2006-08	Final
Terms of Reference, Don Mouth Naturalization and Port Lands Flood Protection (DMNPLFP) EA	Waterfront Toronto	2006-06	Final
Lower Don Lands Framework Plan	MVVA	2009-09	Draft
Keating Channel Precinct Environmental Study Report	Waterfront Toronto - TTC - City of	2010-03-10	Draft
Draft Annotated Zoning By-law	City of Toronto	2009-12-15	Draft
Keating Channel Precinct Plan	MVVA	2009-12-23	Draft
Keating Channel Urban Design Guidelines	MVVA	2009-12-23	Draft
Clinton Climate Initiative Press Release	Clinton Climate Initiative		
Draft Port Lands Implementation Strategy	Waterfront Toronto	2006-04-29	Draft
FilmPort	Toronto Film Studios	2005-11-30	Final

POLICY & GENERAL DOCUMENTS

Report	Author	Date	Status
Paper 1 - Vision, Goal and Objectives	Metrolinx	2008-05	Final
Paper 1 - Towards Sustainable Transportation	Metrolinx	2007-12	Final
Paper 2 - Preliminary Directions and Concepts	Metrolinx	2008-05	Final
Sustainable Transportation-An Overview	Metrolinx	2008-04	Final
City of Toronto Official Plan	City of Toronto	2007-08	Final
Making Waves: The Central Waterfront Secondary Plan, City of Toronto	City of Toronto	2001-10-18	Final
Cycling Map, City of Toronto	City of Toronto	2009-01	Final
Marine Use Strategy	Waterfront Toronto	2006-03-01	Final
Don & Waterfront Interceptor Trunk Capacity & CSO Control Project	City of Toronto	2006-09-27	Final
Sustainability Framework	Waterfront Toronto	2005-08-01	Final
Sustainability Checklist	Waterfront Toronto		Final
Central Waterfront Parks and Open Space Framework	Waterfront Toronto	2003-06-25	Final
Our Waterfront: Gateway to a New Canada, TWRC	Waterfront Toronto	2000-06-06	Final
1912 Waterfront Master Plan	City of Toronto	1912-01	Final
The Archaeological Master Plan of the Central Waterfront, City of Toronto	City of Toronto	2002-10-09	Final
Toronto Transportation Plan	City of Toronto Urban	2003-06-10	Final

EAST BAYFRONT

Report	Author	Date	Status
Built Heritage of the East Bayfront			
East Bayfront Precinct Plan	Waterfront Toronto	2005-11-01	Final
East Bayfront and Port Industrial Area: Environment in Transition	Royal Commission on the Future	1990-04-01	Final
East Bayfront - Terms of Reference, Waterfront Transit EA	TTC - Waterfront Toronto	2007-01-24	Final

CENTRAL WATERFRONT

Report	Author	Date	Status
Vision for Queens Quay Presentation	Waterfront Toronto	2010	Final
Queens Quay Revitalization - Municipal Class EA	Waterfront Toronto - City of	2009-09	Final

WEST DON LANDS

Report	Author	Date	Status
West Don Land Municipal Class EA Addendum	Waterfront Toronto - City of	2005-03	Final
West Don Lands Precinct Plan	DTAH - Urban Design Associates -	2005-05	Final
Cherry Street Environmental Assessment	URS - BA Group - DTAH	2008 02	
Proposed West Don Lands Stormwater Quality Facility	RV Anderson	2009-07-22	Draft

BASE MATERIAL

Flood Maps
3D Model
CAD
Census Data
Development Statistics for WT Projects
Utilities Mapping
EA Team Studies
Ortho Photos
Photos
Transportation (Micro-Sim)

Image Credits:
¹kateandderek.com
²asla.org
³iacbuilding.com
⁴Waterfront Toronto
⁵taylormadepress.com
⁶picassaweb.com, user: John
⁷hafencity.com
⁸flickr.com, user: seier+seier+seier
⁹wikipedia.org

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