

**PROJECT:
UNDER
GARDINER**



Stakeholder Advisory Committee

Meeting #2 – March 22, 2016

Stakeholder Advisory Committee

AGENDA

1. Consent Agenda
2. Welcome & Introduction
3. Review and Approve Meeting Minutes
 - Review action items and updates
4. Environmental Assessment Update
5. Design Update
6. Group Brainstorm: Programming
7. Operations & Maintenance Study
8. Public Consultation Update
9. Naming Campaign Update
10. Other Business

Pina Mallozzi

Waterfront Toronto

Review and Approve Meeting Minutes

Actions and Updates from January 11, 2016

- Research online tools that could be used to host a forum for SAC members to share ideas and discuss the project.
 - A number of free tools exist for this purpose – but the activation, setup and maintenance of such a tool requires some devoted human resources from the project team.

Environmental Assessment Update

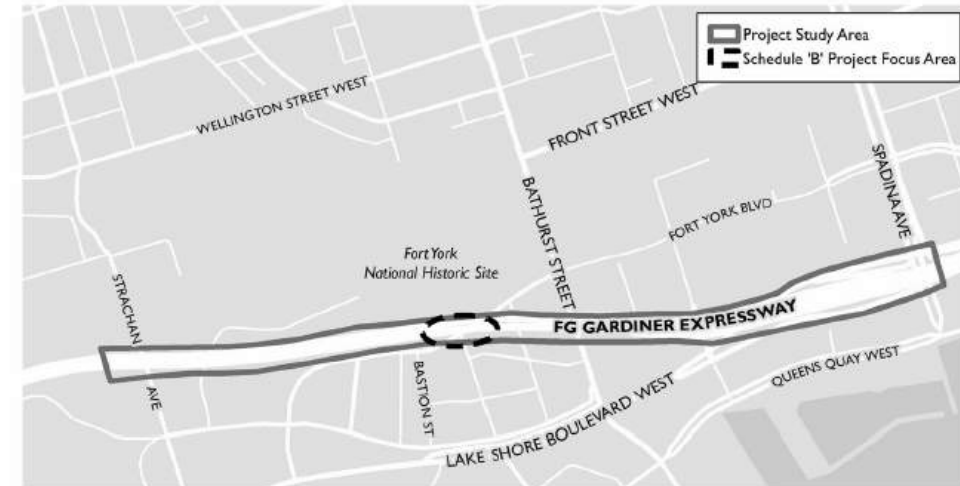
Don McKinnon
Dillon Consulting

Project: Under Gardiner

Municipal Class Environmental Assessment Notice of Study Commencement

Background

Waterfront Toronto and the City of Toronto are developing 4 hectares (10 acres) of new public space on underused land under the Gardiner Expressway. The space will connect seven neighbourhoods with a new 1.75-kilometre multi-use trail and spaces for cultural programming between Strachan Avenue and Spadina Avenue.



Study Overview

Waterfront Toronto and the City of Toronto have initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) to study the municipal infrastructure required, including a new pedestrian crossing at Fort York Boulevard.

Study Process

The study will follow the requirements of Phase 1 and Phase 2 of the Municipal Class Environmental Assessment (EA) to examine the need for the infrastructure and evaluate alternative solutions. The need for additional Phases of the EA process will be evaluated once the preferred solution is selected.

In addition to the commencement of a Schedule 'B' Class EA process, the Under Gardiner project will include construction works that may include, but is not limited to, additional components such as:

- sidewalks or bike lanes in existing rights-of-way
- resurfacing or streetscaping
- utility modification or relocation for safety or aesthetic purposes

Further details regarding these components will be provided as the study progresses.

February 24, 2016

- Ad placed in Toronto Star
- Email to Waterfront Toronto newsletter list
- Email to Stakeholders

Public Consultation

A vital component of the Class EA process involves consultation with the public, stakeholders, and government review agencies. As part of this process, a Stakeholder Advisory Committee has been established that includes representation from the community-at-large. Waterfront Toronto will also host Public Information Centres and provide online engagement opportunities to inform the public and receive feedback. If you wish to be added to the project mailing list and receive updates, subscribe online at www.undergardiner.com/connect or contact:

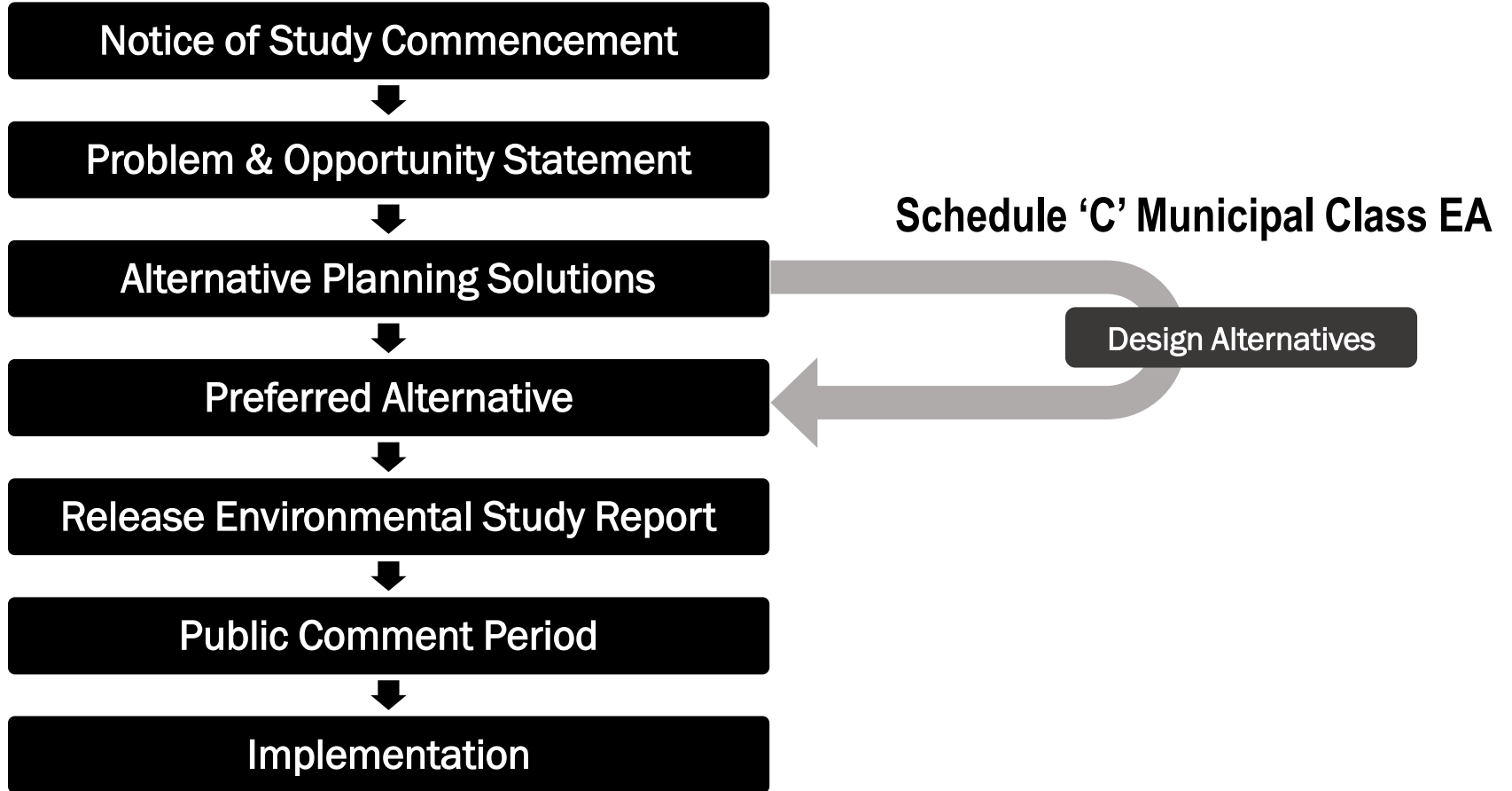
Christopher McKinnon – Public Consultation Lead
Waterfront Toronto
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Toronto ON M5J 2N8
Phone: 416-214-1344 Email: hello@undergardiner.com
Website: www.undergardiner.com

This notice issued February 24, 2016.



In Partnership with
Wil and Judy Matthews

Municipal Class EA Process



Problem/Opportunity Statement

Problem:

- Lack of a **safe and continuous pedestrian and cycling connection**, between Strachan Avenue and Spadina Avenue
- **Fort York Boulevard presents a significant gap separating the new public spaces**
- **users need to leave the new public spaces** to cross at nearest signalized crossing
- some users may attempt to **make the crossing illegally**

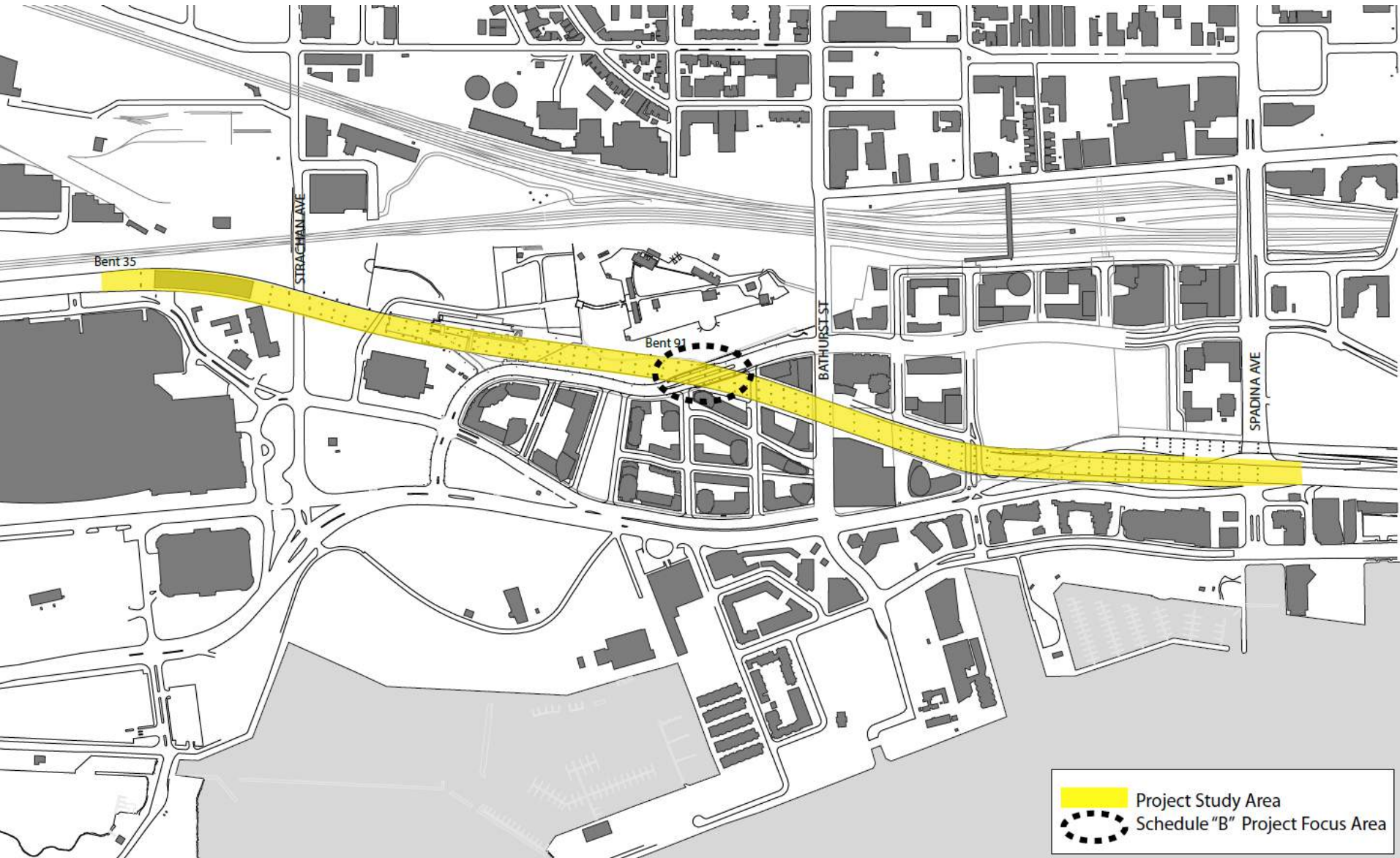
Opportunity:

- imagine an **iconic connection**
- **prioritize pedestrian and cycling connections without compromising the function of the roadway.**
- enhance connectivity **within Project: Under Gardiner, to the Fort York Historic Site and to surrounding.**

The location of this crossing is illustrated in Figure 1.

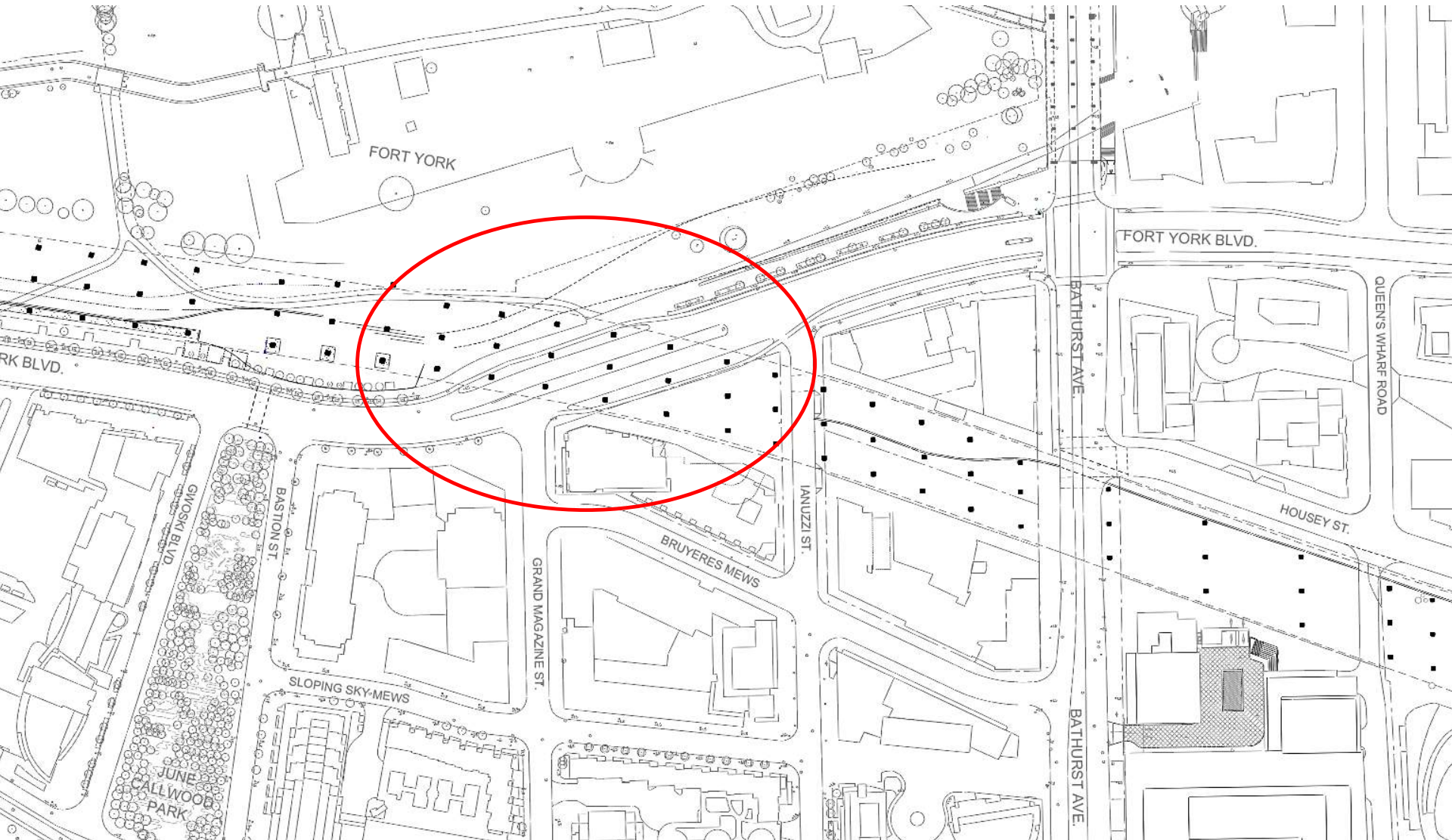
Problem/Opportunity Statement

Figure 1

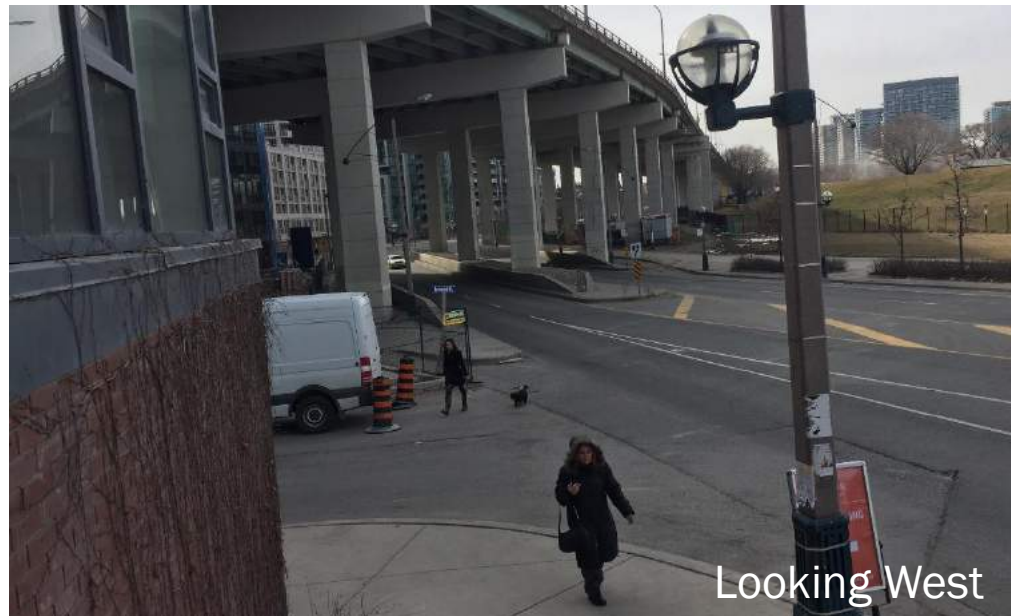


Problem/Opportunity Statement

Focused Site Area

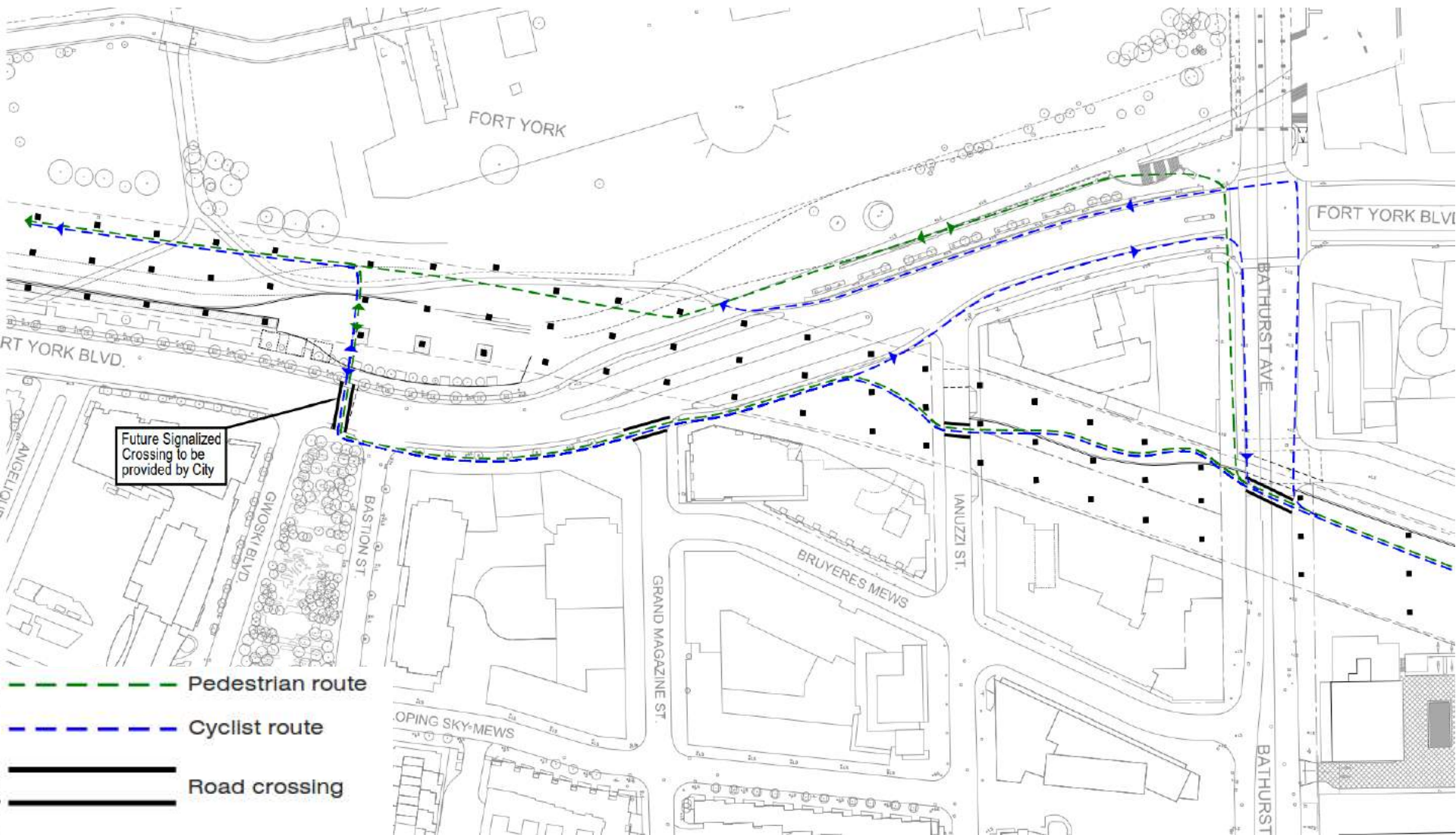


Problem/Opportunity Statement



OPTION 1

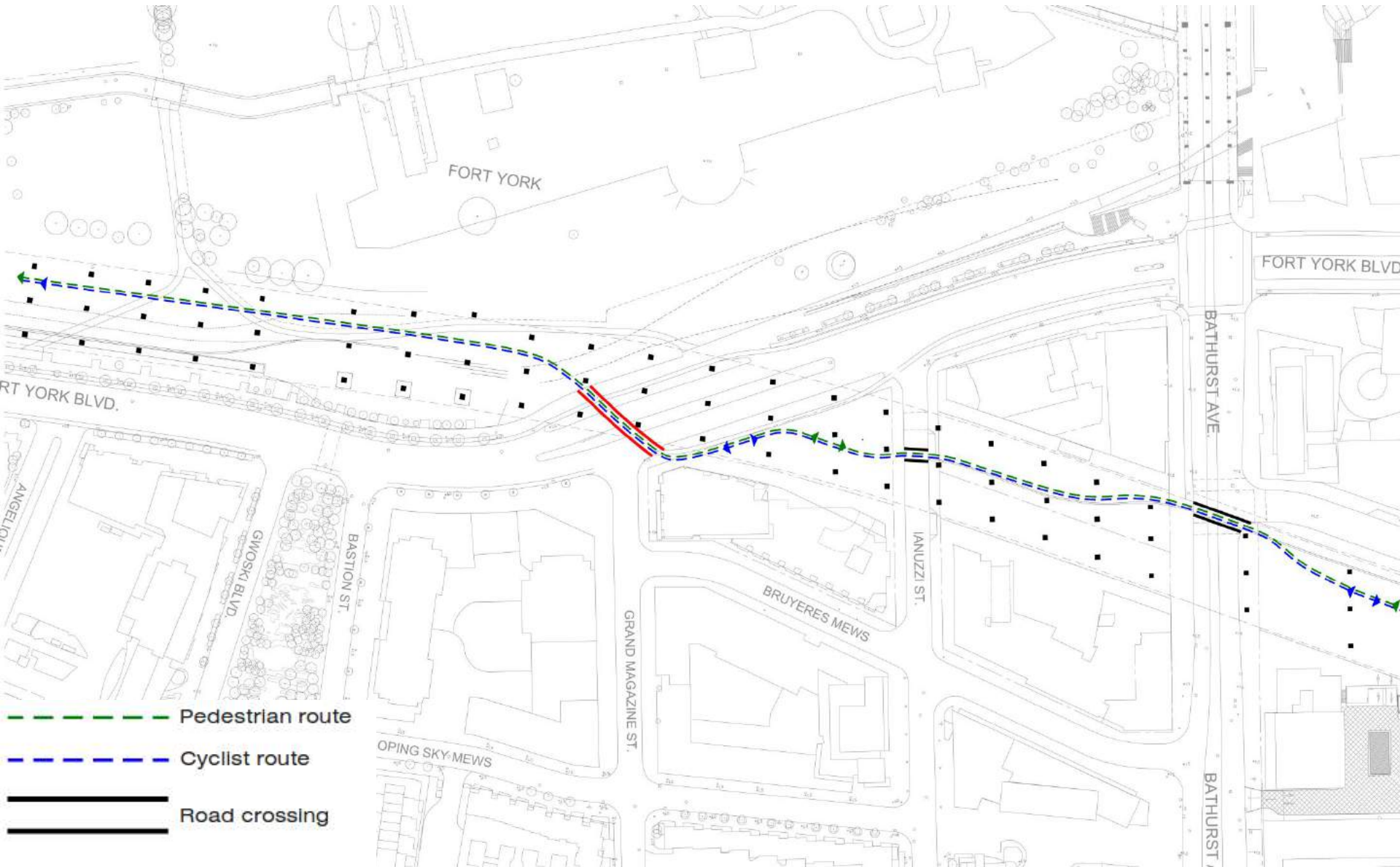
DO NOTHING



OPTION 2a

NEW CROSSWALK

At Grand Magazine Street



OPTION 2b

NEW CROSSWALK

Mid-block



OPTION 2c

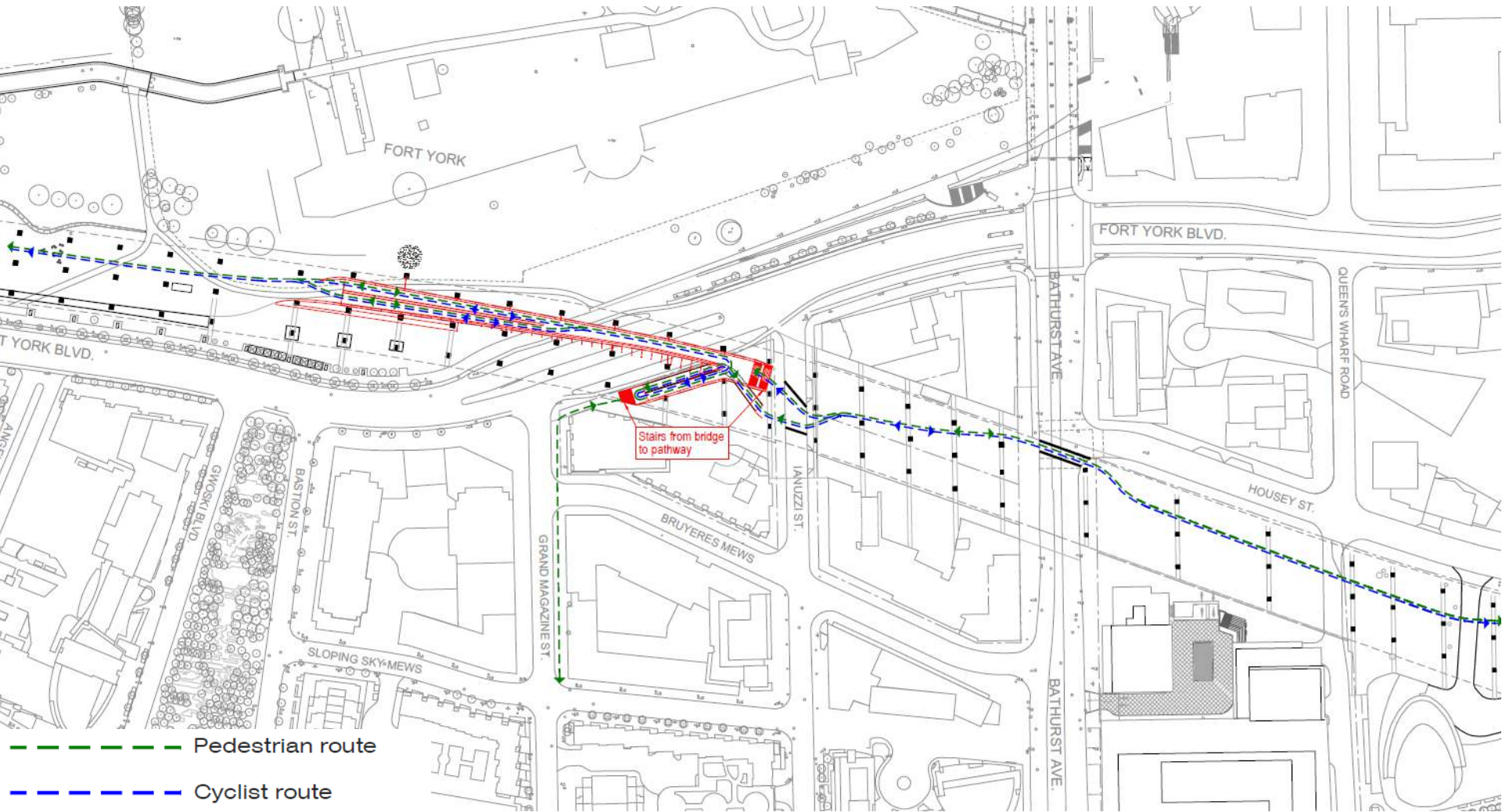
NEW CROSSWALK

At Iannuzzi Street



OPTION 3

PROPOSED BRIDGE



--- Pedestrian route

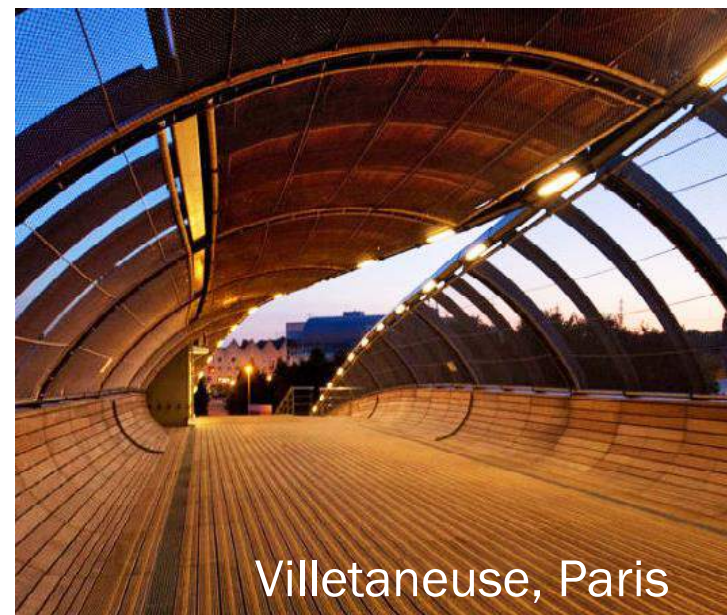
--- Cyclist route

— Road crossing

— Fort York Boulevard Crossing

OPTION 3

PROPOSED BRIDGE



Villetaneuse, Paris

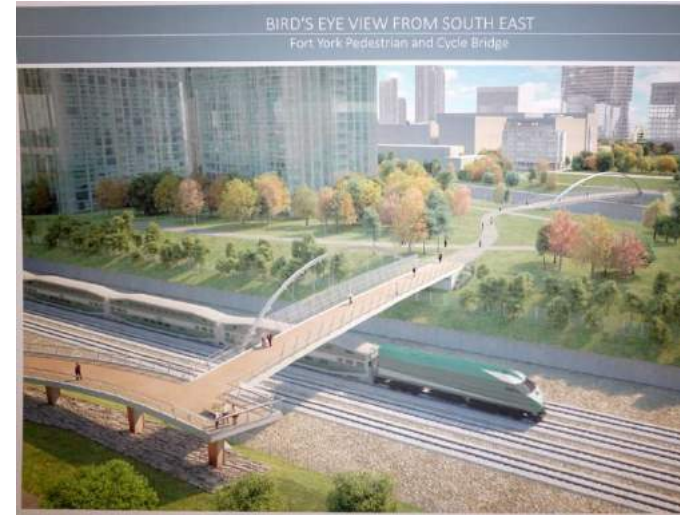
OPTION 3

PROPOSED BRIDGE



OPTION 3

PROPOSED BRIDGE



Fort York, Toronto

OPTION 3

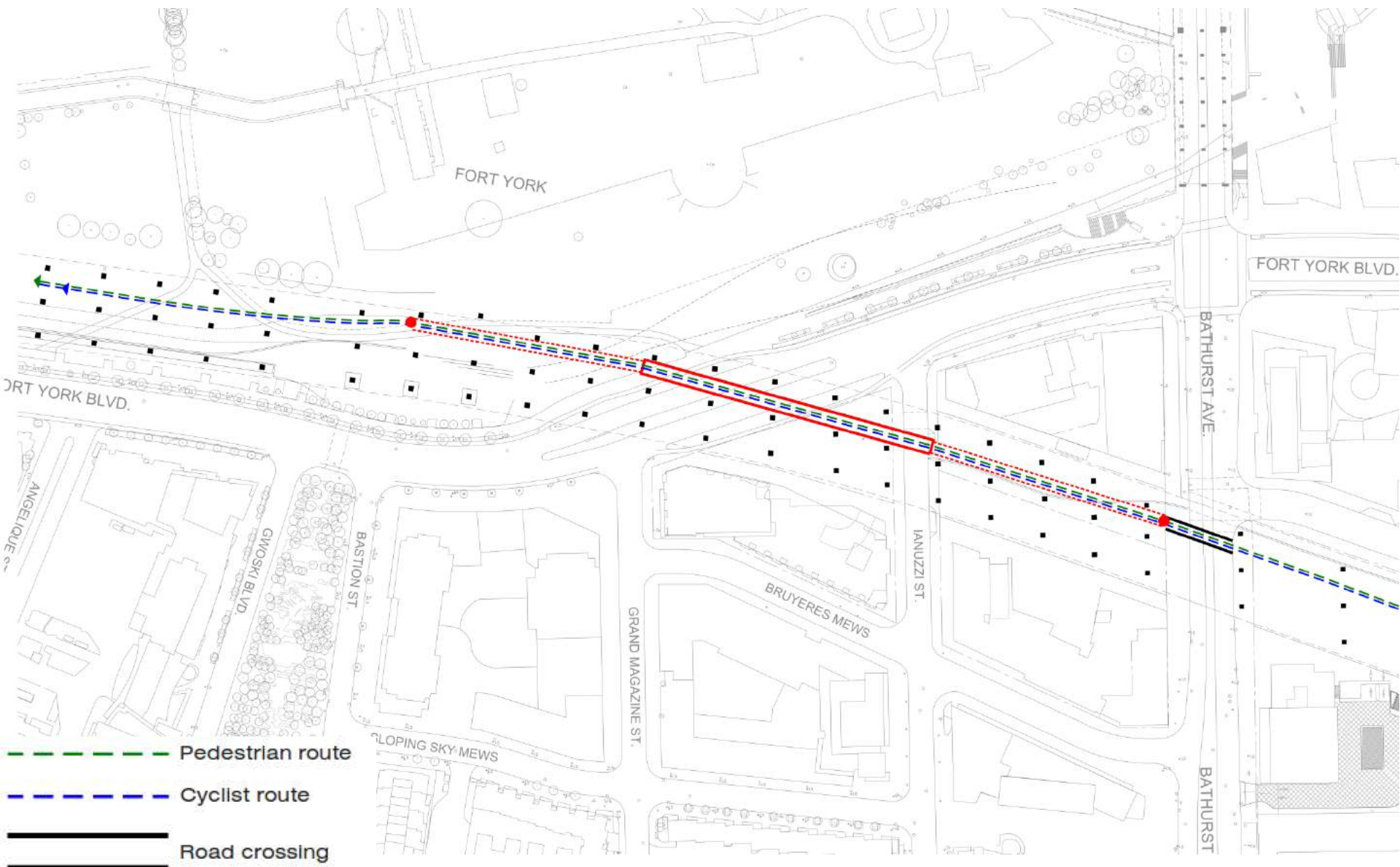
PROPOSED BRIDGE



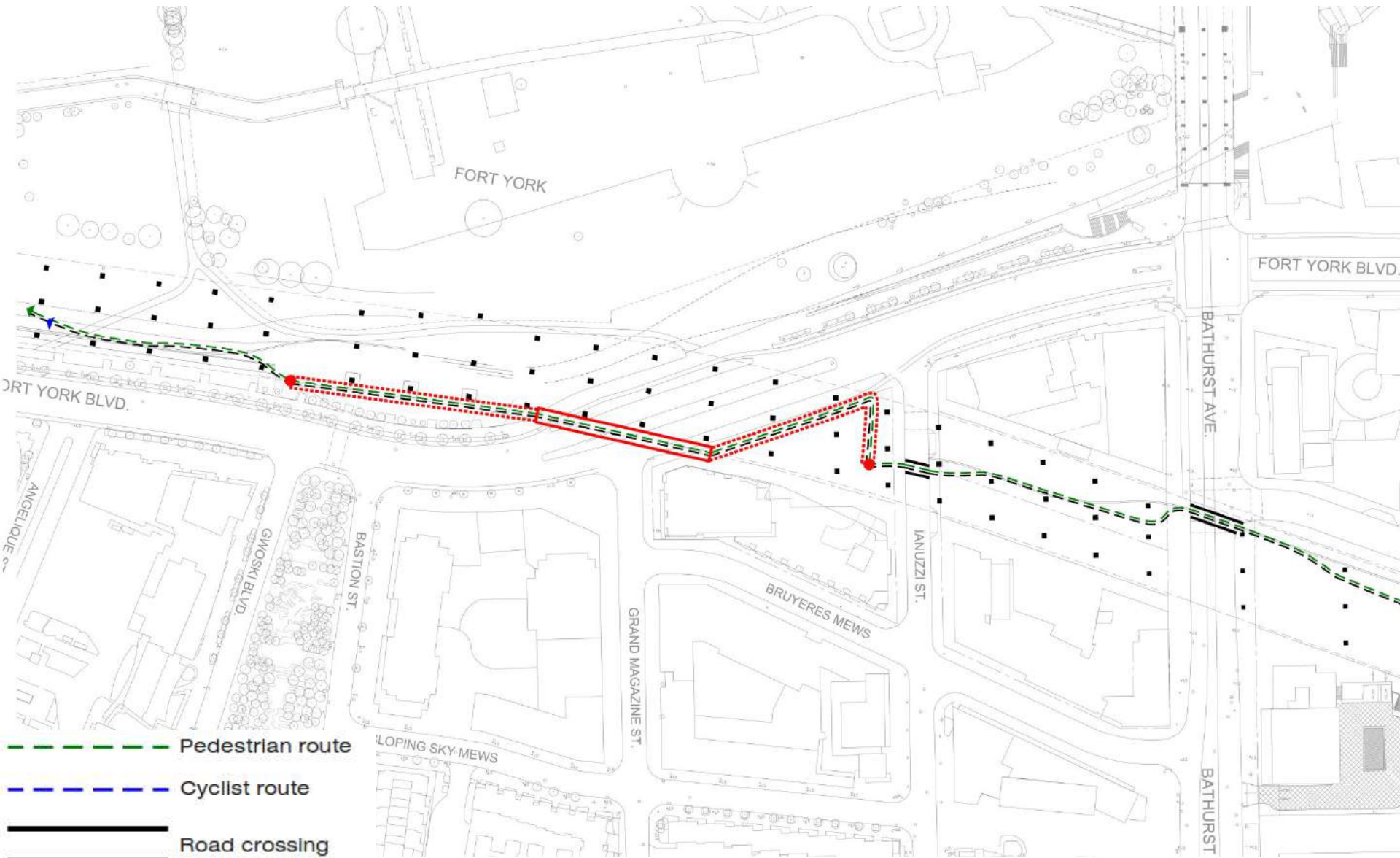
Switzerland

OPTION 4a

PROPOSED TUNNEL

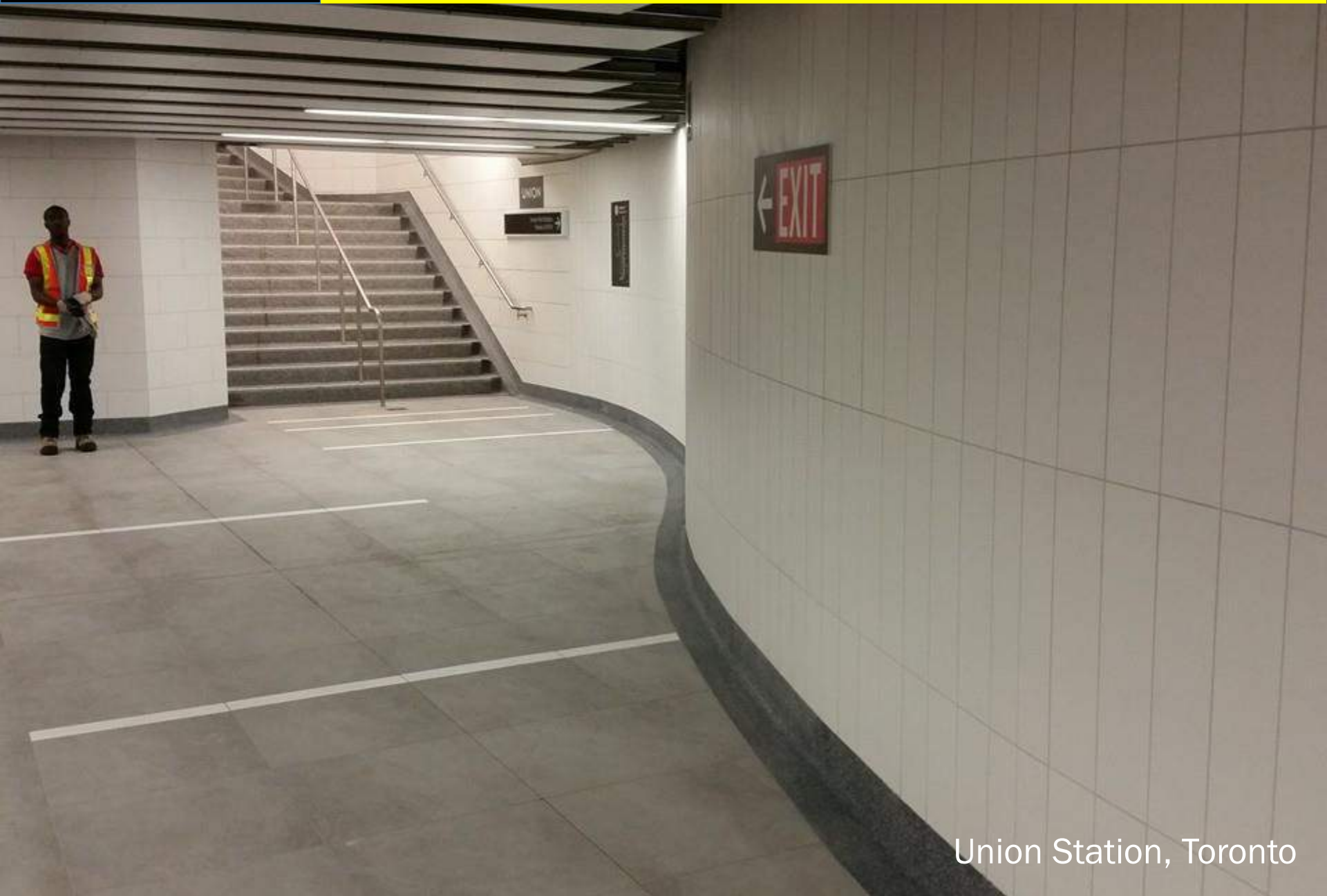


OPTION 4b PROPOSED TUNNEL



OPTION 4

PROPOSED TUNNEL



OPTION 4

PROPOSED TUNNEL



London

OPTION 4

PROPOSED TUNNEL



Amsterdam

Evaluation Criteria

Study Lenses/Criteria Group

Transportation

- Safety (e.g. mode conflicts)
- Connectivity
- Infrastructure and Constructability (e.g. construction duration, Gardiner interaction)

Urban Design

- Public Realm (e.g. urban design quality, visual impact, animation)

Environment

- Social & Health (e.g. quality of life, personal security)
- Natural Environment (e.g. terrestrial, water, soil)
- Cultural Resources (e.g. cultural landscape, archaeology, built heritage)

Economics

- Local Economics (e.g. tourism)
- Direct Cost & Constructability (e.g. capital cost, maintenance, property needs)

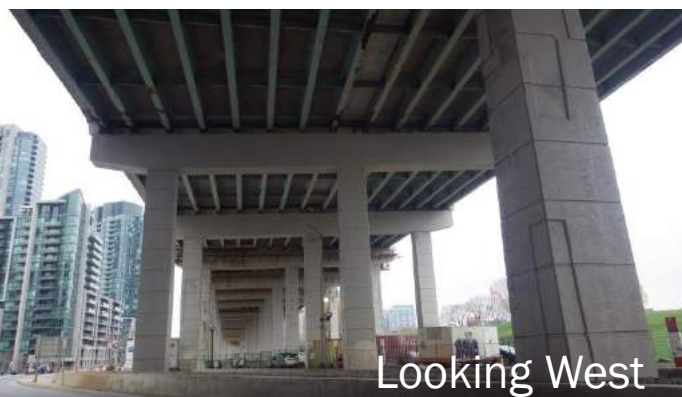
Transportation

Safety (Mode Conflicts at Crossings)

OPTION 1	OPTION 2a	OPTION 2b	OPTION 2c	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	At-Grade Crossing – Iannuzzi Street	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
Less Preferred – No improved safety	Moderately Preferred – <ul style="list-style-type: none"> Moderate safety improvement Sightlines limited Potential traffic conflicts at new crossings. 			Equally Preferred – <ul style="list-style-type: none"> Improved safety Separated crossing limits potential for traffic conflicts. 		



Looking East



Looking West



Looking West

Transportation

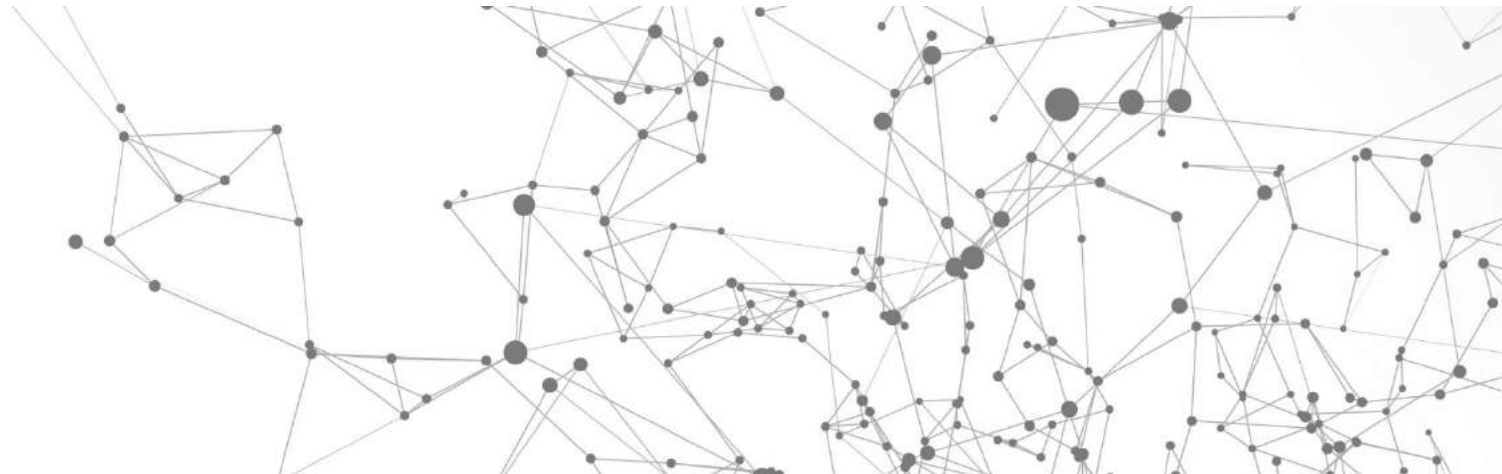
Connectivity

OPTION 1	OPTION 2a	OPTION 2b	OPTION 2c	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	At-Grade Crossing – Iannuzzi Street	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
Less Preferred – No improvement	Less Preferred – <ul style="list-style-type: none"> • Interrupted connection - signalized crossing queues. • Impacts motorist connections. • Limits transit connection options (LRT is not possible with at-grade crossings) 			Preferred – <ul style="list-style-type: none"> • Direct connection • Open sightlines to surrounding connections. • No impact to motorists. 	Moderately Preferred – <ul style="list-style-type: none"> • Direct connection • Limits sightlines to surrounding connections. • No impact to motorists. 	

LESS PREFERRED

PREFERRED

MODERATELY PREFERRED



Urban Design

Public Realm

OPTION 1	OPTION 2a	OPTION 2b	OPTION 2c	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	At-Grade Crossing – Iannuzzi Street	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
<p>Less Preferred – No improvement to:</p> <ul style="list-style-type: none"> • Urban design quality • Animation of public space • Enhancement of project site/corridor • Visual improvement or cultural experience through infrastructure design 				<p>Preferred –</p> <ul style="list-style-type: none"> • Iconic infrastructure to identify area • Opportunities to enhance surrounding design and celebrate cultural heritage • Enhanced visibility/views • Exposure to public space corridor 		<p>Equally Less Preferred –</p> <ul style="list-style-type: none"> • Greatest impact to area of public space • No improvement to visibility of area • No opportunity to enhance surrounding design or cultural experience

LESS PREFERRED

PREFERRED

EQUALLY LESS PREFERRED



Environment

Cultural Resources

OPTION 1	OPTION 2a	OPTION 2b	OPTION 2c	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	At-Grade Crossing – Iannuzzi Street	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
<p>Moderately Preferred –</p> <ul style="list-style-type: none"> No impacts to cultural resources. No opportunities for connections to cultural resources. 	<p>Preferred –</p> <ul style="list-style-type: none"> No impacts to cultural resources. Provides new connection to heritage resources (in particular Fort York National Historic Site (NHS)). 			<p>Moderately Preferred -</p> <ul style="list-style-type: none"> Impacts heritage landscape and views from Fort York south. Provides connection to existing resources (Fort York NHS). Provides enhanced views of Fort York NHS. 		<p>Less Preferred –</p> <ul style="list-style-type: none"> Impacts heritage landscape. No enhanced views to Fort York NHS. Greatest ground disturbance (archaeological impact).

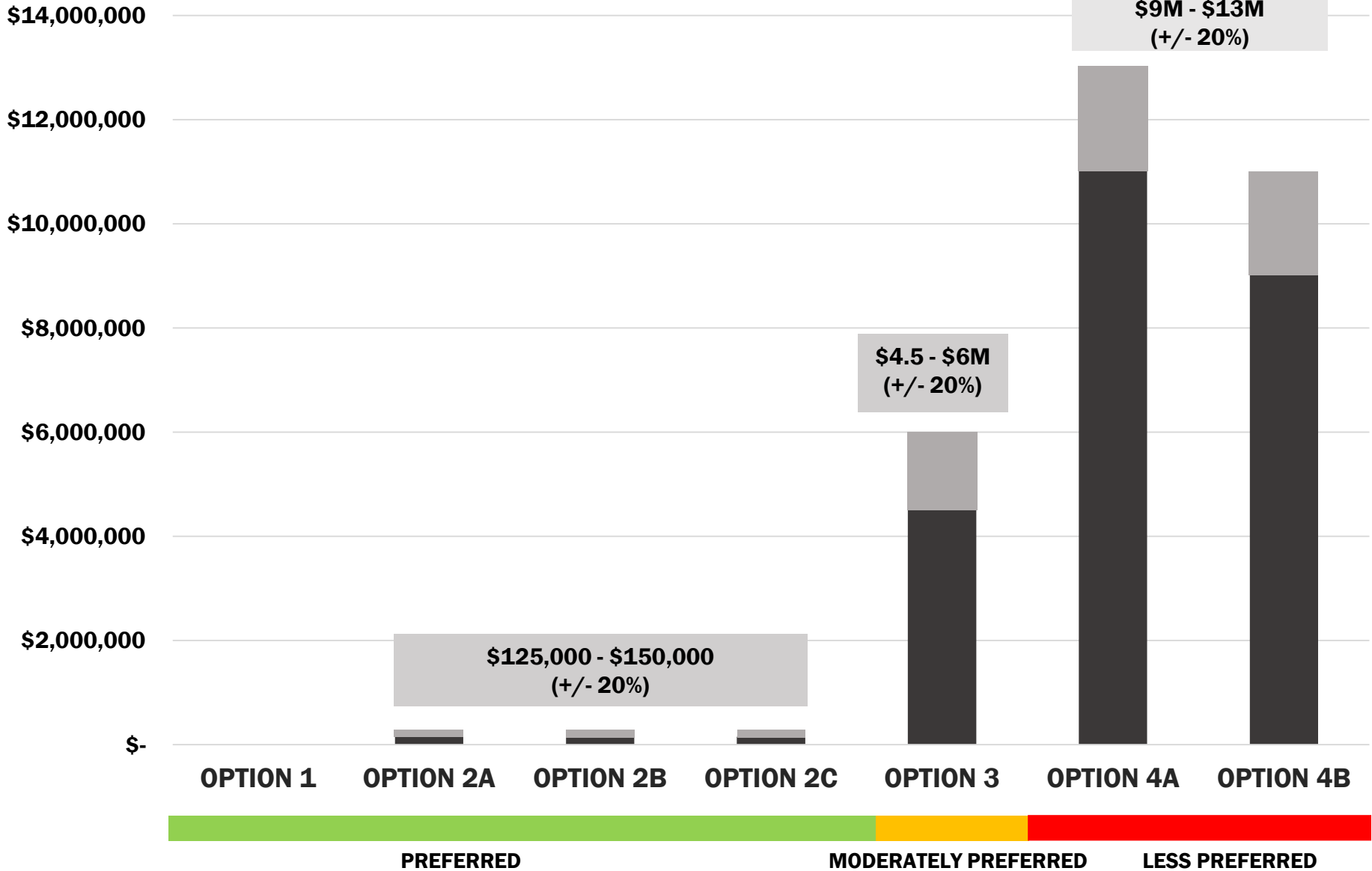


OPTION 1	OPTION 2a	OPTION 2b	OPTION 2c	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	At-Grade Crossing – Iannuzzi Street	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
<p>Preferred – No improvement to local economics but lowest cost.</p>				<p>Moderately Preferred –</p> <ul style="list-style-type: none"> • Improvement to local economics. • Moderate capital cost. • Moderate operations / maintenance cost 	<p>Less Preferred –</p> <ul style="list-style-type: none"> • Minimal improvement to local economics. • Highest capital cost • Moderate operations / maintenance cost 	

PREFERRED

MODERATELY PREFERRED





LESS PREFERRED



Criteria Group		Do Nothing	At-Grade	Bridge	Tunnel
Transportation & Infrastructure	Safety	X	●	✓	✓
	Connectivity	X	X	✓	●
	Infrastructure & Constructability	✓	✓	X	●
Urban Design	Public Realm	X	X	✓	X
Environment	Social & Health	X	X	✓	X
	Natural Environment	✓	✓	✓	●
	Cultural Resources	●	✓	●	X
Economics	Local Economics	X	X	✓	X
	Direct Cost & Constructability	✓	✓	●	X

X Less Preferred
 ● Moderately Preferred
 ✓ Preferred

Recommended Preferred Alternative

Do Nothing	<ul style="list-style-type: none">• Do-Nothing does not solve problem of safe and continuous connection and provides no new opportunities.	
Tunnel	<ul style="list-style-type: none">• Tunnel crossings are technically challenging and costly. Achieves safe separated crossing but provides minimal urban design opportunities. Personal security is a concern and greatest impact to cultural heritage.	
At-Grade	<ul style="list-style-type: none">• At-grade crossings provide the most affordable connection, however, will disrupt traffic and no urban design enhancement is provided. Less safe crossing due to sightlines. If LRT is the future along Fort York Blvd, at-grade crossing is not possible.	
Bridge	<ul style="list-style-type: none">• Bridge crossing achieves safe separated connection while enhancing urban design opportunities with moderate additional cost. Provides full opportunity for LRT and no traffic impacts. Manageable impact to Fort York landscape and enhances experience of historic site.	

Environmental Assessment Schedule



Thank You

Questions?

Marc Ryan

PUBLIC WORK

PROJECT: UNDER GARDINER



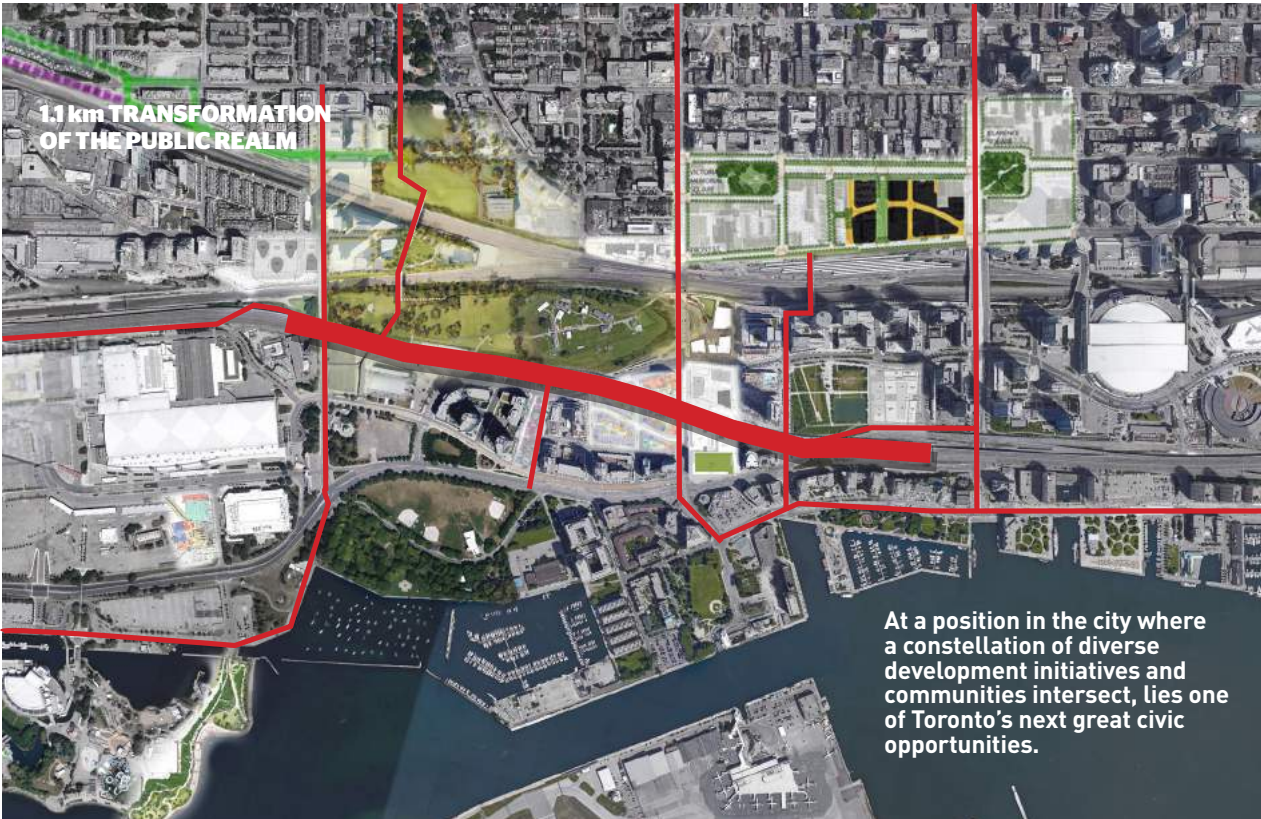
SAC DESIGN UPDATE

2016.03.22

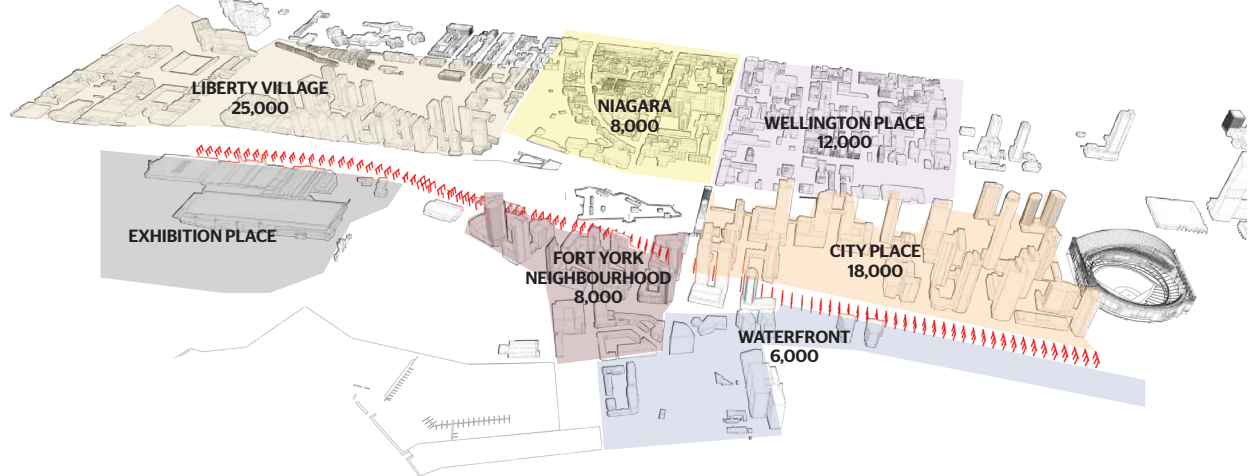
STARTING POINTS: Connectivity & Integration



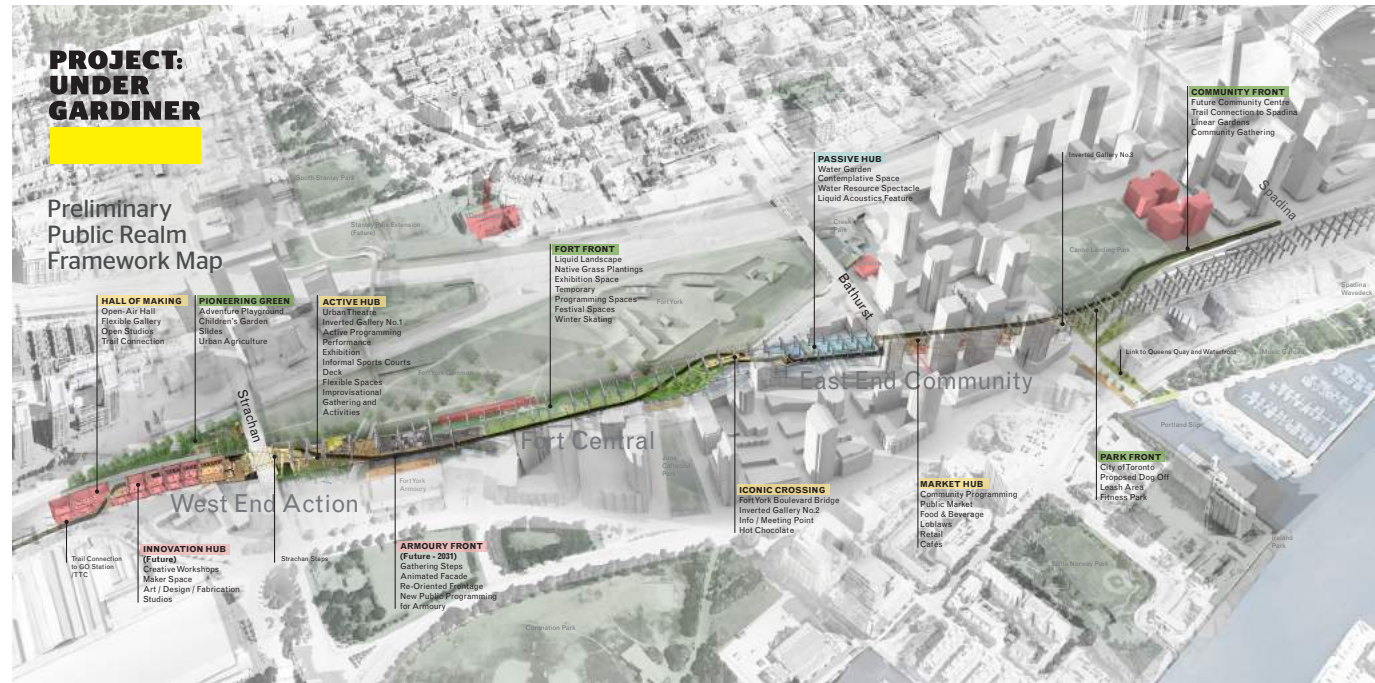
CURRENT INITIATIVES



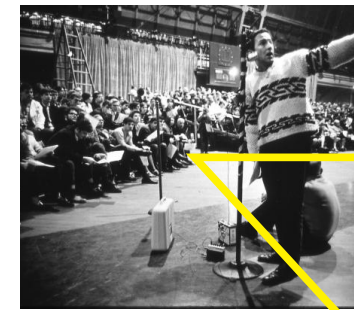
THAT UNITES DIVERSE NEIGHBOURHOODS



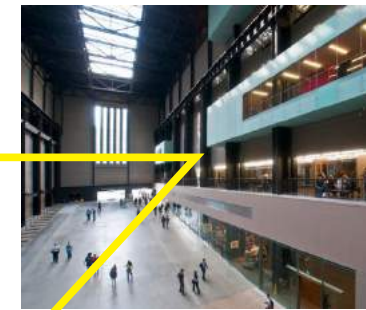
STARTING POINTS: Activation of the Public Realm



CURATORIAL APPROACHES



FESTIVAL

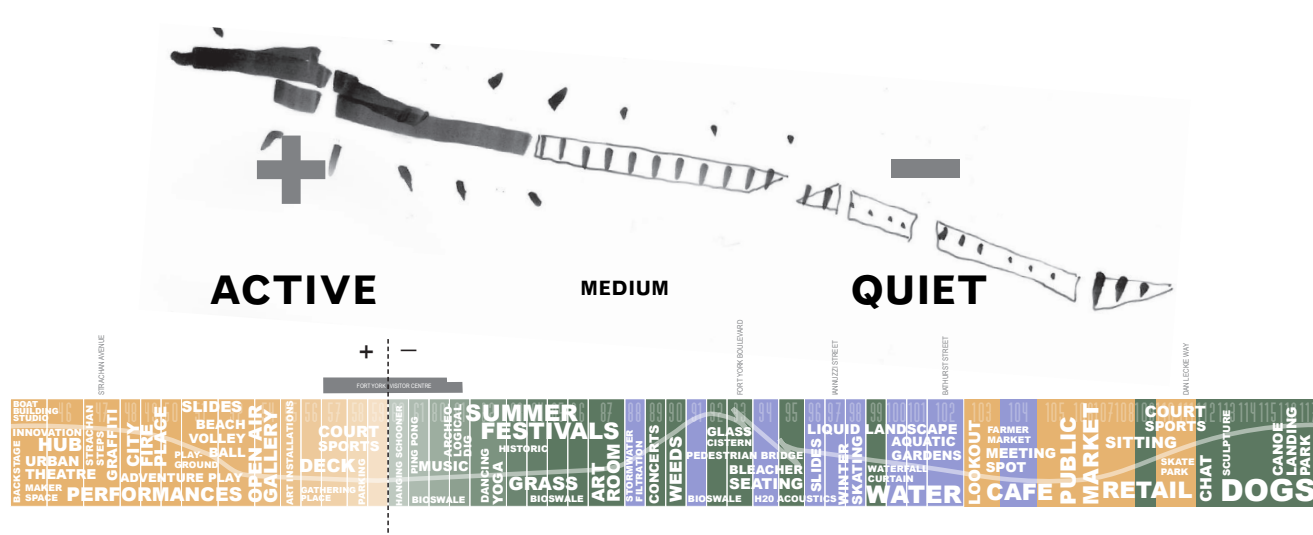


INSTITUTION



COMMUNITY AND PUBLIC LIFE

PROGRAMMING PULSE



PUBLIC LIFE
Under
the Gardiner

PHYSICAL ENVIRONMENT
Under
the Gardiner

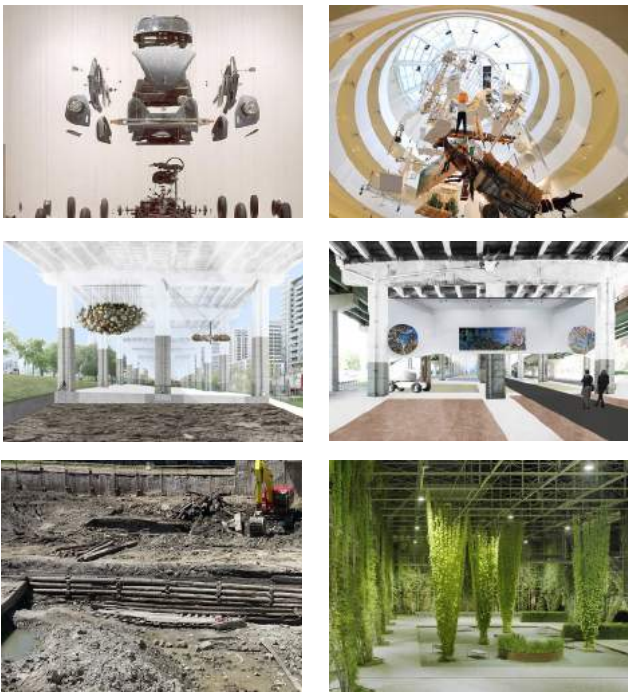
STARTING POINTS: 'Resourcefulness'



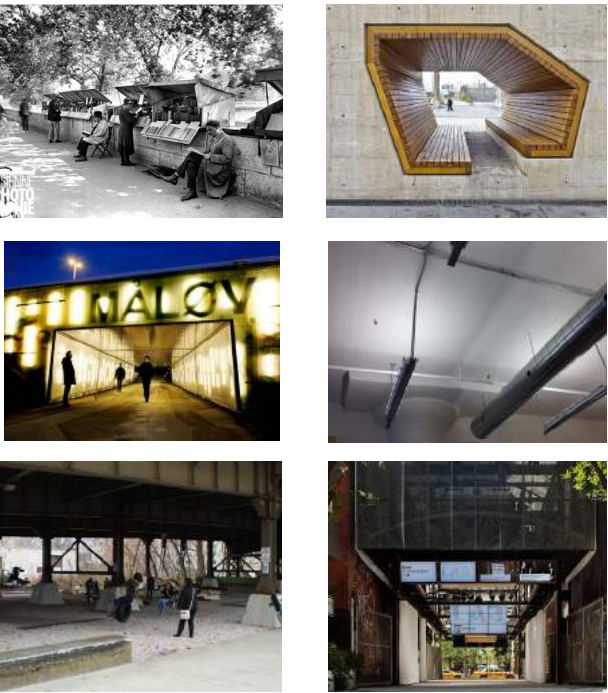
BENTS AS SUPPORTS

RIGGING TO SUPPORT ENABLING INFRASTRUCTURE

Inverted Galleries



Furnishings

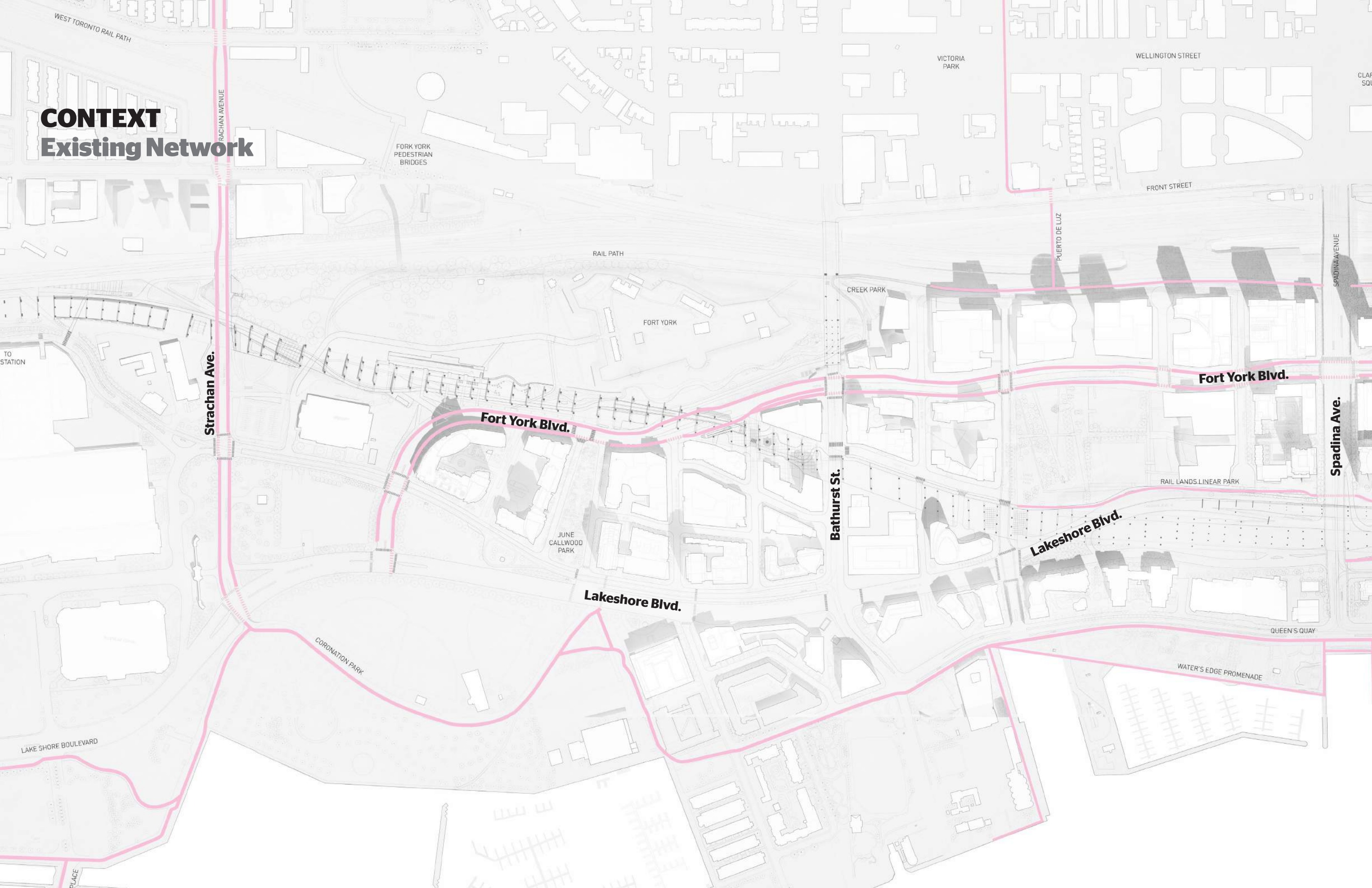


Re-made in Toronto? Materials from Waste



CONTEXT

Existing Network



WEST TORONTO RAIL PATH

RACHAN AVENUE

FORK YORK PEDESTRIAN BRIDGES

VICTORIA PARK

WELLINGTON STREET

FRONT STREET

RAIL PATH

PUERTO DE LUZ

SPADINA AVENUE

FORT YORK

CREEK PARK

Strachan Ave.

Fort York Blvd.

Fort York Blvd.

Bathurst St.

Spadina Ave.

RAIL LANDS LINEAR PARK

Lakeshore Blvd.

JUNE CALLWOOD PARK

Lakeshore Blvd.

QUEEN'S QUAY

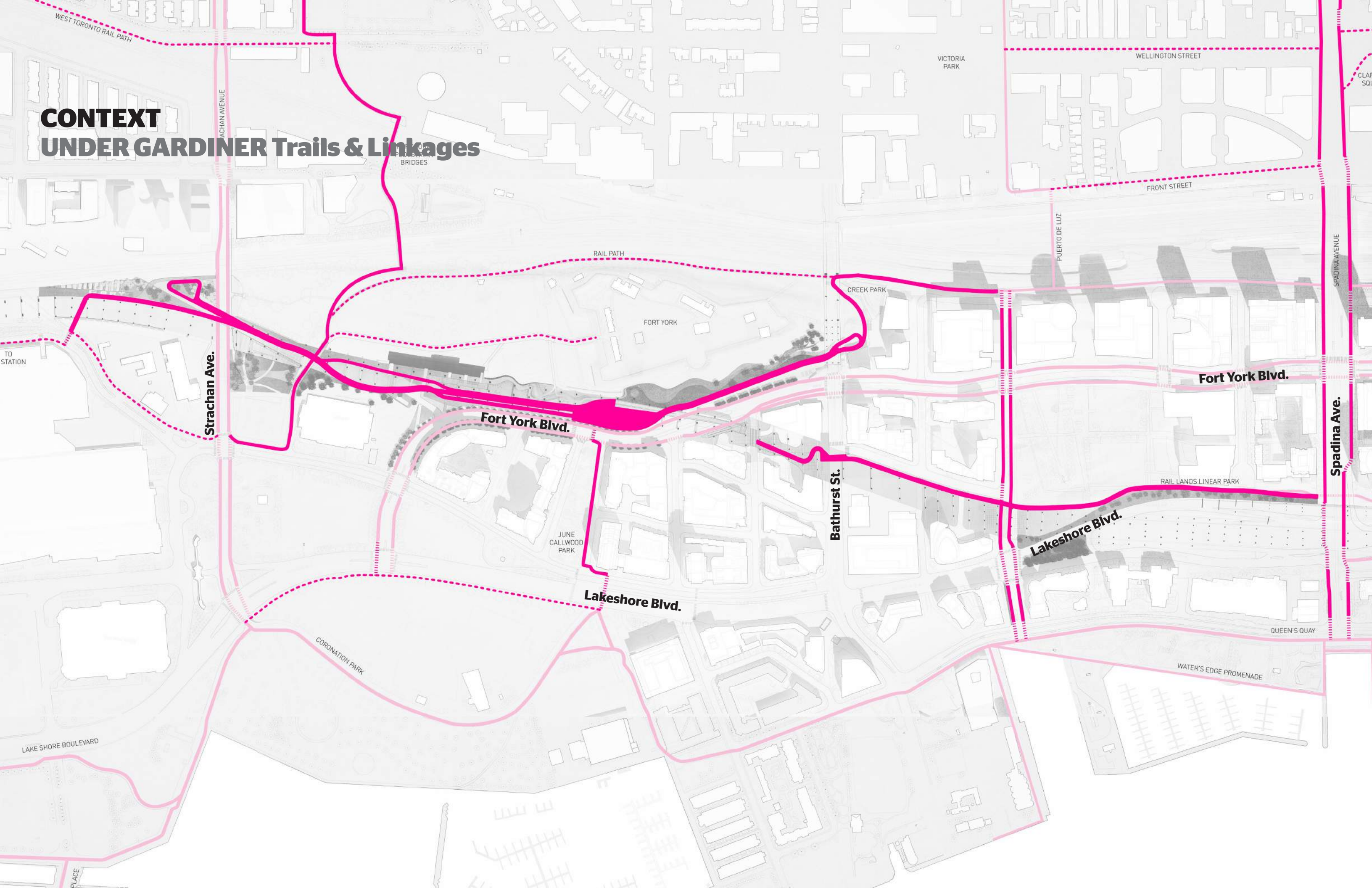
CORONATION PARK

WATER'S EDGE PROMENADE

LAKE SHORE BOULEVARD

PLACE

CONTEXT UNDER GARDINER Trails & Linkages



Strachan Ave.

Fort York Blvd.

Lakeshore Blvd.

Bathurst St.

Fort York Blvd.

Lakeshore Blvd.

Spadina Ave.

WEST TORONTO RAIL PATH

STRACHAN AVENUE

BRIDGES

RAIL PATH

VICTORIA PARK

WELLINGTON STREET

FRONT STREET

PUERTO DE LUZ

SPADINA AVENUE

FORT YORK

CREEK PARK

RAIL LANDS LINEAR PARK

JUNE CALLWOOD PARK

QUEEN'S QUAY

CORONATION PARK

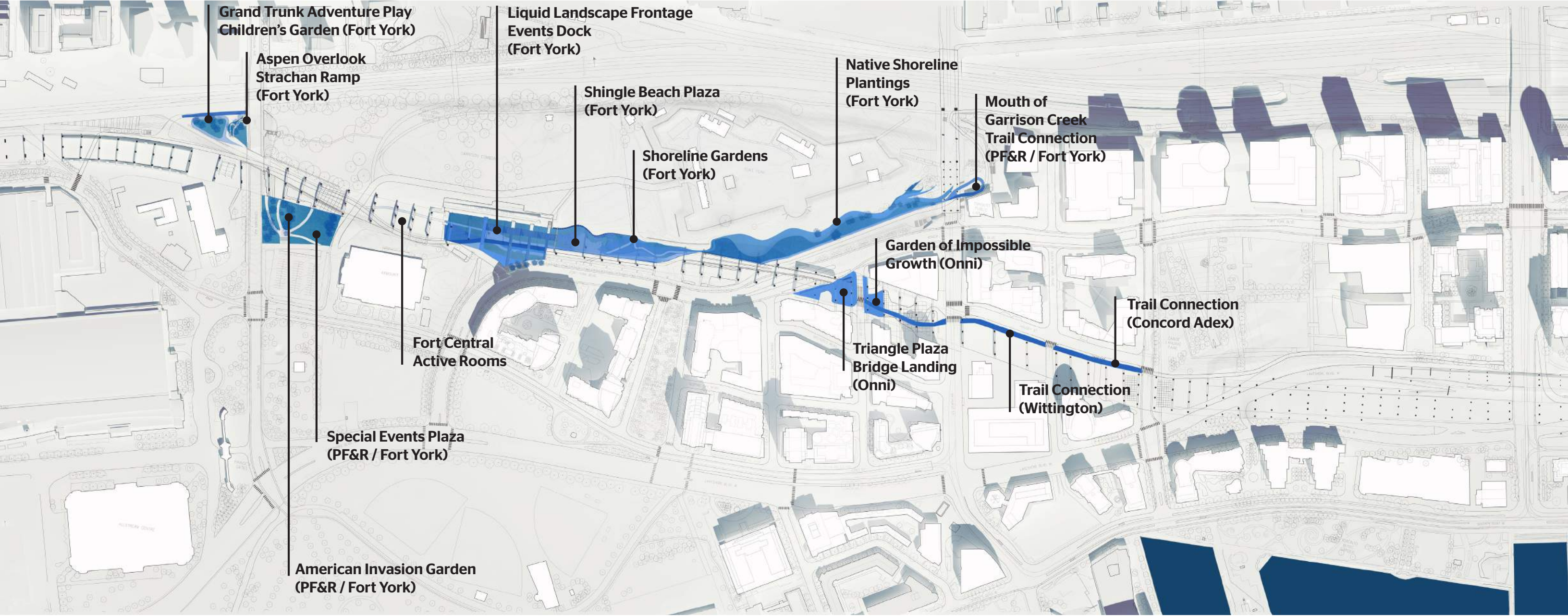
WATER'S EDGE PROMENADE

LAKE SHORE BOULEVARD

PLACE

CONTEXT

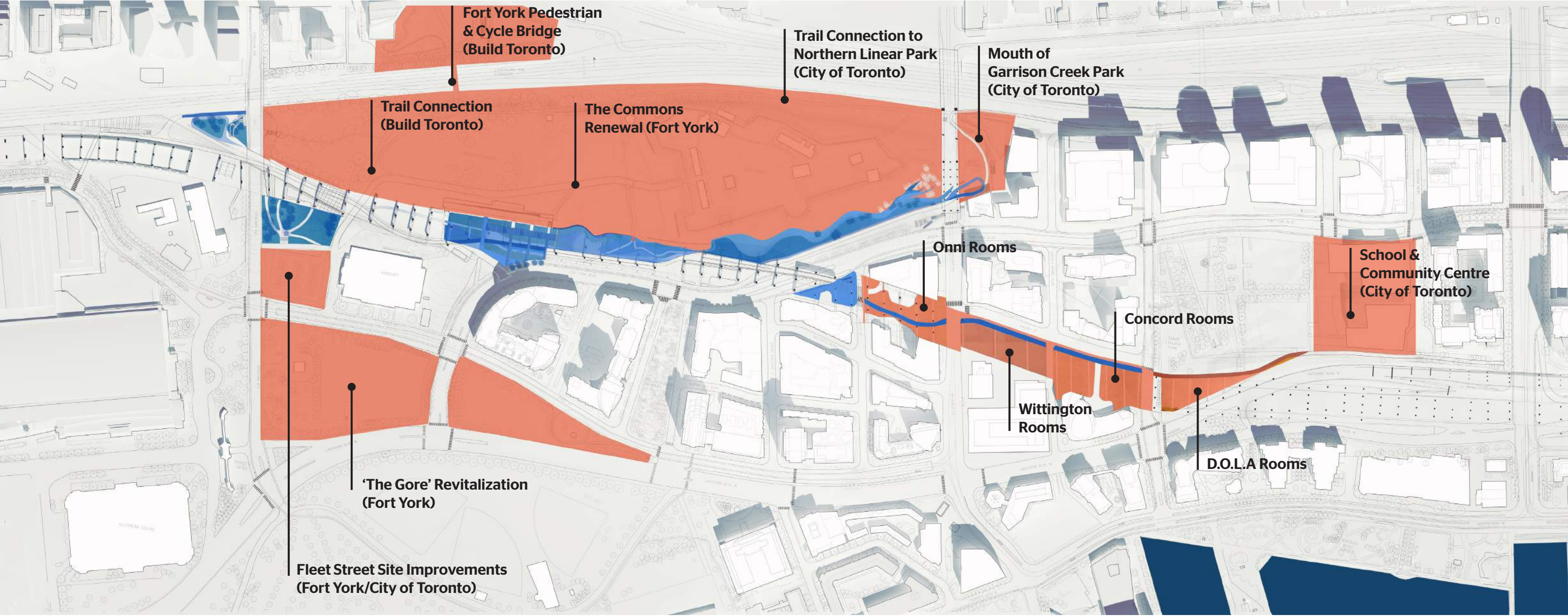
Coordinated Projects



 Coordinated Projects

CONTEXT

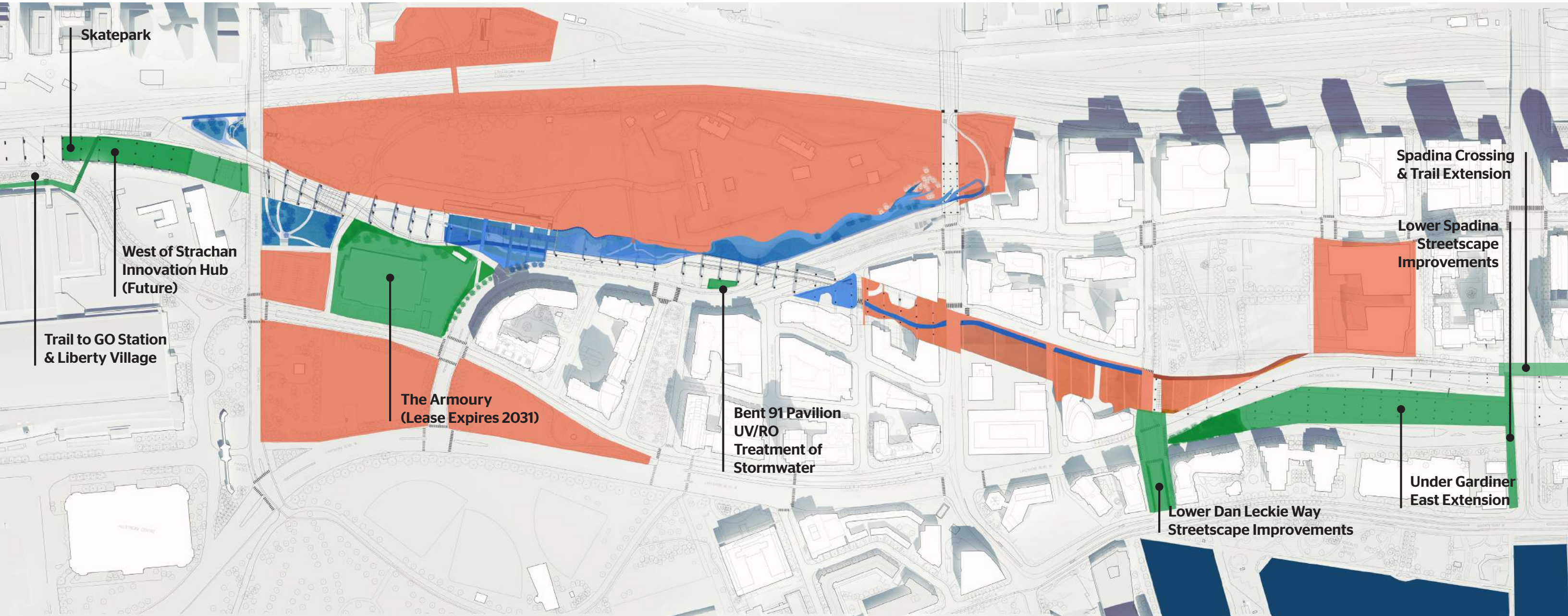
Work by Others



 Coordinated Projects
 Work by Others

CONTEXT

Future Phases



-  Coordinated Projects
-  Work by Others
-  Future Phases of Work (2018 and Beyond)

CONTEXT
'Core Project'



2015

2016

2017

| A | S | O | N | D

J | F | M | A | M | J | J | A | S | O | N | D

J | F | M | A | M | J | J | A | S | O

CONCEPT FRAMEWORK AND PUBLIC LAUNCH



SCHEMATIC DESIGN



DESIGN DEVELOPMENT



CONSTRUCTION DOCUMENTATION



ROLLING SEQUENTIAL TENDERING



CONSTRUCTION: OFF SITE FABRICATION



CONSTRUCTION: ON SITE INSTALLATION

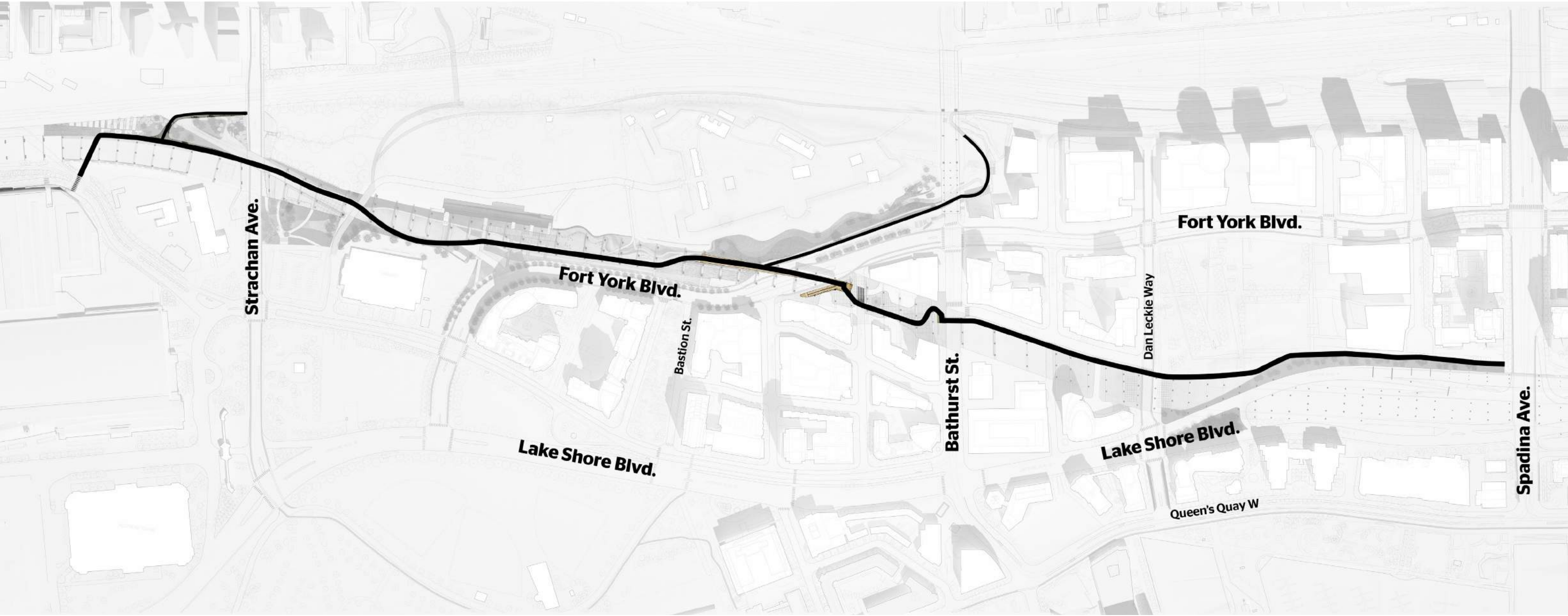


MASTER PLAN
Trail Connections
Places
Iconic Moments
Supports



TRAIL CONNECTIONS

Warm Weather - Multi-Use



Strachan Ave.

Fort York Blvd.

Bastion St.

Bathurst St.

Lake Shore Blvd.

Fort York Blvd.

Dan Leckie Way

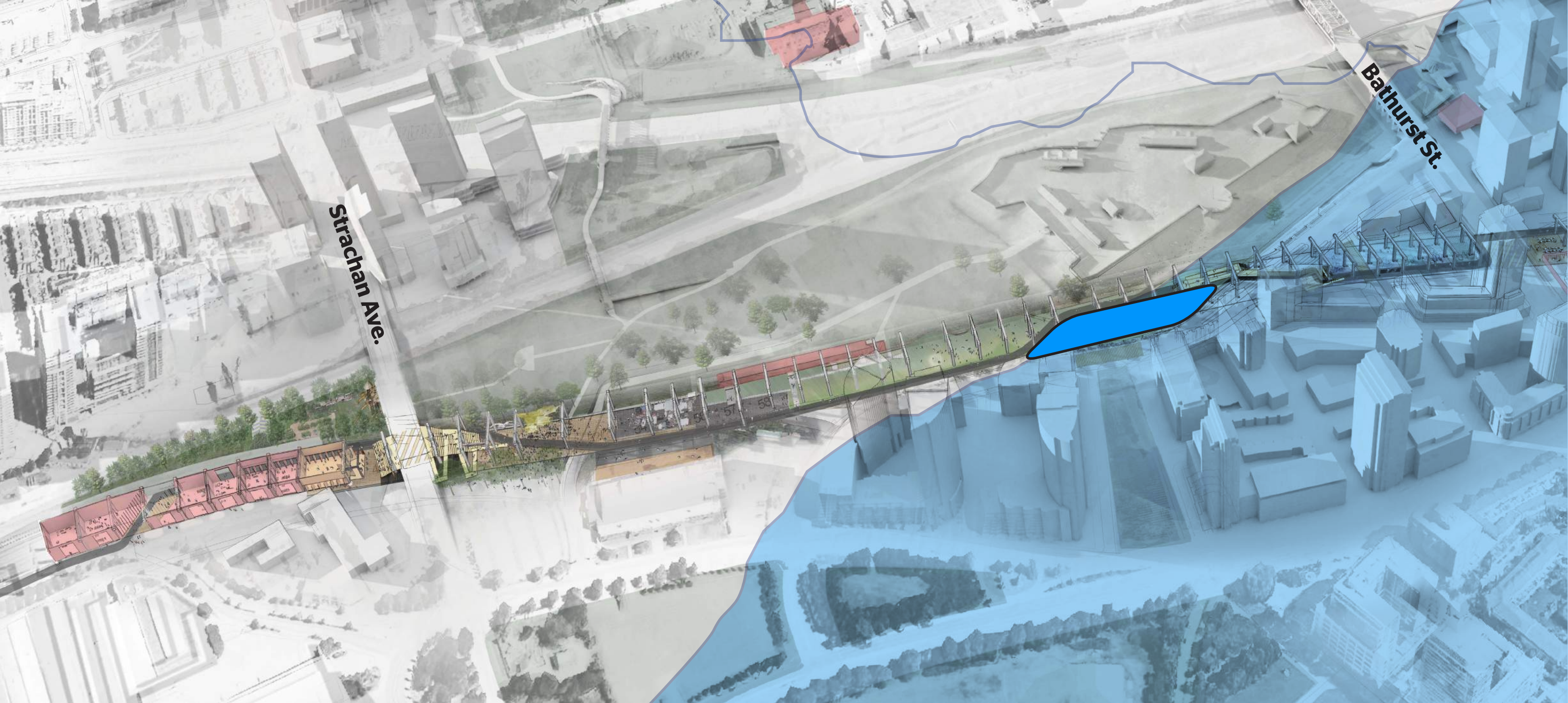
Lake Shore Blvd.

Queen's Quay W

Spadina Ave.

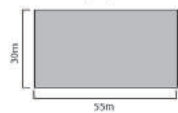


WINTER CULTURE UNDER GARDINER!



'Lake Rink'

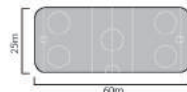
Nathan Phillips Square



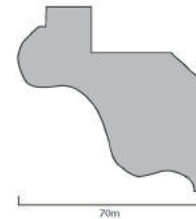
Evergreen Brickworks



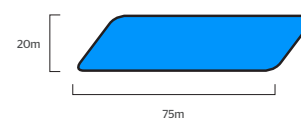
NHL Rink



Harbourfront

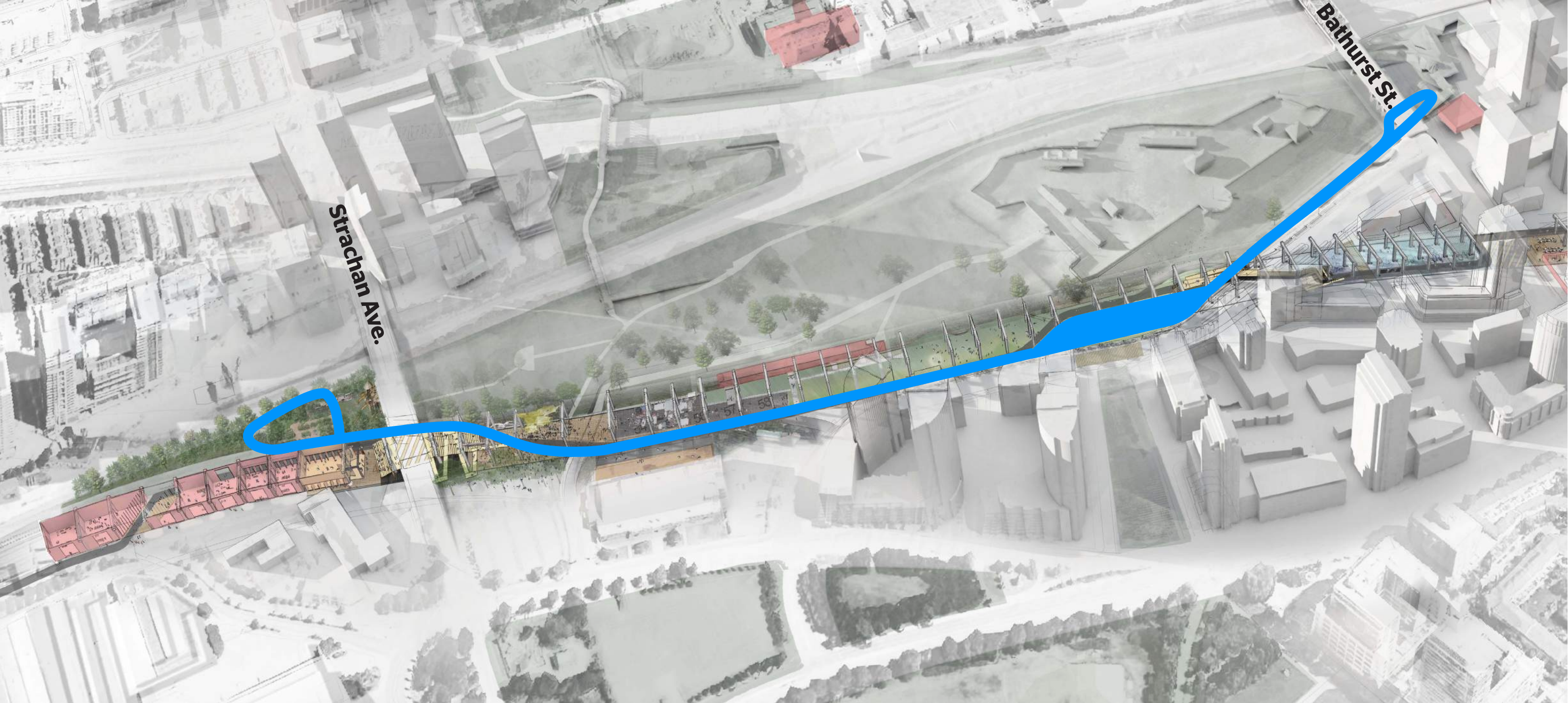


Project Under Gardiner



Colonel Samuel Smith Park Trail

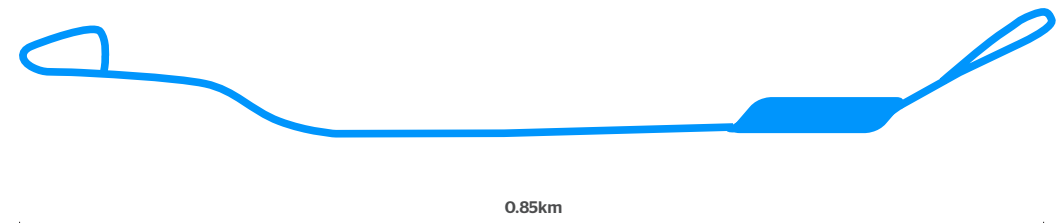




Strachan Ave.

Bathurst St.

Project Under Gardiner - 1.7km



0.85km

Colonel Samuel Smith Park, Etobicoke - 0.25km

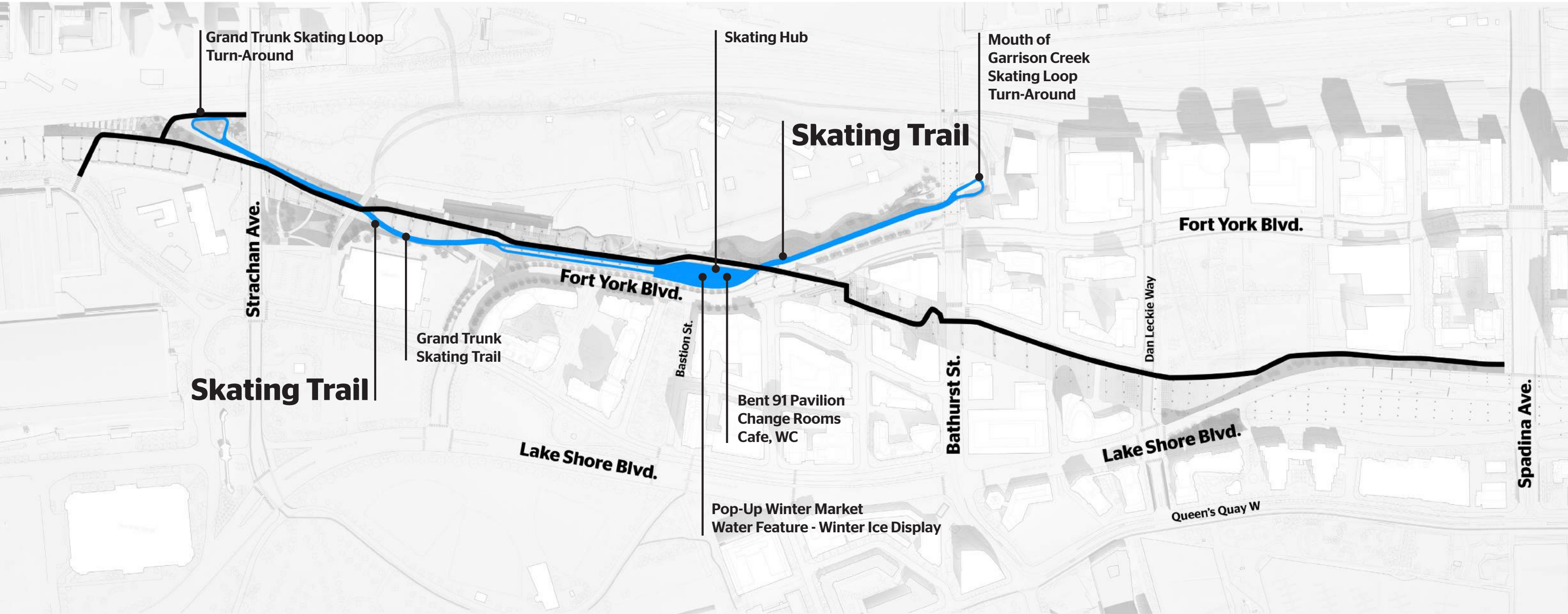


1.7km

Skating Trail Loop

TRAIL CONNECTIONS

Cold Weather-Skating Trail



Grand Trunk Skating Loop Turn-Around

Skating Hub

Mouth of Garrison Creek Skating Loop Turn-Around

Skating Trail

Strachan Ave.

Fort York Blvd.

Grand Trunk Skating Trail

Fort York Blvd.

Bastion St.

Bent 91 Pavilion Change Rooms Cafe, WC

Bathurst St.

Dan Leckie Way

Spadina Ave.

Skating Trail

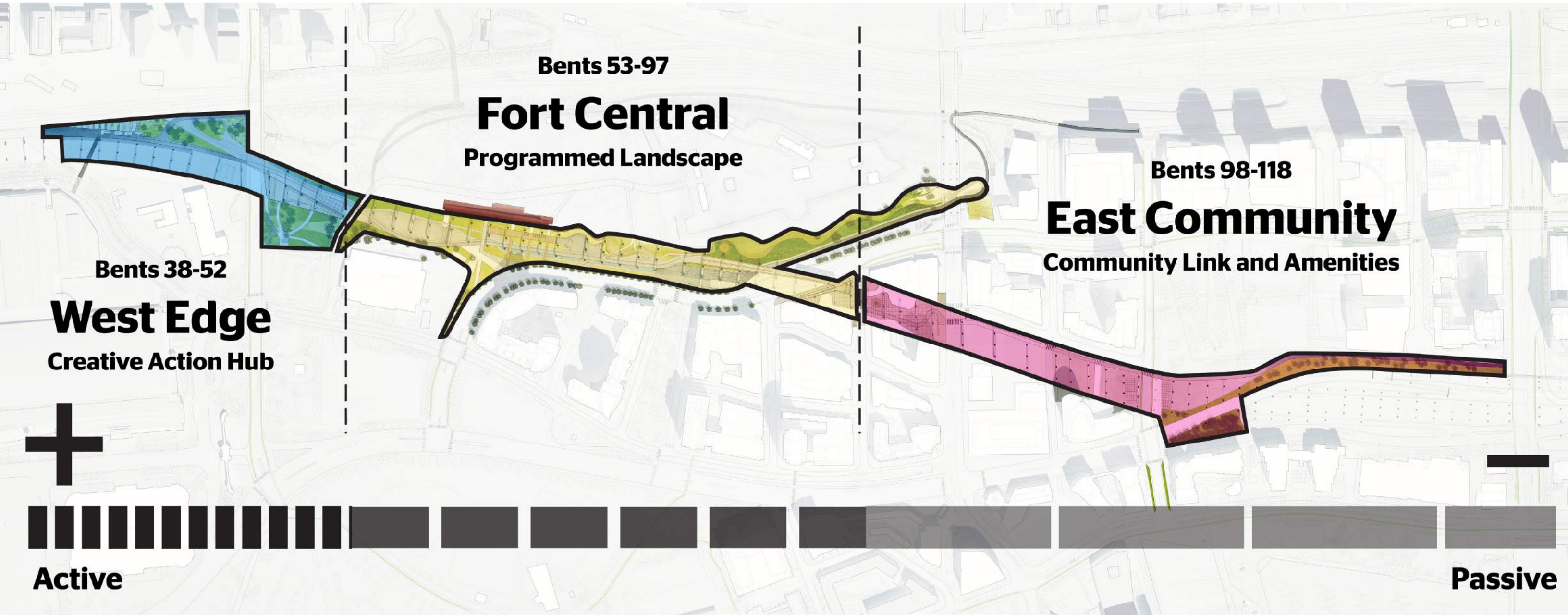
Lake Shore Blvd.

Pop-Up Winter Market Water Feature - Winter Ice Display

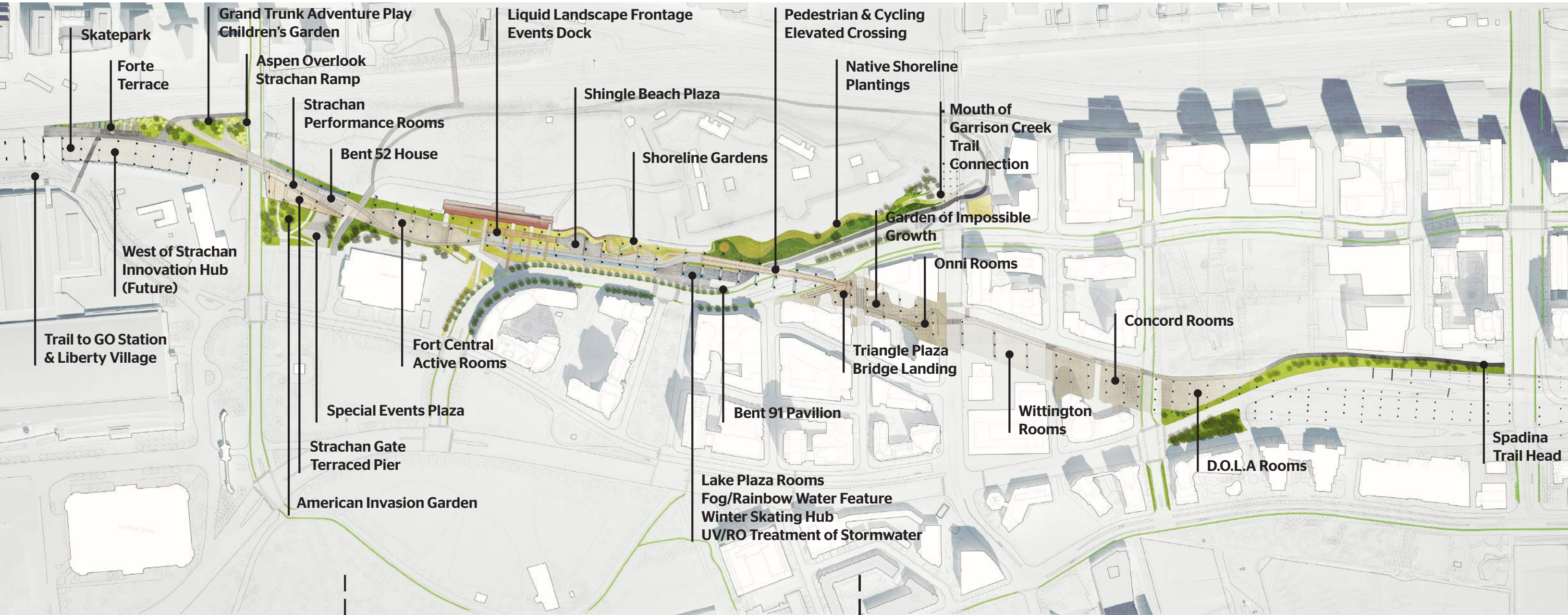
Lake Shore Blvd.

Queen's Quay W

PLACES



PLACES



Bents 38-52

West Edge
Creative Action Hub

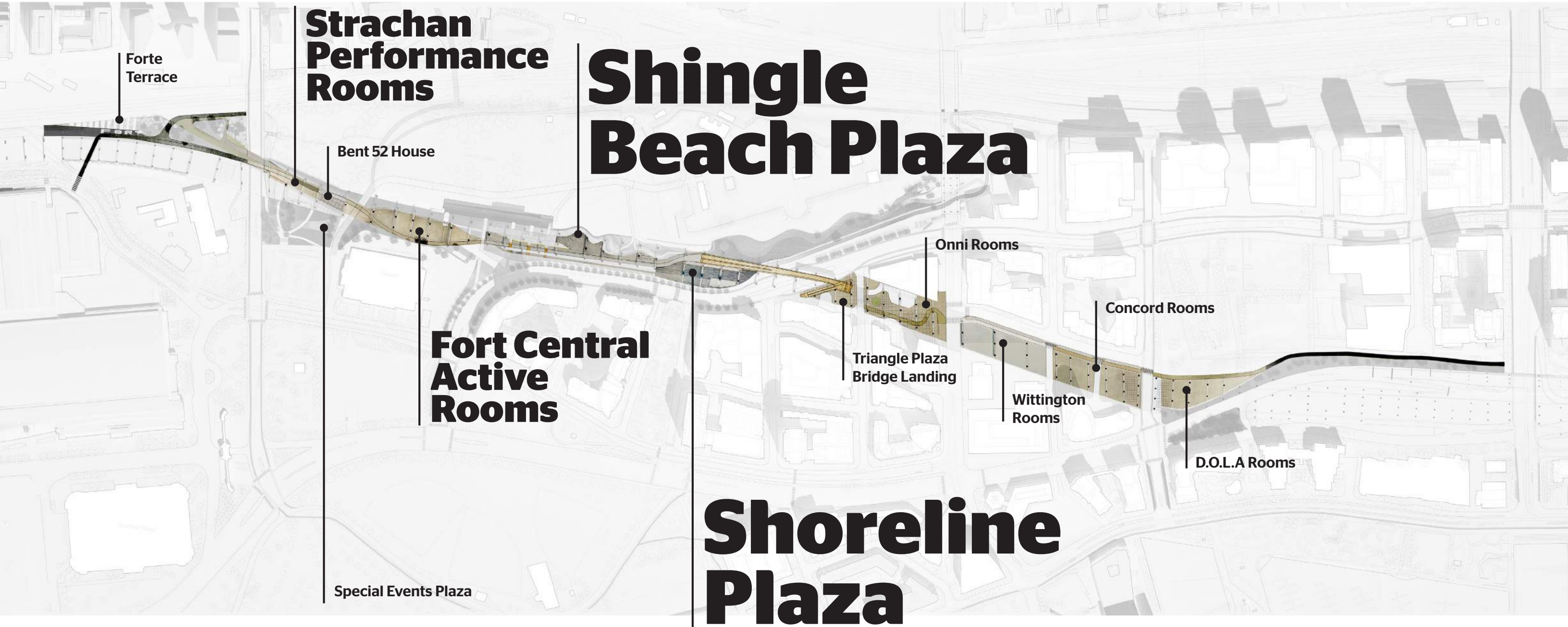
Bents 53-97

Fort Central
Programmed Landscape

Bents 98-118

East Community
Community Link and Amenities

PLACES
Hardscape Rooms



**Strachan
Performance
Rooms**

**Shingle
Beach Plaza**

**Fort Central
Active
Rooms**

**Shoreline
Plaza**

Forte
Terrace

Bent 52 House

Onni Rooms

Concord Rooms

Triangle Plaza
Bridge Landing

Wittington
Rooms

D.O.L.A Rooms

Special Events Plaza

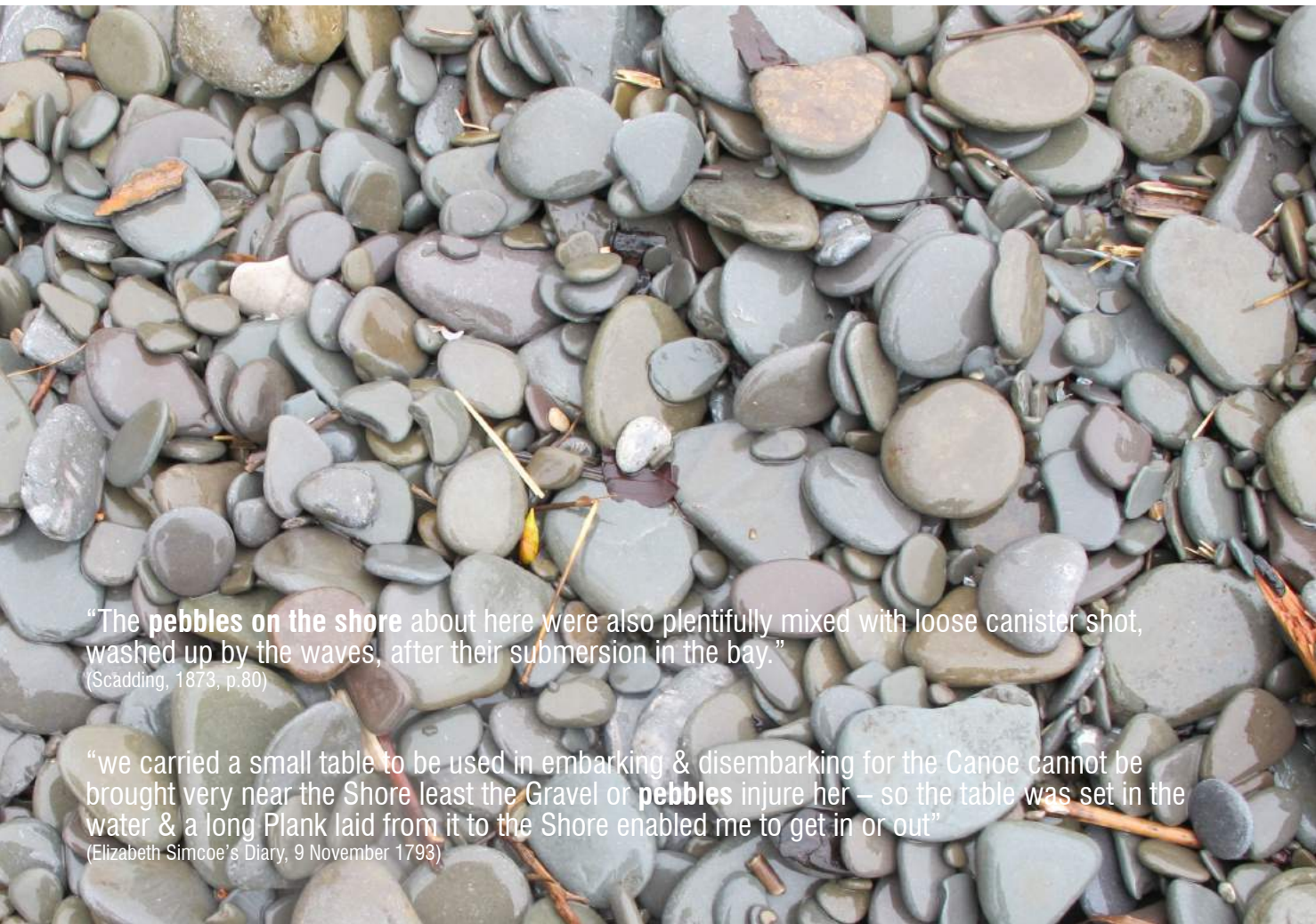
PLACES

Hardscape Rooms - Textured Aggregate Floors



PLACES

Hardscape Rooms - Textured Aggregate Floors Shingle Beach Event Space



"The pebbles on the shore about here were also plentifully mixed with loose canister shot, washed up by the waves, after their submersion in the bay."
(Scadding, 1873, p.80)

"we carried a small table to be used in embarking & disembarking for the Canoe cannot be brought very near the Shore least the Gravel or pebbles injure her – so the table was set in the water & a long Plank laid from it to the Shore enabled me to get in or out"
(Elizabeth Simcoe's Diary, 9 November 1793)



PLACES

Shoreline Plaza - Stone Mosaic and Recycled Aggregate Floor



PLACES

Shoreline Plaza - Water in Multiple States



Reference: MIROIR D'EAU, BORDEAUX

PLACES
Landscapes

**Children's
Garden**

**Native Shoreline
Meadows**

**Explosion
Garden**

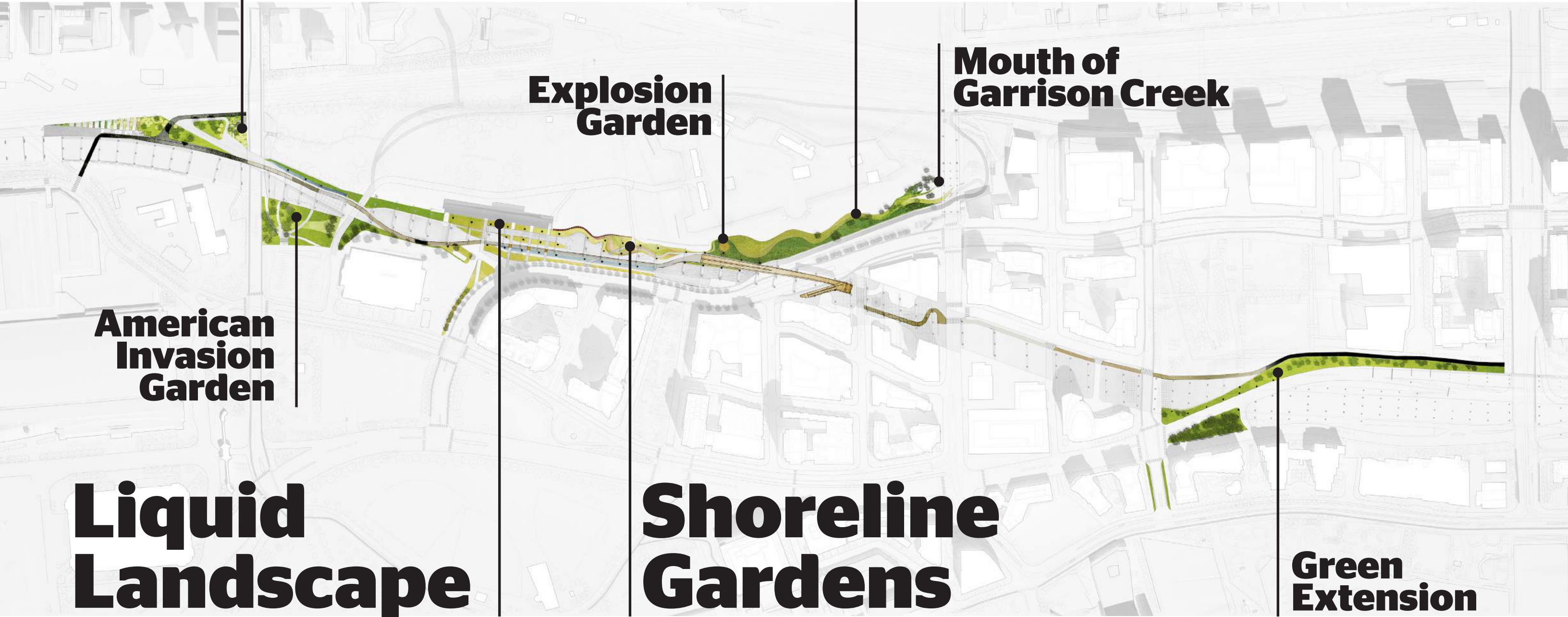
**Mouth of
Garrison Creek**

**American
Invasion
Garden**

**Liquid
Landscape**

**Shoreline
Gardens**

**Green
Extension**



NEW LANDSCAPES

'LIQUID LANDSCAPE'

SHORELINE GARDENS



NEW LANDSCAPES



LIQUID LANDSCAPE

SHORELINE GARDENS

NATIVE SHORELINE MEADOWS



ICONIC MOMENTS
Infrastructure Anchors

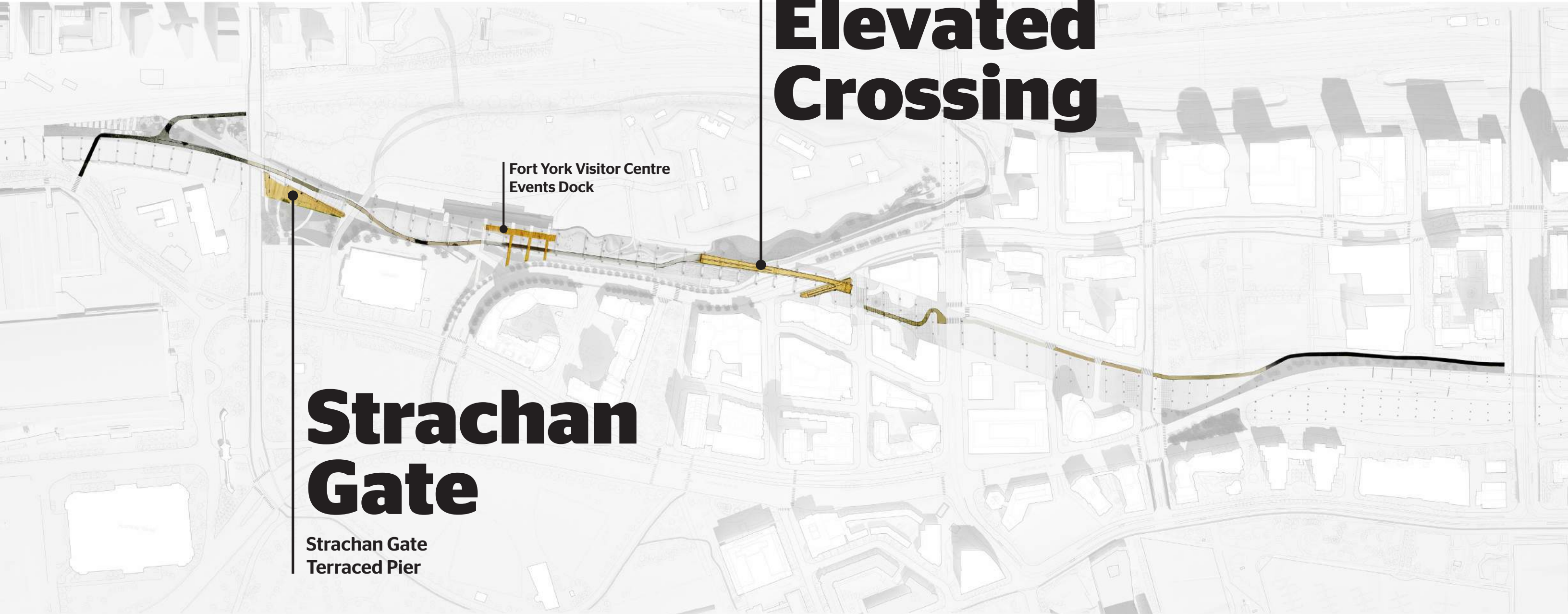
Pedestrian & Cycling
Elevated Crossing

Elevated Crossing

Fort York Visitor Centre
Events Dock

Strachan Gate

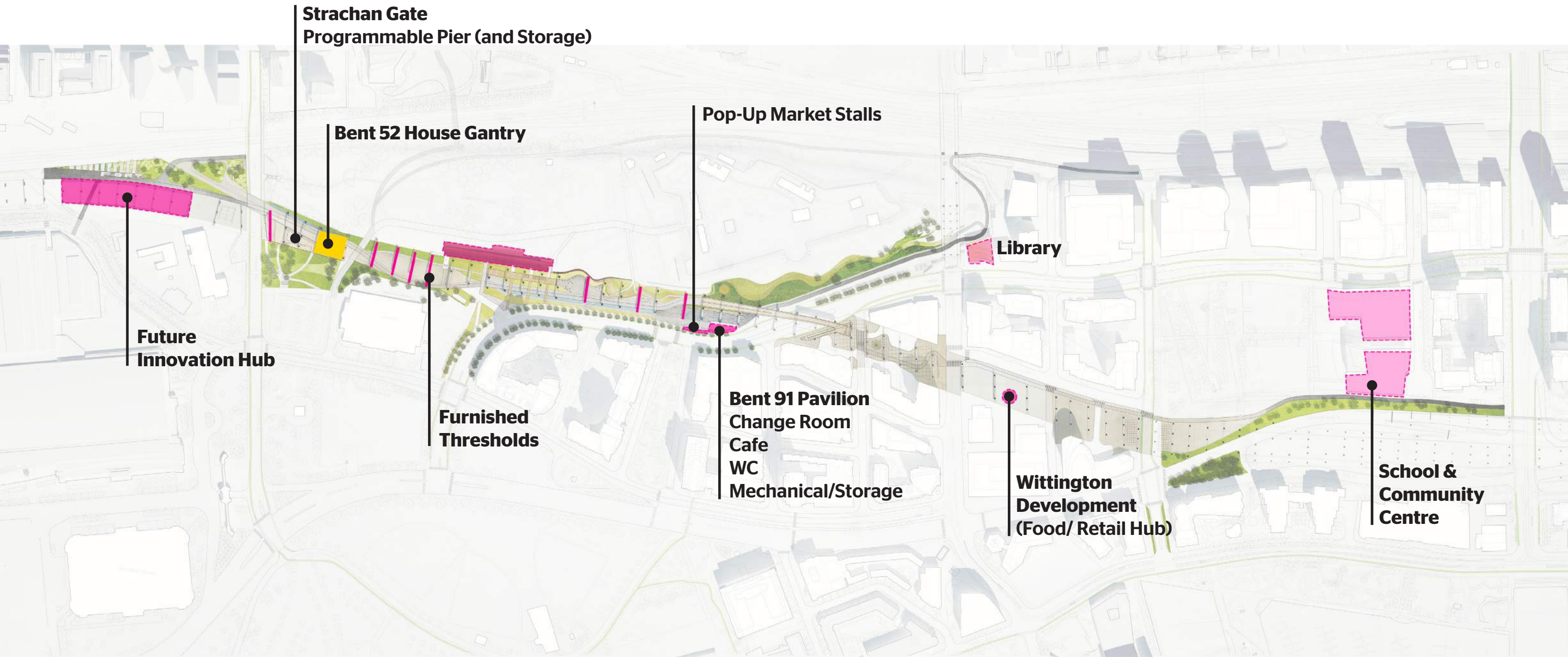
Strachan Gate
Terraced Pier



**TIMBER STRUCTURES
ROOTED IN THE PLACE**



SUPPORTS



**Strachan Gate
Programmable Pier (and Storage)**

Bent 52 House Gantry

**Future
Innovation Hub**

**Furnished
Thresholds**

Pop-Up Market Stalls

**Bent 91 Pavilion
Change Room
Cafe
WC
Mechanical/Storage**

Library

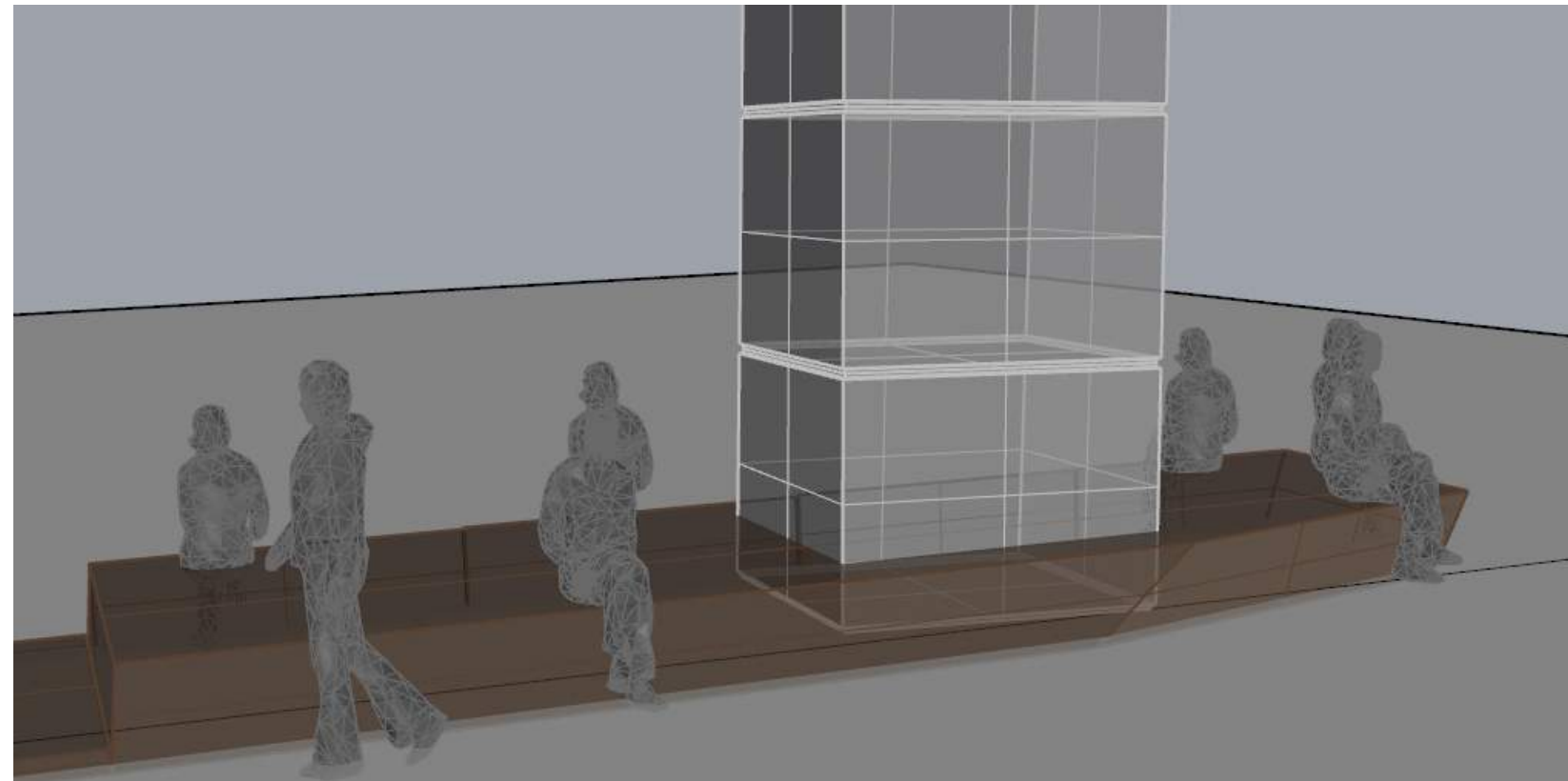
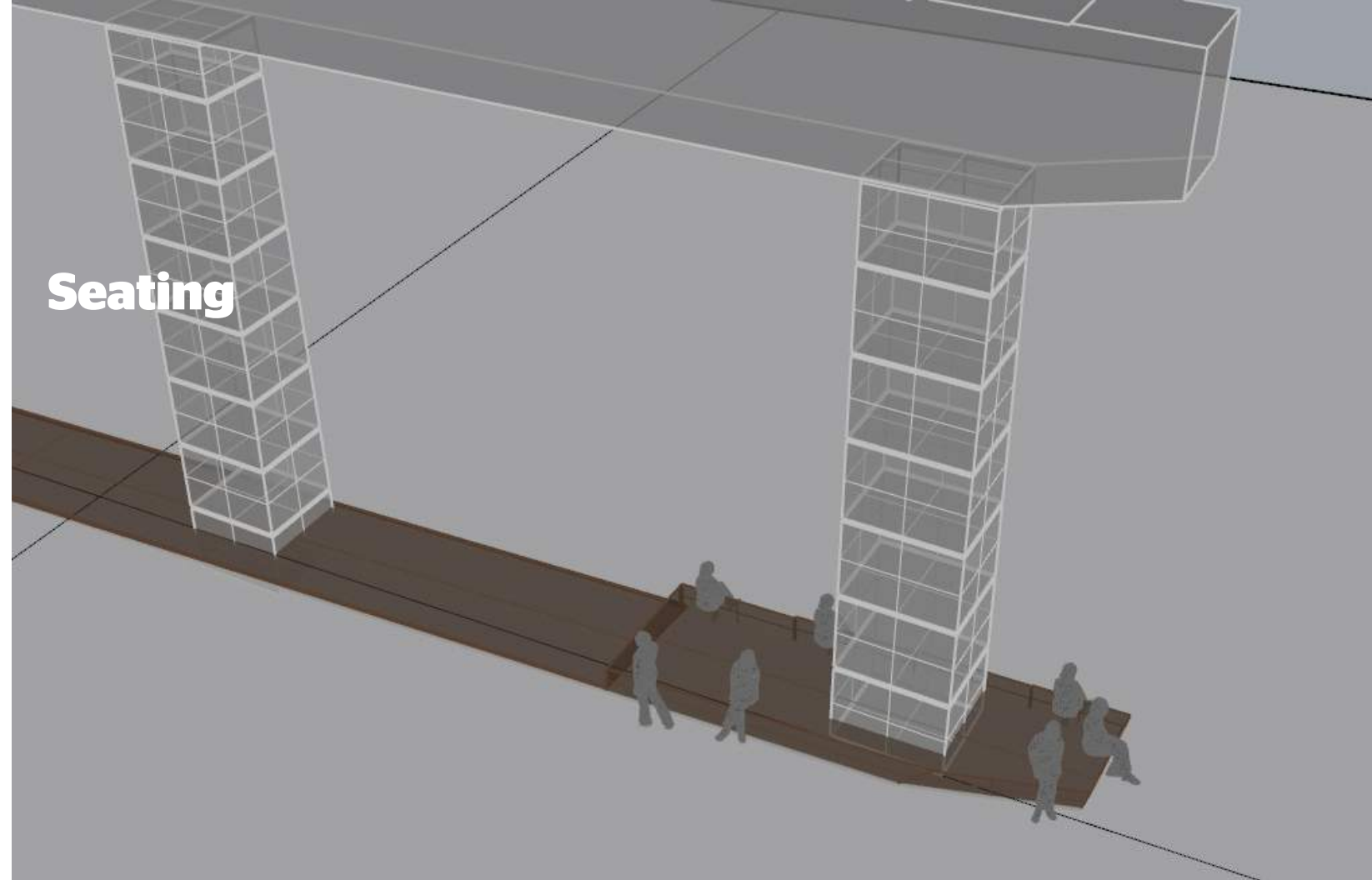
**Wittington
Development
(Food/ Retail Hub)**

**School &
Community
Centre**

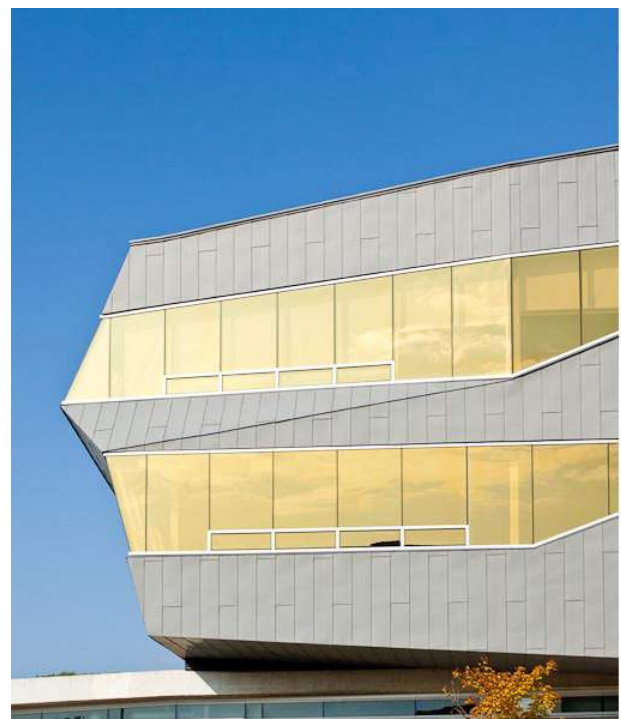
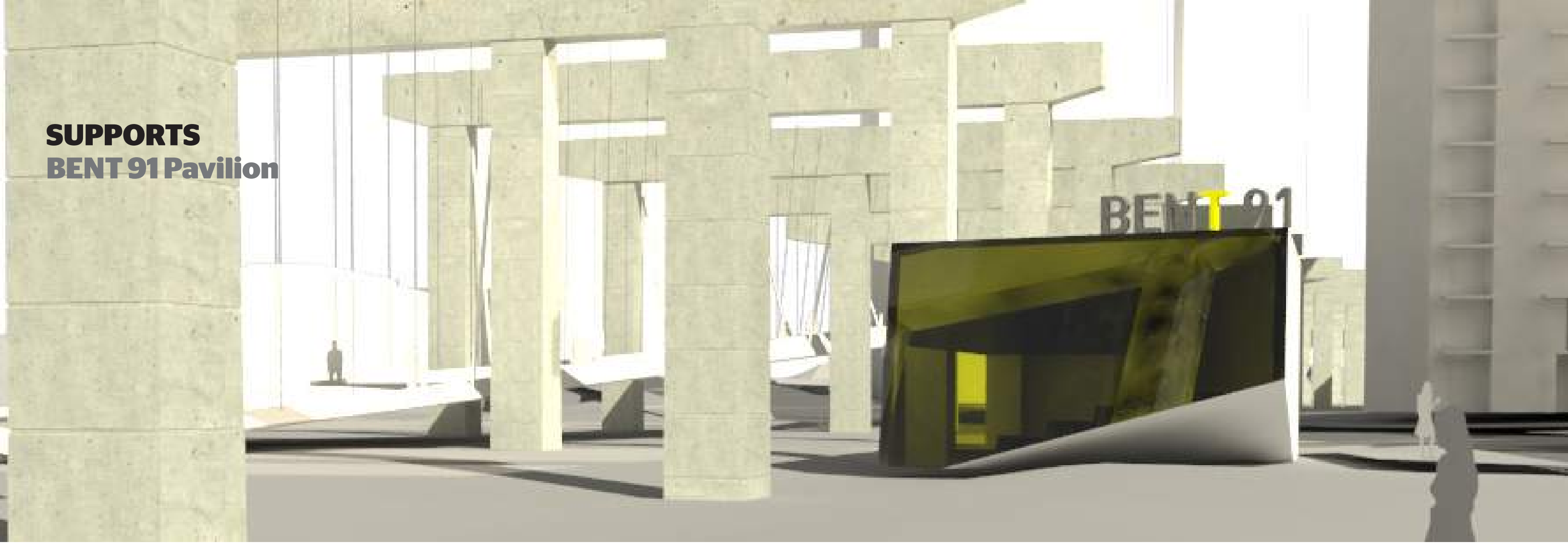
SUPPORTS
Furnished Thresholds



Seating

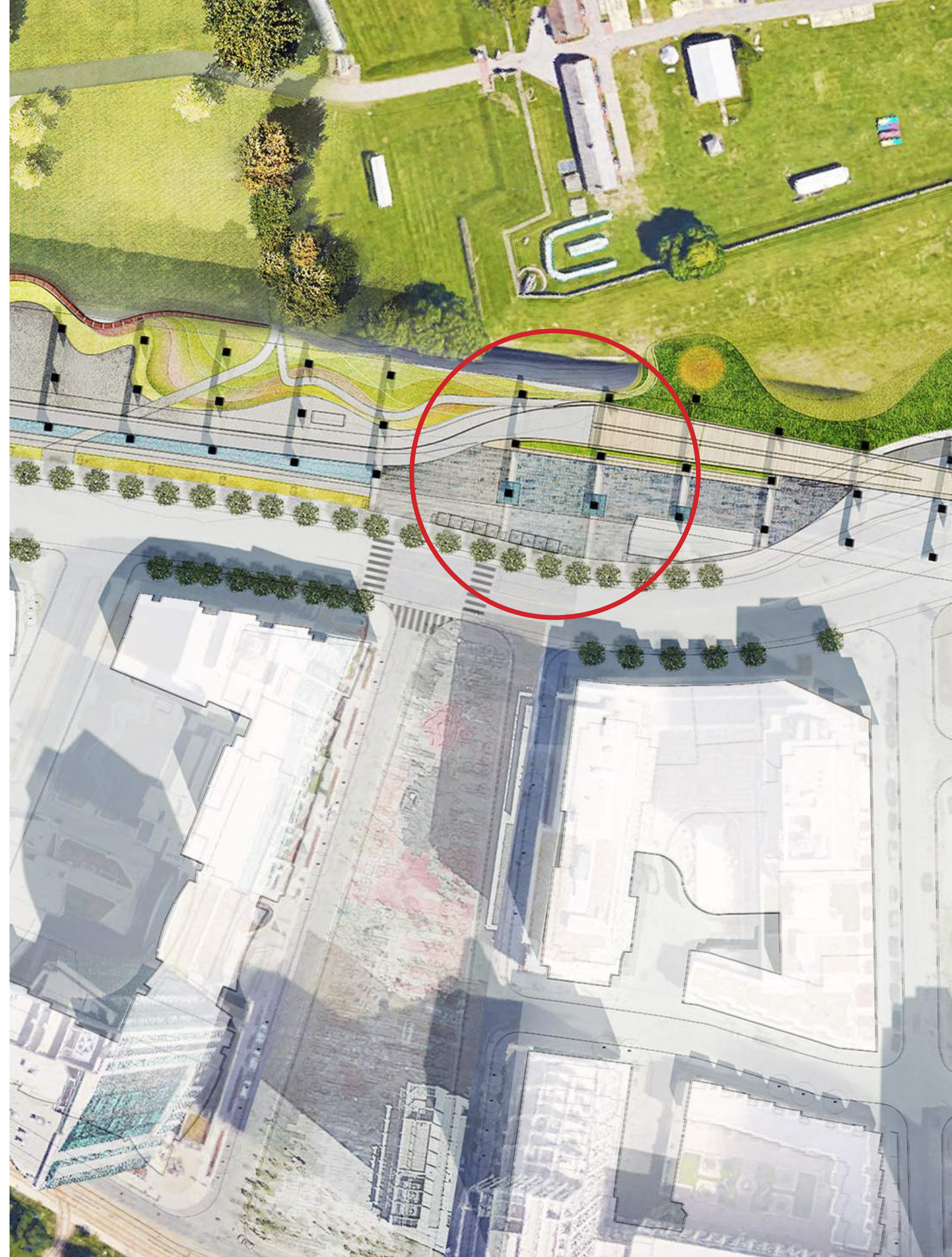


SUPPORTS
BENT 91 Pavilion



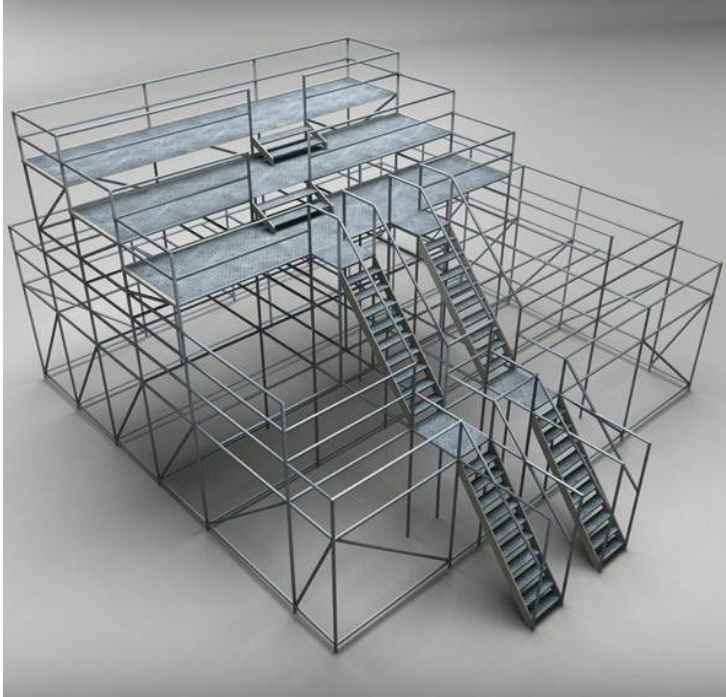
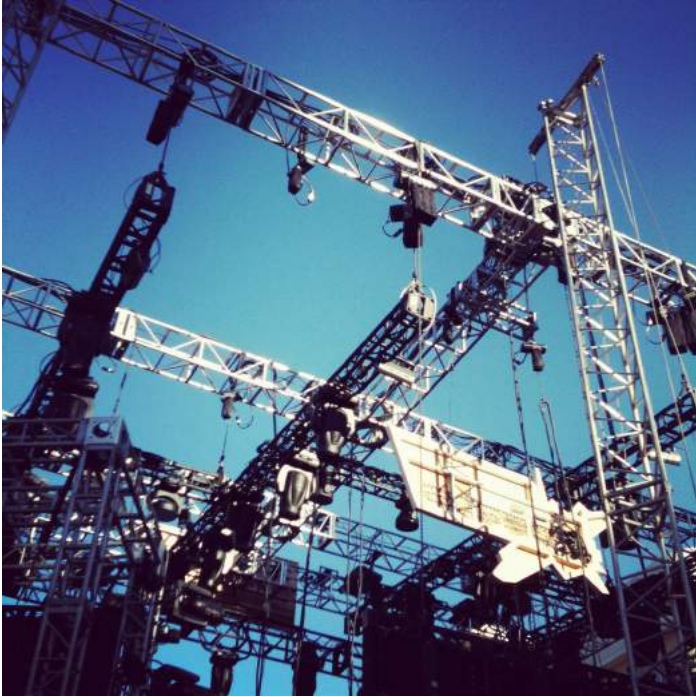
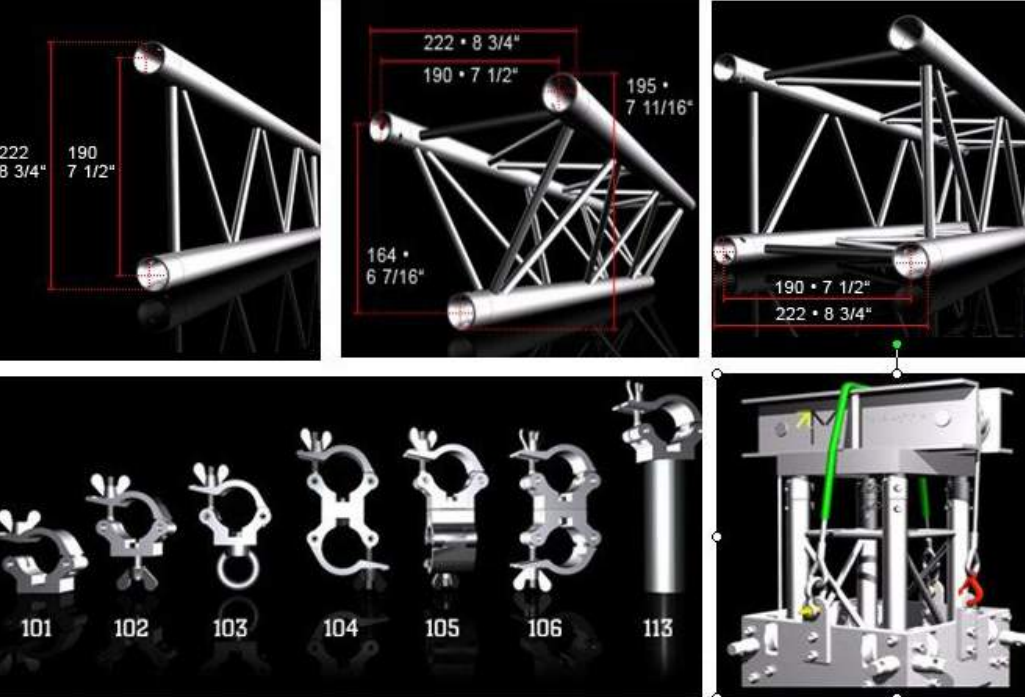


Michael Jones McKean



SUPPORTS

Metropolitan Rigging



6.

WALK THROUGH

From West to East



Skatepark
(Future)

Forte
Terrace

Grand Trunk Adventure Play
Children's Garden

Aspen Overlook
Strachan Ramp
Slides

Strachan
Performance Rooms

Bent 52 House

West of Strachan
Innovation Hub
(Future)

Trail to GO Station
& Liberty Village

Special Events Plaza

Strachan Gate
Terraced Pier

American Invasion Garden

Bents
38-52
WEST
EDGE



WEST EDGE CREATIVE

Bents
38 - 47



Bents
38 - 47





Bents
38-47



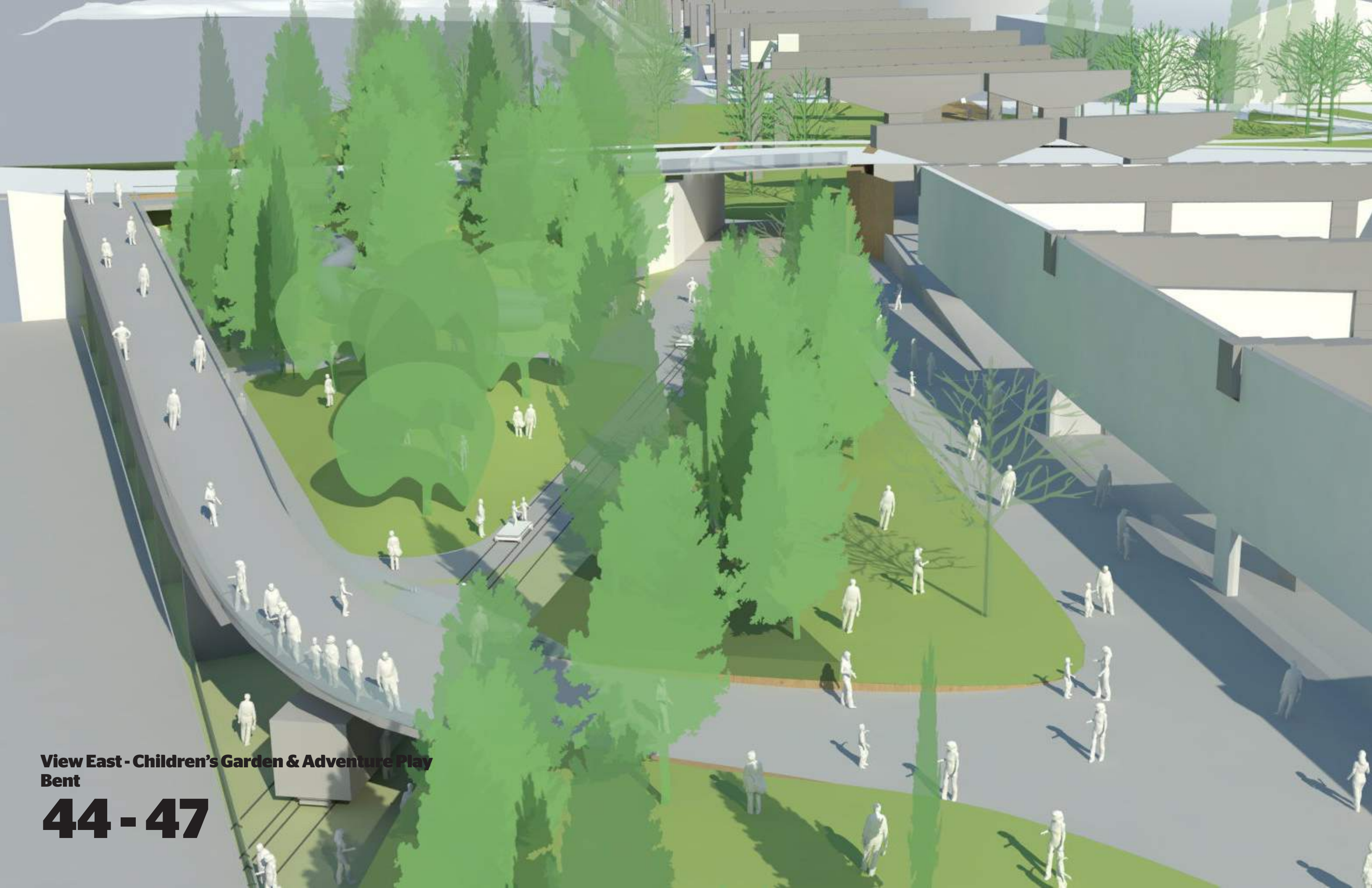
Reference: Palais de Tokyo, Paris
Bents

38 - 47



**View East - Forte Terrace
Bent**

41

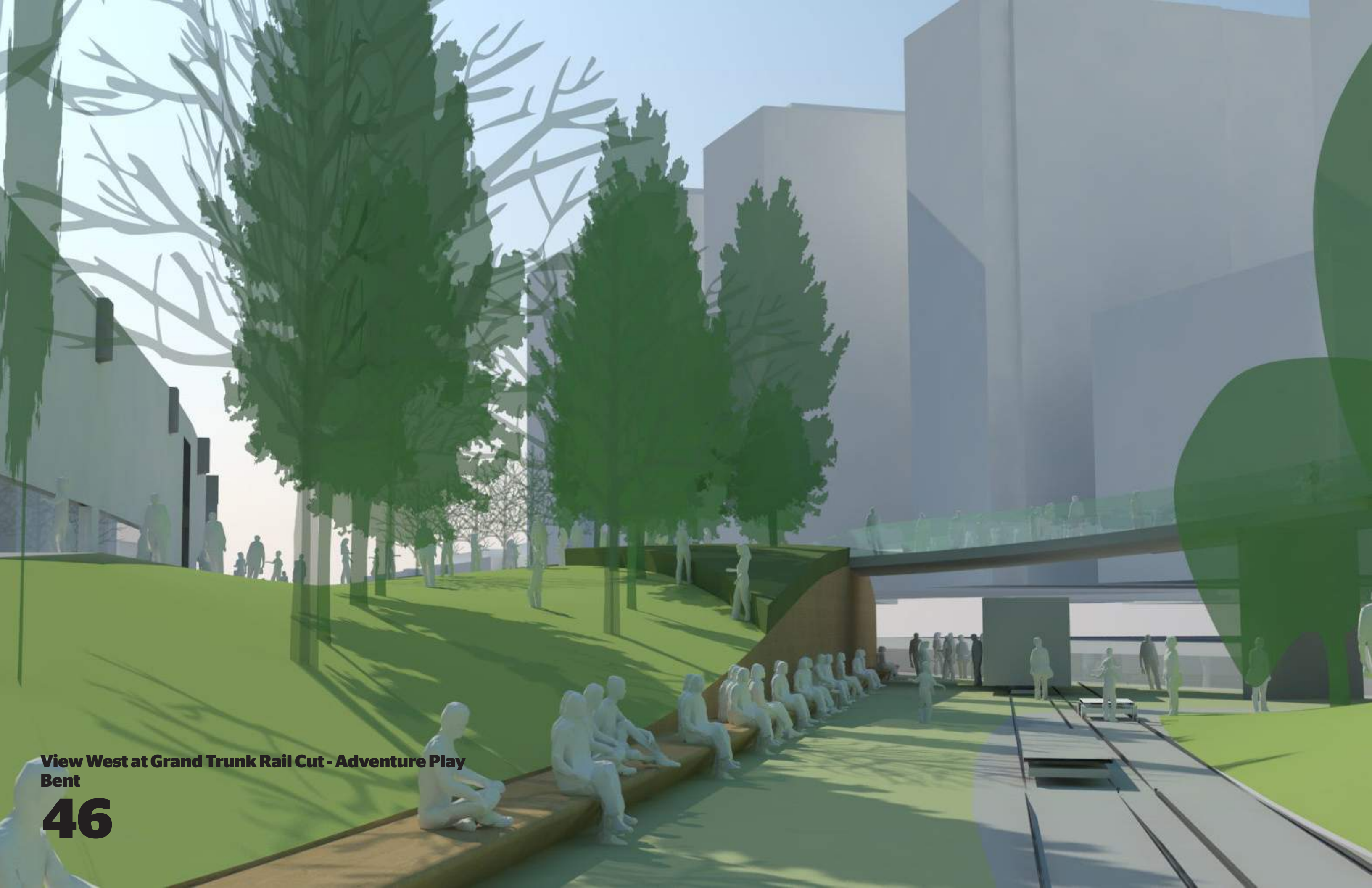


View East - Children's Garden & Adventure Play Bent

44 - 47



**View East - Children's Garden
Bent**



View West at Grand Trunk Rail Cut - Adventure Play Bent



BALTIC STREET ADVENTURE PLAYGROUND

This is a place where...

- Children take the lead and are free to play as they choose
- Access is always free and children are free to come and go
- Children make decisions about the day-to-day life of the playground
- Things will keep changing and growing day-to-day
- Play workers work to keep children safe, secure and support them to pursue their own ideas
- Things are decided democratically and children, parents, neighbours, friends and staff are all invited to take part

Baltic Street is a free supervised playground for all children aged 6-12
For more information you can drop in during opening hours or write to info@balticstreetadventureplayground.co.uk

Opening Hours	
Monday	CLOSED
Tuesday	10:30am - 5pm
Wednesday	10:30am - 5pm
Thursday	10:30am - 5pm
Friday	10:30am - 5pm
Saturday	12:30pm - 5pm
Sunday	CLOSED



STRACHAN GATE

An architectural rendering showing a series of terraced pier bents along a waterfront. The structure consists of several parallel concrete beams supported by vertical columns, creating a series of steps or terraces. The area is landscaped with green grass, trees, and a paved walkway. In the background, there are other buildings and a large body of water. The overall scene is brightly lit, suggesting a sunny day.

**View South-West - Strachan Gate Terraced Pier
Bents**

48 - 52



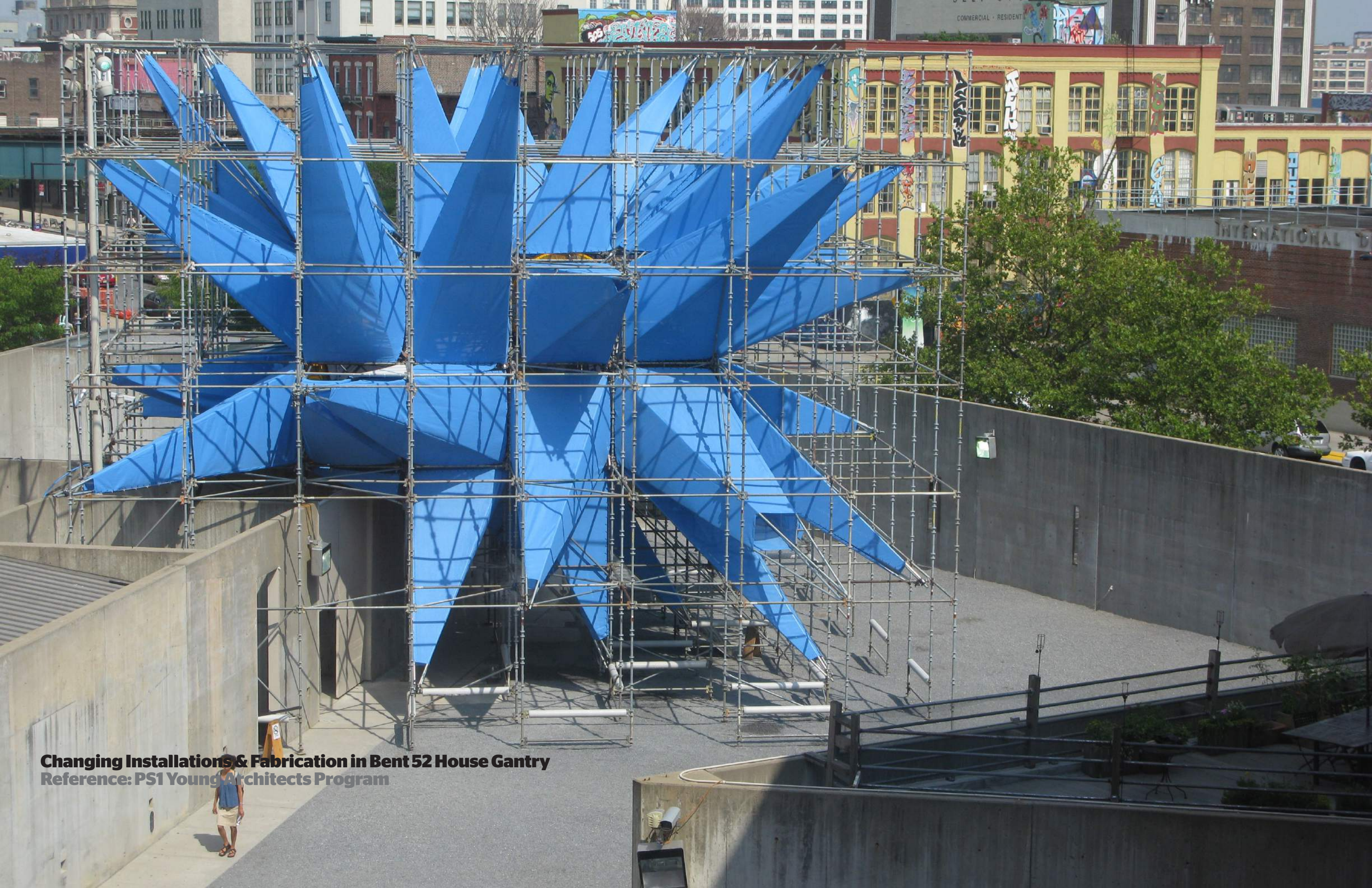
**View East - Strachan Gate Terraced Pier
Bent**



**View East - Strachan Gate Terraced Pier
Bent**



**View East - Strachan Gate Terraced Pier
Bent**



Changing Installations & Fabrication in Bent 52 House Gantry
Reference: PS1 Young Architects Program



**View West - Strachan Gate Terraced Pier - Bent 52 House w/Gantry
Bent**

ICONIC ELEMENTS

Fort Central
Active Rooms

Liquid Landscape Frontage
Events Dock

Shingle Beach Plaza

Shoreline Gardens

Pedestrian & Cycling
Elevated Crossing

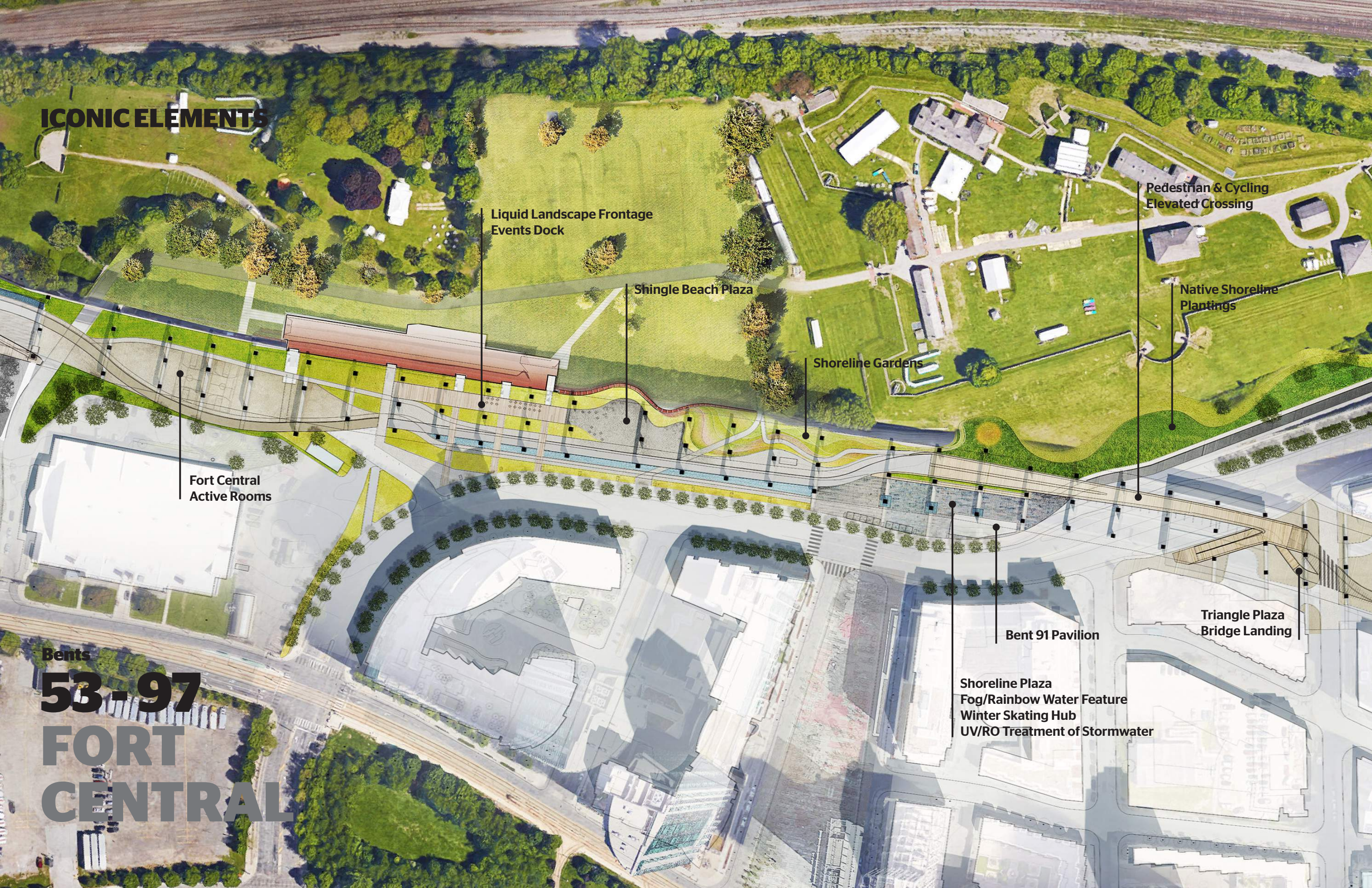
Native Shoreline
Plantings

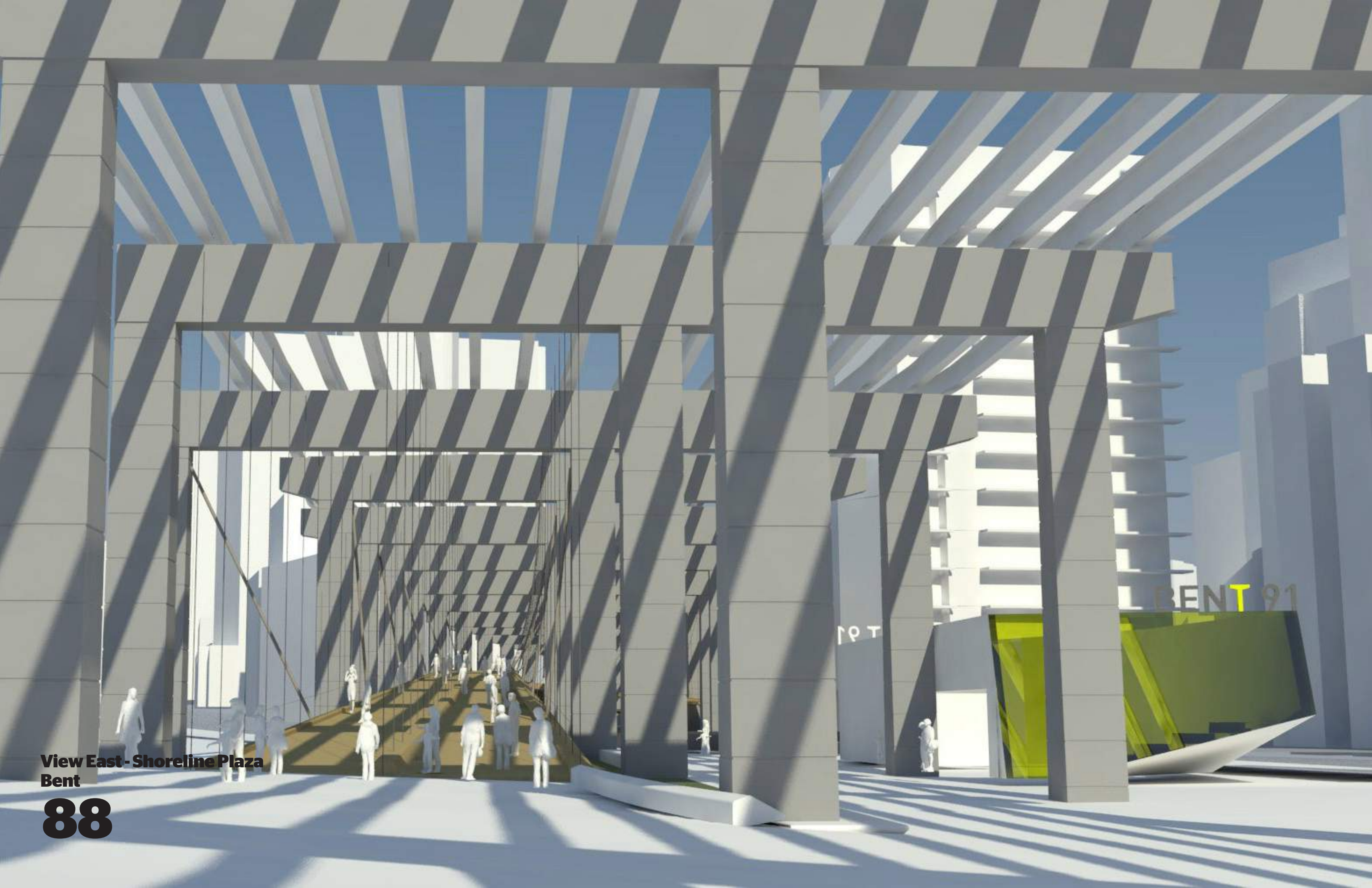
Bent 91 Pavilion

Triangle Plaza
Bridge Landing

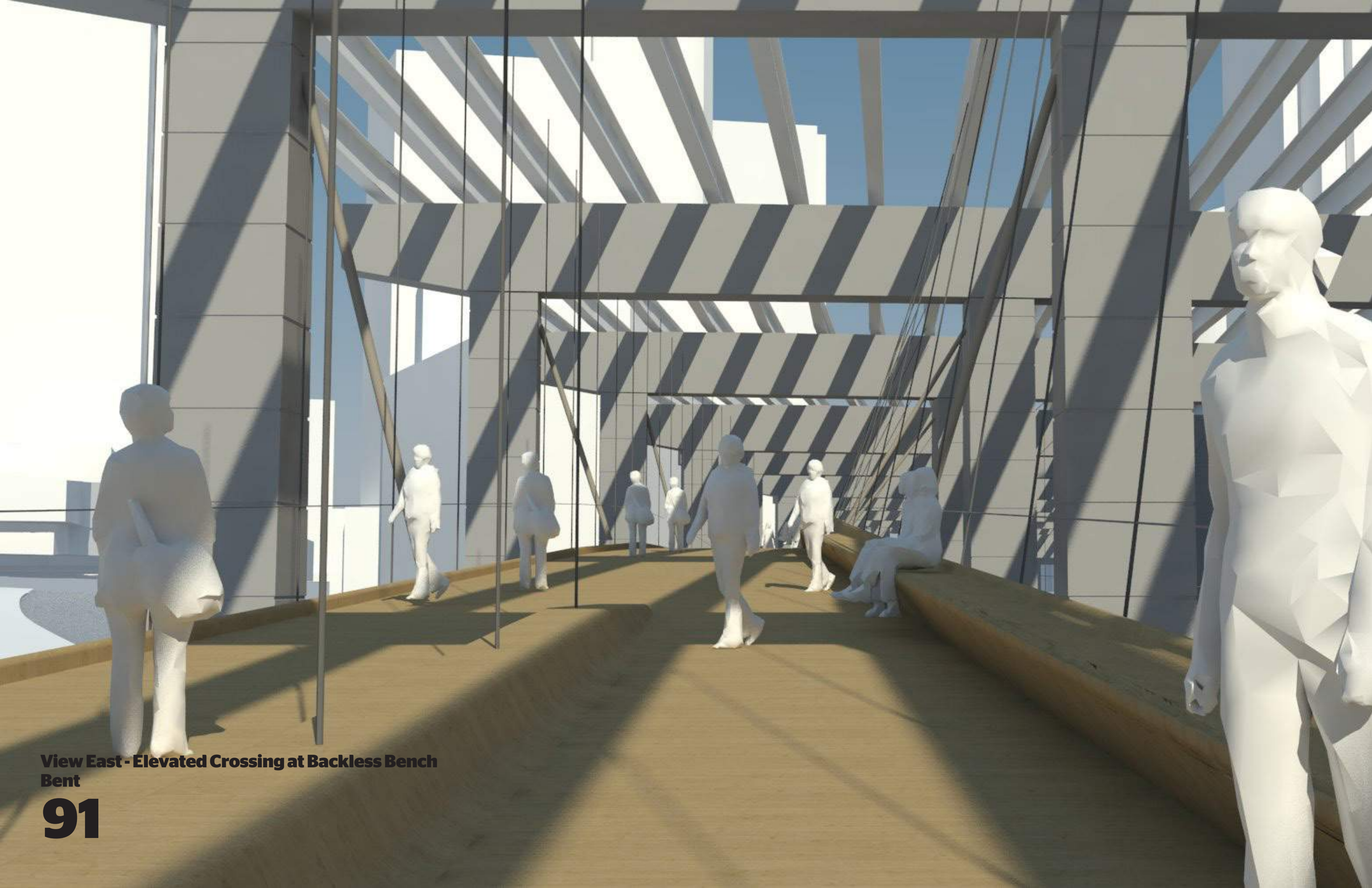
Shoreline Plaza
Fog/Rainbow Water Feature
Winter Skating Hub
UV/RO Treatment of Stormwater

Bents 53-97 FORT CENTRAL





**View East - Shoreline Plaza
Bent**

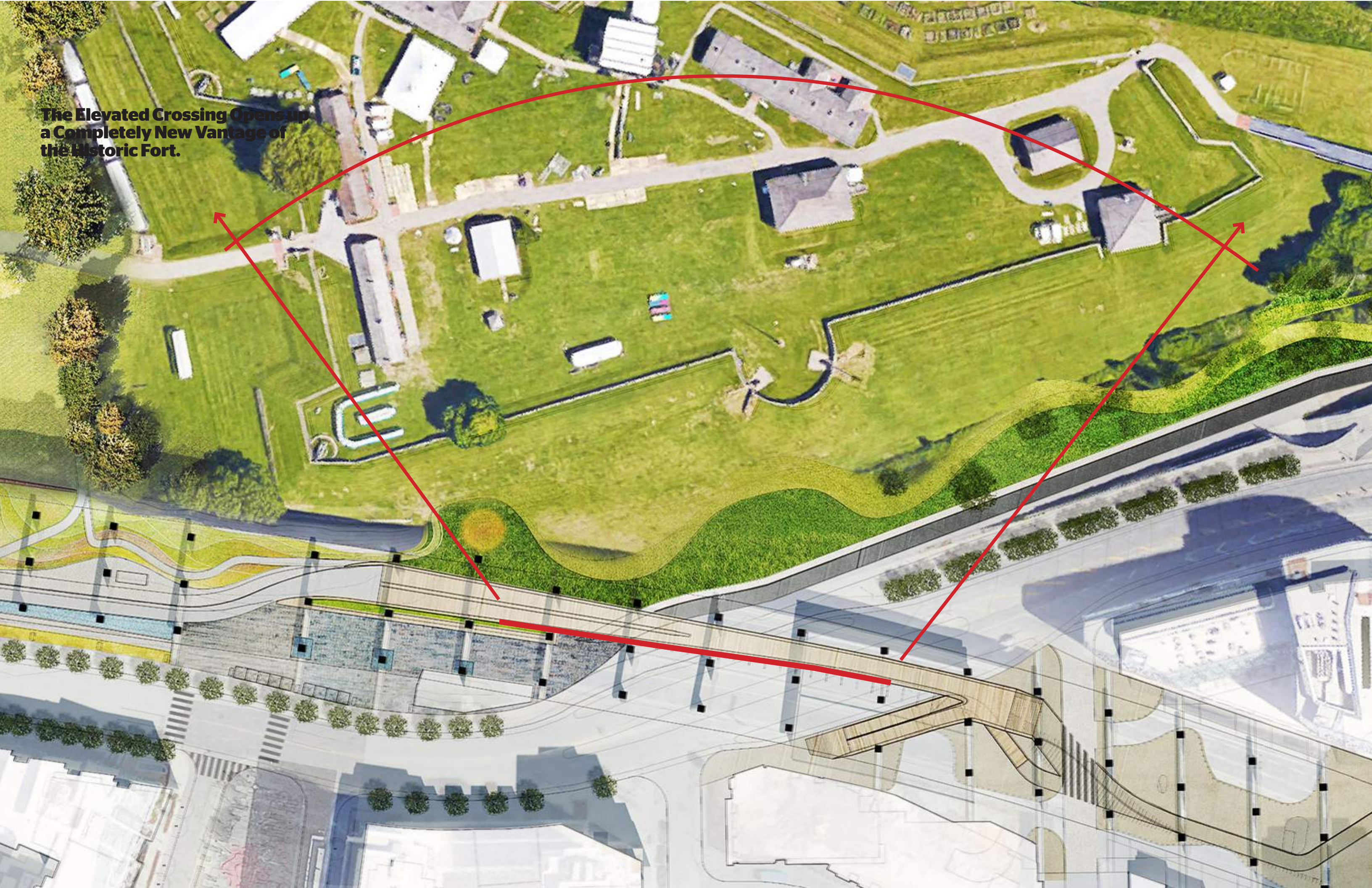


**View East - Elevated Crossing at Backless Bench
Bent**



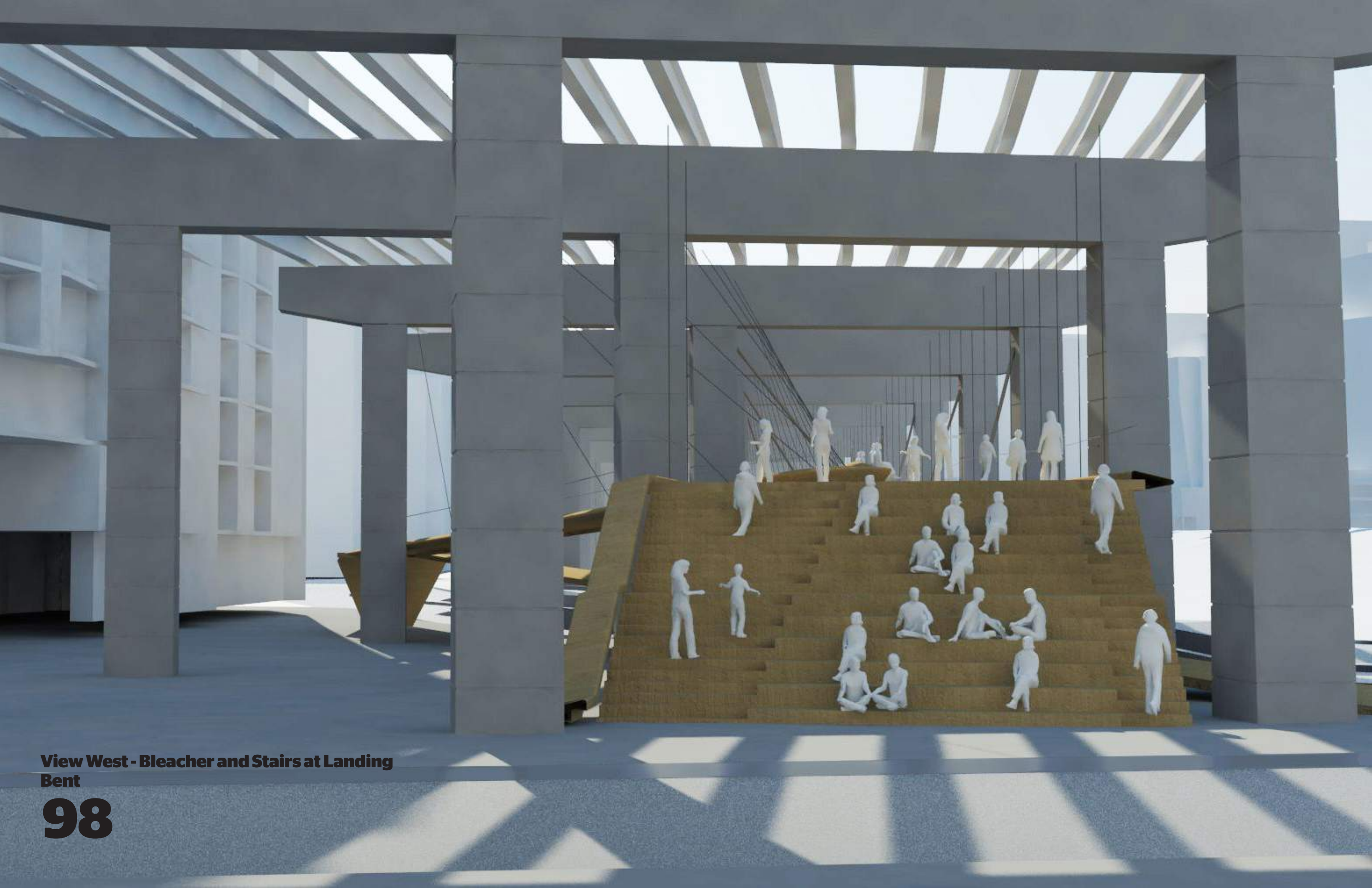
View East - Elevated Crossing at Full-Back Bench Bent

**The Elevated Crossing Opens up
a Completely New Vantage of
the Historic Fort.**



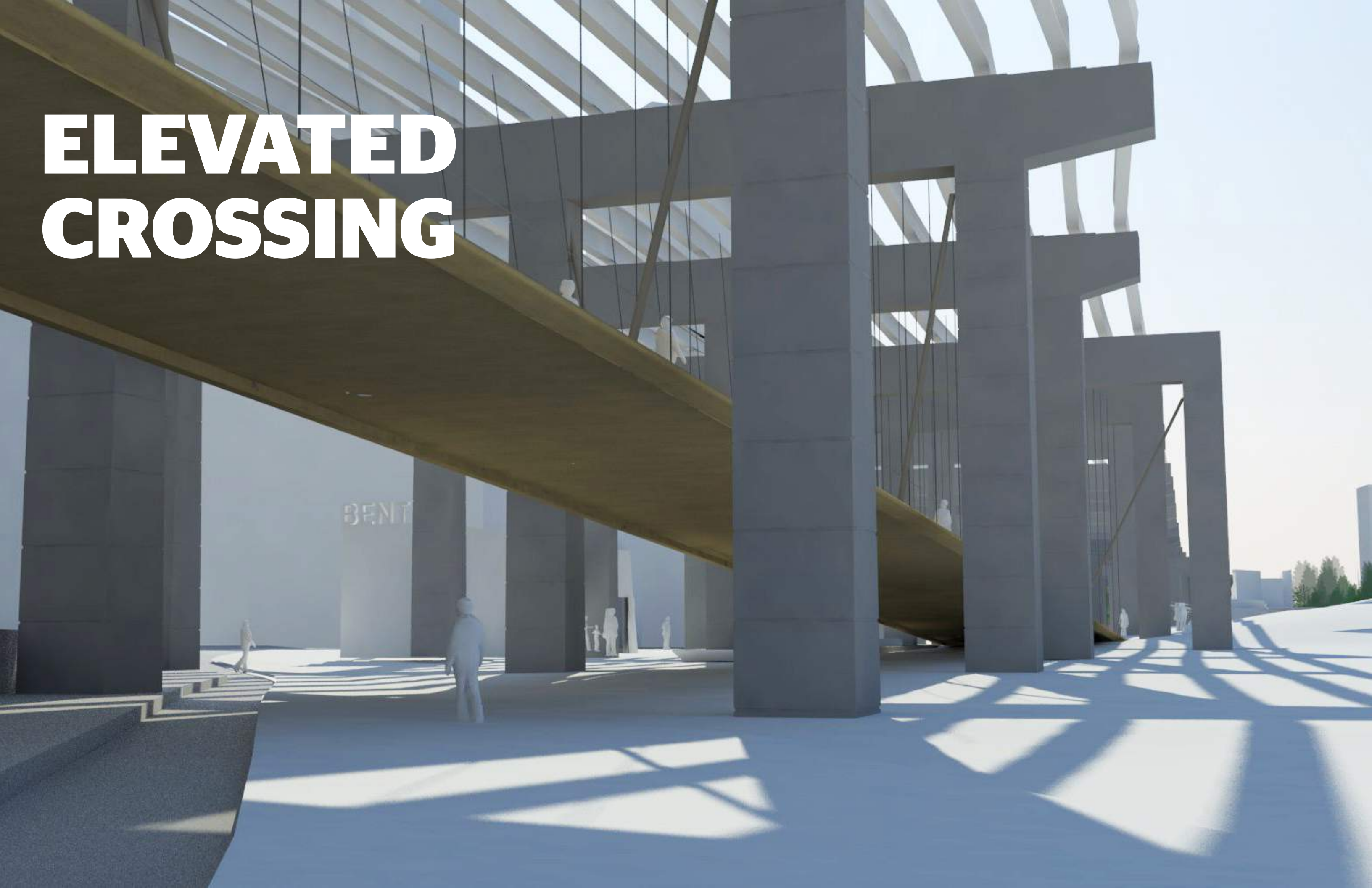


**View West - Elevated Crossing at Landing with Switch-Back Connection
Bent**



**View West - Bleacher and Stairs at Landing
Bent**

ELEVATED CROSSING



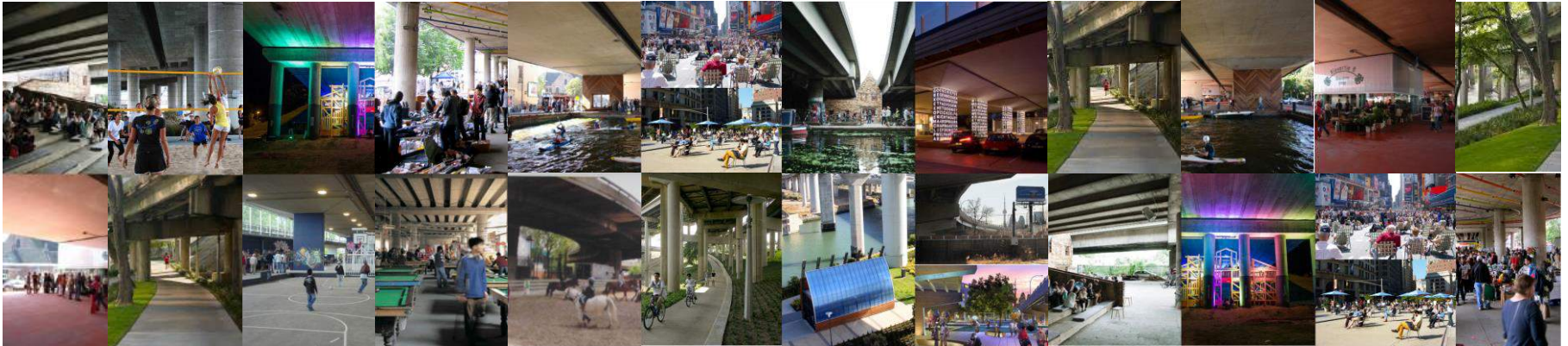
Group Brainstorm: Programming

Lauren Abrahams
PUBLIC WORK

Christopher McKinnon
Waterfront Toronto

PROJECT: UNDER GARDINER

DIVERSE, MULTI-FUNCTIONAL, PERMANENTLY EVOLVING, AND ONLY IN TORONTO.



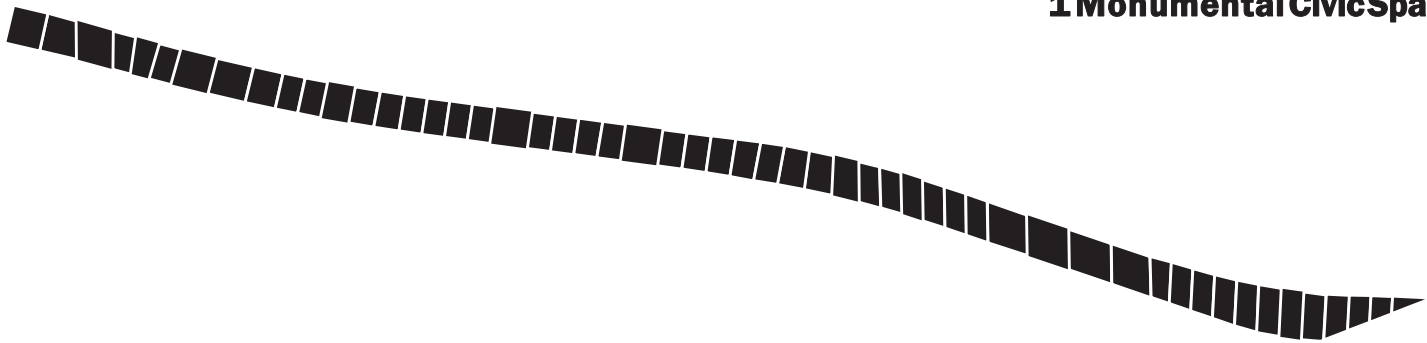
Toronto's Ultimate HYBRID PUBLIC SPACE, equipped to facilitate activity. Defined by a multiplicity of experiences in close proximity – a surprising mix of activities of all scales, including venues for programs found nowhere else in the city.

PUBLIC LIFE
Under
the Gardiner

PHYSICAL
ENVIRONMENT
Under
the Gardiner



1 Monumental CivicSpace!



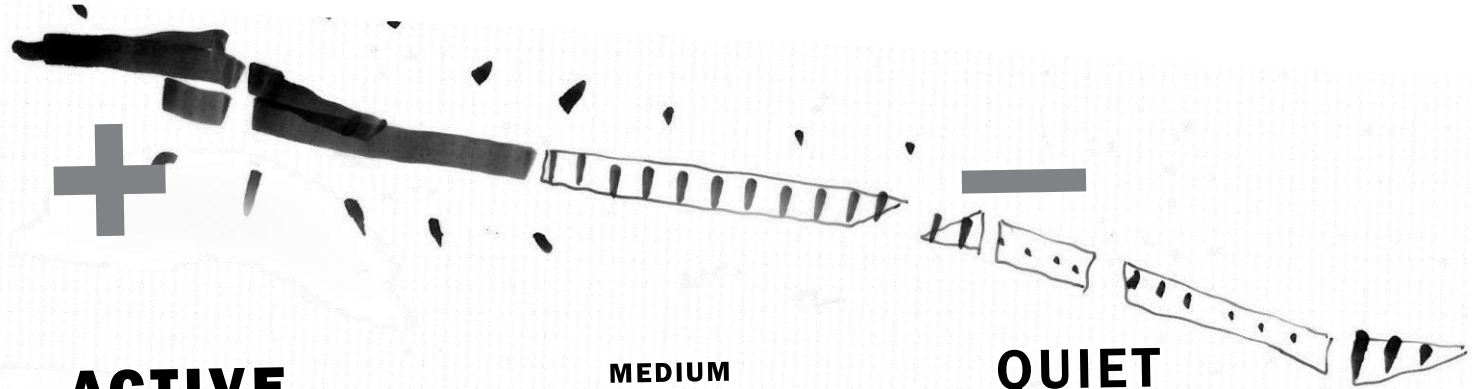
55 Rooms!

+

ACTIVE

MEDIUM

QUIET



WHAT CAN ONLY HAPPEN HERE?

**- A MIX OF ART, CULTURE
AND EVERYDAY LIFE...**

- THE PULSE...

- THE SPECIFICS OF THIS SPACE...

- FLEXIBILITY / MULTI-FUNCTIONALITY...

Group Brainstorm: Programming

Let's get started...

- **Get into groups of 5 to 7 people at your tables**
- **Pick a table captain**

Group Brainstorm: Programming

Step 1:

Quickly generate as many different examples of activities you would like to see in this space.

Group Brainstorm: Programming

Step 2:

Work together to pair up activities that could share flexible space.

Group Brainstorm: Programming

Step 3:

Place paired activities on the map on your table in locations that make the most sense.

Group Brainstorm: Programming

Step 4:

Select your group's top three activities or pairings to big map on wall.

Group Brainstorm: Programming

Step 5:

RECAP: Captains, in 30 seconds or less, tell us what your team placed on the big map and why.

Jamie Springer
HR&A

Chris McKinnon
Waterfront Toronto

Public Consultation Update

Stakeholder & Public Meetings – Winter/Spring 2016

SAC #1 – January 11, 2016

SAC #2 – March 22, 2016

PIC#1 – April 7, 2016

SAC #3 – May 19, 2016

PIC #2 – May 31, 2016

We are here

**Harbourfront
Community
Centre**

Online Consultation

Round #1 – March/April, 2016

Round #2 – May, 2016

Walking Workshops

Tour #1 – April, 2016

Tour #2 – Mid-May, 2016

Tour #3 – Late-May, 2016

Naming Campaign Update

Submissions so far...

43

Urbanists'
Brainstorm
Party at
Spacing

412

online

130

schools
outreach

**Deadline is
April 1st!**

HCC
Seniors
Group
Brainstorm
Party

Councillors'
Brainstorm
Party at Fort
York Library

Social
Innovators'
Brainstorm
Party at
CSI Regent
Park

... and still to come

Naming Campaign Update

Next Steps:

- Jury Announcement – First week of April
 - A group of prominent, creative Torontonians and civic leaders who represent the face of our city
- Jury Deliberations – Mid-April
 - Whittling down the entire brainstorm list to three finalists
- Public Voting – Early May
 - Members of the public encouraged to campaign for their favourite, à la *Canada Reads*
- Announcement & Updated Branding – June/July (tied to another big milestone)

Questions?