

Board Meeting – February 10, 2017 Item 5 - CEO Report Will Fleissig

West Don Lands (WDL)

WDL Development

As construction continues on phase three of River City, Urban Capital has sold over 95 % of the units. Occupancy is planned for Spring 2018.

Dundee Kilmer continues to complete designs for their next building (Block 16, on the north side of Front St. between Tannery Rd. and Rolling Mills Rd.) in order to initiate market sales in the spring of 2017. The Design Review Panel has asked that Dundee Kilmer include an accessible green roof on the top of the building. Dundee Kilmer is looking into the feasibility of this idea.

Construction Liaison Committee (CLC)

No issues of significance were raised at the last meeting. The next meeting is scheduled for March, 2017.

WDL Memorandum of Understanding (MOU)

Infrastructure Ontario (IO) continues with its circulation process for the remaining undeveloped blocks in the WDL that have been declared as surplus. Waterfront Toronto is working with the Ministry of Infrastructure (MOI) and IO to determine appropriate sites in the WDL to fulfill the remaining Affordable Rental Housing obligations for these provincial lands.

East Bayfront (EBF)

Bayside

As part of Waterfront Toronto's obligations to our development partner Hines, we continue to pursue comprehensive environmental and municipal approvals for Phase 2 of Bayside, including subdivision approval with the City and a Record of Site Condition (RSC) with the Ministry of the Environment and Climate Change (MOECC).

Waterfront Toronto, Hines, Tridel and the City have executed the Development Agreement and Agreement of Purchase and Sale allowing Tridel to launch the sales of units in Aquabella, the next planned residential building in Bayside. Sales have been brisk with over 75% of units being sold. Waterfront Toronto will close with Hines and Tridel on September 1, 2017, with construction planned to commence immediately thereafter.

Bayside Public Realm

Private Streets Phase I was approved by the City in December 2016. The construction tender is being developed by Hines and Tridel to be awarded in the summer of 2017.

The construction contract for the Bayside Phase I watermain connection at Queens Quay East was issued January, 2017, with work on the site expected to start in February, 2017.

A resubmission of the detailed design to the City for the Local Streets and Water's Edge Promenade Phase II will be made by the end of January, 2017. The City peer review of the dockwall reinforcing and cofferdam has been generally accepted.

Construction of the Advanced Works for Bayside Phase II Dockwall Reinforcing was completed January 16, 2017.

Development of the Construction RFP for Bayside Phase II Local Street and Water's Edge Promenade continues and is expected to be released in February.

George Brown College (GBC) Block 3

City staff, GBC and Waterfront Toronto continue to negotiate the terms of the Development Agreement (Waterfront Toronto/GBC), the Purchase and Sale Agreement (City/GBC) and the Undertaking Agreement (Waterfront Toronto/City) to be executed in Q1 of 2017. All are working towards a closing date of March 31, 2017.

East Bayfront Transit

Phase Two of the Waterfront Transit Reset kicked off in January 2017, after Waterfront Toronto worked with City staff to procure a consultant as directed by City Council. The first task is to undertake transit demand analysis across the entire study area, which extends from Humber Bay to Woodbine Avenue, in order to assess the transit needs in each segment. The team will then develop functional plans and undertake a comparative analysis of the alternatives. Phase Two findings will be reported to Council in the second quarter of 2017.

Quayside

Waterfront Toronto continues to work with Arup and KPMG to determine the targets and delivery mechanisms for Quayside. The aspiration for Quayside is that it will become a significant demonstration project for climate-positive development, a test bed for emerging cleantech solutions and a complete community that provides a range of housing for all ages and income levels and a mix of uses, including public open space, retail, office and culture and recreation. Waterfront Toronto is completing a Request for Proposals to the market for an Innovation and Funding Partner that will team with Waterfront Toronto in delivering Quayside. It is intended that the RFP will be issued in March.

Central Waterfront

Portland Slip Sidewalk Extension

Waterfront Toronto continues to work with the City of Toronto to complete a license agreement with the Federal Government to implement the small sidewalk widening at the head of Portland Slip, where there is a pinch point for cyclists and pedestrians along the new Martin Goodman Trail. The license agreement is required because the widening spans over a small portion of the water lot owned by Public Work and Government Service Canada. In January 2017, Waterfront Toronto received sign-off from Transport Canada to modify navigable waters within the Portland Slip.

Waterfront Public Realm Standards

Waterfront Toronto continues to assemble the Waterfront's public realm standards into a coordinated reference document that will be brought forward for City Council approval and adoption. This plan is intended to eliminate the project-by-project approval process for non-standard public realm elements by obtaining a broader approval for their implementation throughout the waterfront. The plan is expected to be completed in early 2017.

Communications and Public Engagement

Central Waterfront Ice Breakers

As part of our commitment to enhanced programming and ensuring the waterfront is seen as a place to visit all year round, in January Waterfront Toronto collaborated with Harbourfront Centre to host a launch event for *Ice Breakers*, a new series of temporary art installations on the waterfront. In an effort to draw visitors to the Central Waterfront in the winter months, the local Business Improvement Area commissioned five pieces of temporary public art to be displayed along Queens Quay West from January 21 to February 26, 2007. The launch event featured presentations by the artists and drew prominent members of the arts and culture and urban planning communities.

Health and Safety

There are no incidents to report.

Port Lands Flood Protection and Enabling Infrastructure

Regulatory Approvals and Technology Testing

Further critical work is ongoing to secure environmental and other regulatory approvals for this project, such as the Community Based Risk Assessment (CBRA), and maintain the proposed project schedule, should funding be received in the second quarter of 2017. First draft of the CBRA is anticipated by the end of February. Bench scale testing reports of selected soil and groundwater treatment technologies are anticipated by the end of March. Selection of successful proponents to conduct field-scale testing will be conducted in the spring of 2017.

<u>Early Works – Cherry Street Lakefilling Project (Previously Essroc Quay)</u>

On September 14, 2016, the governments of Canada and Ontario and the City of Toronto announced \$65 million in combined federal, provincial, and municipal funding for the Cherry Street Lakefilling project. The Cherry Street Lakefilling project forms part of the proposed scope of work and budget for the overall Port Lands Flood Protection and Enabling Infrastructure Project, but is being managed as a self-contained and stand-alone project that can be advanced independently.

Waterfront Toronto is working with the City of Toronto on the form and terms of the Contribution Agreement with an aim to finalize and execute the agreement by February 28, 2017. The coordination, securing, and tracking of permits and approvals is underway and City of Toronto staff are assisting in discussions with Ports Toronto with respect to securing appropriate land rights and accessing and filling the water lots at the Essroc Slip and mouth of the Keating Channel.

Michael Van Valkenburg Associates, the design team selected during the international design competition that developed the Preferred Environmental Assessment flood protection solution has been retained by Waterfront Toronto and has commenced design work. Concurrently an RFP has been issued for engineering services to retain a Lead Engineer. Site surveys, environmental and soils testing work has also been completed as required to inform zoning, design, and environmental requirements.

A key component of work involves approval by the Department of Fisheries and Oceans for the replacement of aquatic habitat displaced by the lakefilling process. The project team is coordinating closely with Aquatic Habitat Toronto to negotiate the final requirements for obtaining this approval including financial securities and quantities of habitat to be included in the project.

The project is moving forward to plan at this time.

Jack Layton Ferry Terminal and Harbour Square Park Phase 1A

In collaboration with Deputy Mayor Pam McConnell and Toronto Parks, Forestry and Recreation, Waterfront Toronto has secured Phase 1A funding of \$1.8 million to build a section of the new promenade to the Ferry Terminal, designed to be consistent with the promenade found on Queens Quay. The project includes new trees with Silva Cells, wayfinding signage, and full replacement of existing light fixtures with waterfront signature light poles throughout the park. The Delivery Agreement to transfer these funds from the City to Waterfront Toronto was fully executed in January 2017.

Construction for Phase 1A will commence immediately after the 2017 ferry season, in mid to late September 2017.

The Bentway

Waterfront Toronto continues to manage the design team to complete tender documents for four procurement packages. The first three Request for Qualification packages have been issued by the Construction Manager, Peter Kiewit Sons ULC, and proponents have been shortlisted and tenders issued for the first two procurement packages.

Final sign off from utility companies for the Toronto Public Utilities Coordinating Committee (TPUCC) was received at the end of December 2016. Waterfront Toronto continues to work closely with City staff to secure the construction permit for the project, with a construction start anticipated in March 2017.

The Environmental Study Report for the proposed crossing at Fort York Boulevard was finalized by Waterfront Toronto and filed for the 30-day public review period in Mid-January.

The City of Toronto and the Bentway Conservancy continue to work on final access agreements for the site, and Waterfront Toronto continues to provide input into Maintenance and Operations considerations for the agreement. The Bentway Conservancy, a non-profit entity incorporated by the project sponsors, continues to advance the hiring process for several key staff members, including a Chief Executive Officer, Director of Fund Development and Director of Programming.

Waterfront Toronto is working closely with the Bentway coordinating the anticipated construction schedule and a series of planned events that will highlight the construction process for the public. In addition, Waterfront Toronto is assisting in additional fundraising efforts aimed at securing funding for additional phases of the project.

Gardiner East Environmental Assessment (EA)

Waterfront Toronto and City Staff filed the Gardiner East EA with the Ministry of the Environment and Climate Change on January 27, 2017. The report is available online or at viewing locations at the MOECC's Offices, Waterfront Toronto Offices and Toronto City Hall Library.

Waterfront Toronto continues to work with City Staff to develop an implementation strategy for the proposed Gardiner East EA public realm improvements. This includes assessing the extent of the public realm improvements, developing a delivery strategy and establishing timing and phasing for the works.

Lower Yonge Precinct

Waterfront Toronto continues to work with City staff regarding the Pinnacle (1-7 Yonge) Ontario Municipal Board (OMB) settlement and with Menkes Development (55 Lakeshore/LCBO) on their applications for rezoning, official plan amendment and plan of subdivision to ensure their application is consistent with the objectives set out in the Lower Yonge Precinct Plan. The 55 Lakeshore plans were recently presented to the Waterfront Toronto Design Review Panel. The presentation included discussion on the context plan for the entire site and the preliminary design drawing for the first phase Office development.

Waterfront Toronto continues to work with City staff and the consultant team on the Lower Yonge Precinct Municipal Class Environmental Assessment (Phases 3 and 4 of the Transportation EA). The EA process is expected to be completed early in 2017.

Ontario Place/Exhibition Place Bridge Pre-Engineering & Costing Study

At the request of the City of Toronto, Waterfront Toronto has initiated a feasibility study of replacing the existing pedestrian bridge that connects Ontario Place and Exhibition Place with a much wider "land bridge". Waterfront Toronto has completed a procurement process and retained DTAH and MMM to undertake the feasibility study, with all costs covered under an agreement with the City.

Deliverables from the study will include: a site conditions report, including phase one archaeology; design concept options for three different bridge widths; and preliminary cost estimates. The goal of the study is to determine whether or not the idea of a "land bridge" should continue to be included as the Province continues to consider options for the revitalization of Ontario Place. The study is expected to be completed by March 2017 for consideration in the upcoming Provincial budget.

Waterfront Design Review Panel Update

This is a new section intended to inform Board Members of the outcomes of the monthly Waterfront Design Review Panel meetings.

Panel Meeting #96, December 21, 2016

Block 16, West Don Lands

Bruno Weber, Principal at KPMB Architects, presented the project. The 11-storey development on Front Street east of Trinity Street is being developed by Dream Development and Kilmer Van Nostrand Co. limited. The Panel comments included recommendations to simplify the language of the material palette, implement thermal breaks on all the exterior balconies, optimize the space between the balcony screens, and provide rooftop amenity space pending approval from IO. The Panel voted unanimously in support of the project moving ahead. The project is expected to return to the Panel for the Design Development stage in the summer.

Panel Meeting #97, January 25, 2017

Jack Layton Ferry Terminal and Harbour Square Park

Jelle Therry, Project Manager at West 8 landscape architects, presented the Phase 1a Project for reconstructing a portion of the entry promenade to the terminal building. Panel comments included praise for the pavement design for its consistency with the waterfront vision and recommendations for better wayfinding and signage elements, and a clearer idea about the integration of public art. The Panel voted unanimously in support of the project.

Cherry Street Lakefilling

Michael Van Valkenburgh, President of MVVA, and Herb Sweeney, Associate Principal at MVVA, presented the project, which involves creating a new landmass around the current Essroc Quay as part of the flood protection enabling works. Panel comments included a request to see a section drawing to understand the proposed topography, establishing a use for the MT35 building given its size and relation to the project, and inclusion of the context of the nearby Keating Channel Precinct and Trinity Bridge connection. The Panel voted unanimously in support of the project. The project is expected to return to the Panel for the Schematic Design Stage in March.

300 Commissioners Street Storage Facility

Blair Martin, President of Belleterre Real Estate Partners, presented the project for a self-storage facility to serve the Film Studio Precinct. Panel comments included the need for better design of the windowless west wall, simplification of the entry plaza space to better reflect its urban, industrial environment, and reconciling the apparent conflict between the proposed structural system and the intended architectural appearance of the building. The Panel voted unanimously in conditional support of the project, pending resolution of the issues raised. The project is expected to return to the Panel for the Schematic Design Stage when it is ready.