

“Hot Topics”

Outreach - Port Lands Flood Protection

We continue to meet with representatives from all orders government to discuss the Port Lands flood protection project and to secure tri-government consensus to allow for a tri-government announcement in the first half of this year.

Recent meetings have confirmed positive feedback for the project with all orders of government who recognize the benefits associated with the projects' implementation - namely delivering flood protection mitigation, economic development and jobs and also allows all governments to be recognized for investing collaboratively in resilient urban infrastructure. Management continues to respond to questions from governments (primarily on environmental concerns) as they finalize due diligence on the project, however, the primary issue remains the funding.

"Current Topics"

Cost Management Report

This standing agenda item will be reviewed by the Finance, Audit and Risk Management Committee (FARM) with a view to enhancing the information provided to the Board. Once the FARM Committee has completed their review, it will once again be tabled at the Board on an on-going basis.

West Don Lands (WDL)

Urban Capital

Urban Capital continues to target occupancy of their Phase 2 building in early 2015 and continues to work with the City on their site plan approval application for their Phase 3 building.

Construction Liaison Committee (CLC)

The WDL CLC continues to meet on a 6-week schedule. The meeting gives the community an ongoing opportunity to meet with Waterfront Toronto's developer and construction partners, allowing Waterfront Toronto to resolve any issues in a coordinated fashion. No issues of significance were raised at the last meeting. The next meeting is on March 24, 2015.

Pan/Parapan American Games Athletes' Village

Dundee Kilmer achieved substantial completion and turned over the site to the Toronto Organizing Committee for the 2015 Pan/Parapan American Games (TO 2015) on February 20, 2015. TO 2015 will have carriage of the site until the fall when it will be turned back over to Dundee Kilmer to complete the conversion to final use state and occupancy.

Cherry Street Stormwater Facility (SWF)

Construction documents are being finalized to tender this project in March, with completion of the first phase of the project anticipated in the Spring of 2016.

East Bayfront (EBF)

Bayside

Construction is proceeding well on Aqualina (first building of Bayside) by Tridel and Hines. Marketing Aquavista (second Bayside building) continues to be very successful with over 85% sold. Tridel and Hines continue to pursue their municipal approvals for Aquavista.

Construction of the external infrastructure required to service the East Bayfront developments east of Sherbourne Common is well underway. Work on the sanitary trunk sewer extending from Bonnycastle Street and Queens Quay, to the pumping station, has commenced with the construction of 5 of the temporary shafts required for the micro-tunneling operation.

Parkside

Great Gulf continues to work with the City and Waterfront Toronto on their Site Plan Approval and building permits with commencement of construction targeted for early spring.

We are working with our development partners Hines/Tridel and Great Gulf on ground breaking events for both of their developments later this spring.

East Bayfront LRT Station

City of Toronto and Waterfront Toronto have in principle secured the space for the LRT station from the 45 Bay Street developer through their office buildings site plan application as a Section 45 benefit. Waterfront Toronto is currently in the process of procuring for 30% design of the station in order to confirm the requirements for the station and develop detailed cost estimates in support of an implementation business plan.

Central Waterfront (CWF)

Queens Quay Design and Construction

Community Council approved the new curbside and traffic bylaws required for the new Queens Quay operation. They are expected to go to City Council on March 31, 2015 for adoption.

Concrete road base and the first lift of asphalt is nearly complete in areas between York to Bay Streets and between the Peter Slip Bridge and Spadina Avenue. All Queens Quay roadway work has been completed except for the final coat of asphalt in certain areas which will be completed once the weather improves and the asphalt plants reopen. North-south intersections will be completed in the coming weeks.

New intersection signal controllers have been shipped and the process of programming and testing the controllers has begun in advance of installation. Programming and testing will take approximately two months and will be done in coordination with the City of Toronto Transportation department and TTC.

Roadway work within the eight intersections along Queens Quay is now underway. Roadway concrete base was complete for the south side of the Bay Street intersection (at the entrance to Harbour Square). It is anticipated that crews will complete granite and paleotech paver installation at this intersection in March/April. Toronto Hydro completed their work at the York and Queens Quay intersection and Waterfront Toronto crews have commenced demolition of the south side of the York intersection. Work in this intersection will continue into April/May.

The landscape contractor has continued to work at several locations on the north and south sides of Queens Quay. Granite sidewalks on the north side are now complete from RBC Waterpark Place to Rees Parkette, the Rees Street Parking Lot and the public sidewalks at 250-260-270 Queens Quay. Granite installation is now underway west of the Rees Street Parking Lot to just west of Spadina. Work is nearly complete on the concrete sidewalks at Kings Landing where we await delivery of some additional granite pavers to complete the restoration of the existing granite zones. The south side granite promenade is mostly completed between Bay and York Streets, and between Queens Quay Terminal driveway and Rees Street. Tents with winter heating have been installed at several locations and Granite installation is expected to continue into the spring 2015.

Excavation and installation of soil cells for tree planting at south side is 95% complete. All soil cell work has been completed except for one small area where Toronto Hydro at Rees Street is completing its works.

In December 2014 an area of completed soil cells between York Street and the Queens Quay Terminal driveway was damaged by a Toronto Hydro contractor while attempting to access an adjacent work area. The extent of the damage has been assessed and restoration is now underway. It is anticipated that restoration will be completed by the end of March.

An unsafe condition due to a watermain break at the intersection of Rees Street and Queens Quay resulted in Toronto Hydro abandoning their deep tunneling work at the Rees Street intersection. Toronto Hydro crews are demobilizing their activities on the tunnel (including filling of the tunnel and shaft) but continue working on the south side of the Rees and Queens Quay intersection, installing the east/west crossing. This crossing includes the installation of 44 hydro ducts connecting the two chambers that were recently completed. This crossing will be completed by the end of March.

Once Toronto Hydro completes their east-west duct bank at Rees Street and demobilizes, Waterfront Toronto crews will proceed to undertake civil and landscaping work at this intersection. As a result, landscape works at this one intersection will not be completed by the planned opening on June 19, 2015 but interim improvements will be undertaken for the opening.

Martin Goodman Trail west of Lower Spadina Avenue

Waterfront Toronto crews have mobilized and commenced pre-construction activities for the Martin Goodman trail west of Lower Spadina. This project will connect the Martin Goodman Trail from the Queens Quay CWF project west to Coronation Park and the previously constructed Martin Goodman Trail at Ontario Place project.

The first phase of construction will include the shifting of the curbs and light standards and the construction of the sidewalk/Martin Goodman Trail between YoYo Ma Lane and Dan Leckie Way. This phase will be completed by early April.

This work is being funded by the City of Toronto Pedestrian and Cycling Department. Waterfront Toronto has executed its agreement with the City and has obtained a construction permit from the City of Toronto for the work.

Interim Queens Quay Improvements Jarvis to Parliament

Construction of the Interim Queens Quay Improvements is nearly complete. Granite installation at the head of Jarvis Slip is complete and this area is open to the public. The concrete sidewalk and Martin Goodman Trail is complete between Dockside Drive and Lakeshore with the exception of the area between Lower Sherbourne to just east of Bonnycastle which is currently on hold pending the completion of the municipal services on Bonnycastle. It is anticipated to be completed by April. Tree planting and line markings are not expected to be undertaken until the spring. The Martin Goodman Trail and public sidewalk will be open in the spring of 2015.

Health and Safety

There has been one health and safety incident on the Bonnycastle project and seven on the Queens Quay Revitalization project since the previous report. None of these incidents resulted in lost time.

Bonnycastle

On February 6, 2015 PCL's subtrade was in the process of excavating for the new manholes for storm and sanitary sewer in the middle of Queens Quay East and Bonnycastle Street. The excavation was 500mm away from the existing 300mm watermain that runs east-west along the north side of Queens Quay East. The 45° horizontal bend in the watermain failed which flooded the excavation. The City was dispatched and the adjacent water valves were closed. No workers were injured.

Queens Quay Revitalization

On January 21, 2015 our electrical subcontractor made contact with a Cogeco conduit while excavating at Spadina and Queens Quay. Cogeco was called and they came to the site to assess the situation. It was determined that no damage was made to the cables and there were no outages. The conduit was repaired.

On February 3, 2015 a gas main at the Queens Quay and Bay intersection, south side, was nearly struck. This gas main was not shown on the "locates" and when it was being excavated, the subcontractor nicked part of the insulation. Enbridge was called to examine the gas main.

On February 4, 2015 a gas line was struck, the area was evacuated and emergency services were called. Enbridge was also on site and they stopped the gas leak and made the repairs the same day. A 1" feeder line off of the gas main was struck. There were no injuries.

On February 5, 2015 a transport truck (not contracted to our contractor or any of its subs) hit and broke one of the project construction signs. No one was injured and the damage to the sign is minor.

On February 23, 2015 a private vehicle and TTC streetcar were involved in a collision at the 55/65 Harbour Square driveway entrance. We believe this is not a construction related occurrence and the report is for record purposes only.

On February 26, 2015 contact with empty conduits occurred at the Bay Portal. The empty conduits were not on the "locates" in the contractor's possession. These empty conduits are the conduits 'Distinct' is installing on behalf of Rogers. The conduits have since been repaired.

On February 26, 2015 a taxi cab and TTC streetcar were involved in a collision at the 55/65 Harbour Square driveway entrance. This is the second collision at this location in the same week. We believe this is not a construction related occurrence and the report is for record purposes only.

Port Lands Planning

Waterfront Toronto, the City of Toronto and the Toronto and Region Conservation Authority (TRCA) continue to work towards the implementation of Phase 2 of the Port Lands Acceleration Initiative (PLAI). Phase 2 includes the following components:

- The Environmental Assessment (EA) for the DMNP (approved January 28, 2015);
- The Port Lands Planning Framework/Transportation and Servicing Master Plan EA;
- Villiers Island Precinct Plan; and
- Film Studio Precinct Plan.

Port Lands Flood Protection Early Studies

In consultation with the City of Toronto, the TRCA, and the Toronto Port Lands Company (TPLC), Waterfront Toronto continues to undertake due diligence work to commence the Flood Protection Infrastructure and enabling works in 2015. Included is the overall strategic approach to soil management for the Port Lands. This entails review of existing information and establishing a work program for site investigations to be carried out this year, in order to better understand site characterization of contaminants and geotechnical conditions. The overall approach will consider sustainable approaches for environmental protection and cost effective solutions, which will be further developed with on-site investigations data.

Procurement for components of early works is set to commence in the Spring of 2015 for the entire project.

Waterfront Toronto continues to work with our government partners to move our funding request forward.

Port Lands Planning Framework/Transportation and Servicing Master Plan EA

Waterfront Toronto and the City of Toronto continue to work towards developing and completing a high-level Planning Framework for the Port Lands and the Transportation and Servicing Master Plan EA (TSMP EA) by the 2nd quarter of 2015 with consultation recommencing in the coming months. The City, in consultation with Waterfront Toronto, has retained consultants to undergo a Noise and Emission study for industrial users in the Port Lands and a Port Lands wide Community Services and Facilities study. Both studies are underway and will help inform the Port Lands Planning Framework, the Film Studio Precinct Plan and the Villiers Island Precinct Plan.

Villiers Island Precinct Plan

The Project Team, led by Waterfront Toronto, in consultation with the City, continues to revise the built form direction based on stakeholder feedback and will commence running the carbon model, wind testing and transportation analysis on the built form model. Furthermore, the project team will continue to formulate an affordable housing strategy, a comprehensive public art plan for the Island, and sustainability guidelines. The Project team intends to go back to the SAC and LUAC in the Spring with the Precinct Plan, followed by a community consultation meeting in May 2015. The project is still on schedule to be completed by the end of Q2 2015 and anticipates City Council endorsement at that time.

Intelligent Communities

Implementation of the phase 2 New Blue Edge platform is currently underway with Element Blue. The Apps4TO Appathon in partnership with IBM, the City of Toronto, University of Toronto and others will launch at the end of March with a joint announcement with the City. Successful teams will be showcased at the IDEAS day at the ICF Summit on June 12, 2015. Training workshops will be held for developers in April to familiarize them with the tools they will have access to.

Planning is continuing for the ICF 2015 Summit & Awards program from June 8 through June 12, 2015 in Toronto. Broad support from the Toronto community has been secured to help make the program a success.

Billy Bishop Toronto City Airport Runway Environmental Assessment

Waterfront Toronto is participating in the Ports Toronto Billy Bishop Toronto City Airport (BBTCA) Runway EA through an Agency Advisory Committee (AAC) that meets regularly. PortsToronto has requested that Waterfront Toronto conduct a peer review of the self-directed environmental study. Waterfront Toronto, the City, and Ports Toronto are currently reviewing the scope of work and will be engaging members of the BBTCA Runway Extension EA Stakeholder Advisory Committee.

Lower Yonge Precinct

The Lower Yonge Transportation Master Plan was endorsed by the City of Toronto's Public Works and Infrastructure Committee on February 23, 2015. Waterfront Toronto, in partnership with the City, has shortlisted consultant teams to undertake a servicing analysis and the next phase of transportation analysis as part of a Municipal Class EA.

Gardiner East EA

The development of a new alternative as directed by Council is nearly complete. Updated analysis in each of the four study lenses (Transportation & Infrastructure, Economics, Urban Design and Environment) for the new alternative and Boulevard have commenced. Stakeholder and public consultation is on schedule for the spring of this year leading to a final report to the City of Toronto Public Works and Infrastructure Committee and then City Council in June.

Park and Trail at Ontario Place

The final design of the park pavilion and washrooms were presented to the Waterfront Design Review Panel on March 11, 2015. Tender-ready drawings and specifications for the surface elements of the park and trail will be complete by mid-April 2015. The "Public Unveil" of the final Park and Trail Design is still on track for Spring 2015. This will be an event coordinated by the Premier's Office directly, with support from Waterfront Toronto, Infrastructure Ontario and the Ministry of Tourism, Culture and Sport.

Jack Layton Ferry Terminal and Harbour Square Park Design Competition

With the support of City staff, the Jury has been formed to select the winning proposal. The Jury includes:

- Donald Schmitt, Principal with Diamond and Schmitt Architects Inc., who has agreed to serve as chair;
- Antonio Gomez-Palacio, Founding Partner, Dialogue (formerly Office for Urbanism);

- Pina Petricone, Principal, Giannone Petricone Associates Inc. Architects;
- Sevaun Palvetzian, CEO, CivicAction; and
- Claude Cormier, Principal, Claude Cormier + Associés Inc.

Jury deliberations will take place March 31st and April 1, 2015. In its evaluation of submissions, the Jury will be provided with the input of other parties including the general public, the Stakeholder Advisory Committee, and the Technical Advisory Committee. Submissions for the design competition were due Monday, March 9, 2015 and the proponents presented their proposals to the public on the evening of Monday, March 16, 2015 in the City Hall Rotunda.

Lake Ontario Park, Quick Starts

City Parks Forestry and Recreation staff will be issuing a Request for Proposals to begin work on designing the Martin Goodman Trail and Pedestrian Trail network in the Baselands. Detailed costing has been completed by TRCA. Currently, there is a budget shortfall to construct the Martin Goodman Trail. Waterfront Toronto, TRCA and City staff are working to find additional sources of funding to allow this to be constructed. A Delivery Agreement continues to be negotiated between Waterfront Toronto and TRCA for signage, construction of a recreational node, and consultation support.

Captain John's

The Toronto Port Authority (TPA) has advised Waterfront Toronto that it plans to recommence the process to sell Captain John's. On March 17, 2015, prior to recommencing the sale process, the TPA sought approval of the proposed sale process from the Federal Court to ensure that the Court is satisfied with the process before proceeding. This process will involve contacting parties who have expressed interest in acquiring the M/V Jadran to advise them that the sale process is in progress and to invite them to submit bids, if they are interested in purchasing the vessel, by a certain date. Once bids are received, the materials filed by TPA in the Federal Court indicate that the TPA will then seek to obtain a Court Order from the Federal Court approving the sale of the vessel on or about April 28, 2015.

