

“Hot Topics”

Billy Bishop Toronto City Airport (“BBTCA”)

We have followed up with City Staff to operationalize Council’s direction in March that staff undertake consultation with Waterfront Toronto during any negotiations with the Toronto Port Authority (“TPA”) and Transport Canada, including any planning, design, mitigation or other work as related to the BBTCA. We have indicated to staff interest in providing value-added participation to define and resolve planning and transportation issues related to the TPA’s airport expansion request. We believe we can be of specific value in addressing the City’s requirements for compatibility between the Airport Master Plan and Bathurst Quay Precinct Plan as per the staff report. The Airport Master Plan will include landside requirements that would need to be studied at the same time so that the City/Waterfront Toronto could properly comment/coordinate with the TPA’s Master Plan.

We have also flagged that there are broader waterfront planning and impact issues which Waterfront Toronto would need to be involved in defining and resolving. These include development impacts in the Port Lands – from a planning, environmental and financial perspective – and especially as they relate to the Lower Don Lands. We will also be providing our comments to the City on the TPA’s Terms of Reference for their Environmental Assessment for the runways.

There has been a recent exchange of correspondence between the TPA and the City concerning next steps and caps. You will recall that the staff report set out two specific conditions for commencing negotiations; they were that both Transport Canada and the TPA confirm in writing their commitment to the phasing approach outlined in the staff report as well as to managing growth through caps – 2.4 million passengers in Phase 1 and 2.7 million in Phase 2. The TPA has now made clear that it believes the level of caps should be subject to further study; the City has responded that the caps as approved by Council are meant to be understood as direction and obligation to be met before any possible amendments to the Tripartite Agreement.

Our concern over this early but fundamental impasse over agreement on caps as a pre-condition, is that the important precinct planning work that must be undertaken at Bathurst Quay becomes stalled with a further deterioration of the traffic and mobility issues in the area.

Gardiner EA

Work plan and schedule for the Gardiner is being revised (draft schedule attached) to address the direction from the Public Works and Infrastructure Committee on March 4, 2014. The revised work plan will look to further study issues raised including goods movement, congestion and also to develop and evaluate the Hybrid proposal. The revised schedule will include further stakeholder consultation and lead to reporting back to Public Works and Infrastructure Committee in February 2015 as directed.

“Current Topics”

West Don Lands (“WDL”)

Urban Capital

Urban Capital is on track to commence occupancy of their Phase 2 building in early 2015.

Urban Capital received support from Waterfront Toronto’s Design Review Panel (“DRP”) for the revised Phase 3 building, which was refined in response to feedback from both the DRP and pre-application discussions with City staff. They are preparing their municipal approvals applications accordingly. Marketing is scheduled to begin in May, 2014.

Toronto and Community Housing (“TCH”)

TCH plans to occupy their buildings in Spring 2014.

Woonerf Construction

Construction of the last three stages of the Urban Capital woonerf has commenced and will be completed this fall. The private woonerf through the TCH site is under construction by TCH’s contractor as per Waterfront Toronto specifications, with completion anticipated early summer 2014.

Construction Liaison Committee (“CLC”)

The WDL CLC continues to meet on a 6-week schedule. The meeting gives the community an ongoing, regular opportunity to meet with Waterfront Toronto’s developer and construction partners, which allows Waterfront Toronto to resolve issues related to noise, dust, traffic, etc., in a coordinated fashion before they become items of significance. No issues of significance were raised at the last meeting. The next meeting is scheduled for June 3, 2014.

Anishnawbe Health Toronto

On March 31, 2014, the Province announced that it has transferred a block of land to Anishnawbe Health Toronto (“AHT”) for the purposes of Aboriginal health and cultural centres, to be built following the Pan/Parapan American Games. The block is on the southeast corner of Front and Cherry Streets in WDL. The development is planned to include a community health centre and a cultural hub that could include spaces for education, social enterprises and the performing arts. AHT will enter into a development agreement with Waterfront Toronto as per its agreement with the Province, to secure development in accordance with WDL Precinct Plan objectives.

Pan/Parapan American Games Athletes’ Village

Construction continues on track and Dundee Kilmer continues to work towards site turn-over to TO2015 in early 2015. Waterfront Toronto continues to work with TO2015, Toronto and Region Conservation Authority and governments as necessary regarding TO2015’s planning efforts.

Waterfront Toronto is working with the Pan/Parapan American Games Secretariat, Infrastructure Ontario and Dundee Kilmer Developments to provide the public with a unique Doors Open experience on May 24-25, 2014. During Doors Open, the public will have an exclusive opportunity to walk the Canary District, see the progress in the West Don Lands and how the area will be used as the Athletes’ Village for the 2015 Pan Am/Parapan Am Games. The Dominion Wheel & Foundries building will be transformed into a place where visitors can learn about the history of the Foundry, the revitalization of the West Don Lands, sport in Ontario, and the 2015 Games.

East Bayfront (“EBF”)

Bayside

Phase 1 of the Plan of Subdivision was registered on March 31, 2014.

The Delivery Agreement for the funding of the sanitary and stormwater service from EBF to Cherry Street was executed on March 24, 2014.

Tridel and Hines continue to process their municipal approvals for Aqualina (first phase of Bayside) and are targeting a spring construction start. On April 9, 2014, they achieved Committee of Adjustment approval for several minor variances, with the appeal period ending on April 29, 2014. In addition, they are planning to launch their marketing for the second residential building in July, 2014.

Construction of the local municipal services continues on site.

The online/social media street naming campaign for the Bayside Toronto development is continuing resulting in strong public and media attention. We received almost 700 street name suggestions over a two-week period and more than 400 votes in the first 24 hours of public voting. The seven shortlisted names are:

- Aquaview Crescent;
- Azure Drive;
- Edgewater Drive;
- Kanadario Way (from the Iroquois word meaning “sparkling” or “beautiful” water);
- Merchants’ Wharf (for the wharf which was once located in this area);
- Water Street; and
- Wendat Way (references the Wendat people, also called Huron).

These were chosen by our Selection Committee which included Councillor McConnell, two neighbourhood representatives, Waterfront Toronto staff, Hines and Tridel staff. All shortlisted names were vetted by the City in advance of posting on line for voting.

Dockside

A confidential Request for Proposals (“RFP”) for the Waterfront Innovation Centre on Blocks 1 and 2 of the Dockside district was issued to four shortlisted proponents on March 31, 2014.

Parkside

Great Gulf is preparing to re-submit for Site Plan Approval in the near future. It is also their goal to submit for Building Permit by the end of May, 2014. The anticipated start of construction is March 2015.

Central Waterfront

Queens Quay Design and Construction

Varcon (site services contractor) completed work associated with the sanitary sewer installation between York and Rees Streets, and is completing the remaining work associated with the new storm line between Rees and Peter Slip Bridge. As the traffic shifts to accommodate TTC and road rebuild, Varcon is continuing with installation of remaining manholes and catch basins along the entire length of the street. Site service work will be completed within the next four weeks.

Stacey Electrical continued caisson installation for TTC poles, remaining traffic signalization poles at all intersections, and light poles along the south side of the street between Simcoe to Bay. Stacey completed the installation of the remaining splicing chamber at Spadina loop and Coco commenced excavation for the last splicing chamber located east of Rees Street. Installation of Transit priority and Traction power conduits are also underway in coordination with TTC track rebuild.

Excavation and concrete pours for the TTC track rebuild commenced at several locations along the main tangent between York and Peter Slip Bridge. Overhead cabling by TTC forces was completed within the inner loop at Spadina. Placement of concrete pavement around tracks in the inner loop is also complete. Traffic management shift has commenced to accommodate excavation for special track at the Spadina/Queens Quay intersection and will be followed by work at the entrance to the inner loop.

The landscape contractor, Aldershot, has increased the number of crews as more areas become available. Their granite curb and pavement installation continues at various locations on the north and south side of the street.

Toronto Hydro will schedule the install of two chambers, between Rees and HTO park south of TTC corridor in the fall. Work to be coordinated with Eastern installation of Martin Goodman Trail.

Communications

Waterfront Toronto continued ongoing efforts to support local businesses during construction by leading a site walk to prepare the construction site for the influx of visitors over the spring and summer season. Following the site walk, we adjusted signage, moved fences and began other site clean-up activities identified on the walk. We will continue to lead site walks over the spring/summer to identify ways to lessen the impacts of construction for residents and businesses.

Waterfront Toronto continues to work with the BIA to help mitigate the impact of Queen Quays construction. We have participated in several marketing sessions with the Waterfront BIA to create a bus wrap for a Hop on/Hop Off Double Decker tour bus. The final design for the bus wrap includes several Waterfront Toronto photographs including a prominent shot of the Spadina WaveDeck. The bus will tour major Toronto destinations this summer between May and late September.

Waterfront Toronto has produced a new video to help explain the complexity of rebuilding Queens Quay (we have used videos in the past to help explain our project work that have been very well received by the public – for instance, ‘Building the New Queens Quay’ video). The video peels back the pavement to demonstrate the work taking place underground and describes the site conditions for construction (e.g., obstructions, water levels, etc). The video also reaffirms that despite the complex work the project is on schedule for 2015.

The video will be put on our web site and other social media platforms (YouTube, etc.) and Waterfront Toronto will push out through Twitter, Facebook, Waterfront Toronto's Blog, and LinkedIn. We will also make the video available to our partners on Queens Quay such as the Waterfront BIA and neighbourhood associations – with the goal of having the video shared and viewed as much as possible. We will continue to promote the video as construction progresses.

Waterfront Toronto continues to participate in early planning sessions with the Waterfront BIA and other partners on how to best leverage planned and potential events on Queens Quay in the summer of 2015 in order to promote Queens Quay revitalization in a cost-effective way. This discussion includes Pan/Parapan American Games-related events and previously-scheduled festivals and other programming on Queens Quay for the summer of 2015.

Health and Safety

There have been a number of incidents on the Queens Quay project since the previous report as reported below, however none have resulted in lost time.

On March 15, 2014 an aging water main break occurred at the Rees intersection while the utilities subcontractor was working in its proximity. A water shutoff was necessary to conduct the repairs affecting 251 QQ, Police Station, and Kayak Centre. The incident resulted in no lost time and repairs were completed within a day.

On March 19, 2014 there was a workplace violence incident between two workers. The worker that initiated the fight was removed from the site. The incident resulted in no lost time.

On March 26, 2014 a Bell duct bank collapsed into a splicing chamber tie-in trench west of Spadina intersection. The incident resulted in no lost time and the duct bank remains under repair.

On April 3, 2014 a worker was bitten by a dog while on the public sidewalk. The employee is fine and it was confirmed that the dog was up to date with its vaccinations. The incident resulted in no lost time.

On April 4, 2014 a piece of asphalt fell on a workers finger and broke it. The worker received medical attention at the site and the incident resulted in no lost time.

On April 16, 2014 a Bell duct bank that was not located per drawings was damaged by a drill rig. The area was made safe and Bell was notified and repairs completed. The incident resulted in no lost time.

There has been one incident on the Bayside project since the previous report however it did not result in any lost time.

On April 2, 2014 a dump truck rolled over when unloading. There was no personal injury, loss of time or damage to the construction site.

Don Mouth Naturalization and Port Lands Flood Protection Project (“DMNP”) & Lower Don Lands (“LDL”) Environmental Assessments (“EAs”)

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”).

The TRCA, on behalf of and in cooperation with Waterfront Toronto and the City of Toronto, has completed the Environmental Assessment (EA) for the DMNP. On April 21, 2014, the formal review period for the DMNP EA closed.

The draft LDL Infrastructure Master Plan EA amendment is being updated based on comments received by the project team before submission to the MOE.

Port Lands Planning Framework/Transportation and Servicing Master Plan EA

Waterfront Toronto and the City of Toronto continue to work towards developing a high-level Planning Framework for the Port Lands. At the March 19, 2014 Board Meeting, the four land-use options for the Planning Framework were presented. Board members raised questions regarding the economic case for the Port Lands and, specifically, how the Port Lands will contribute to the economic viability of the City in the future.

Waterfront Toronto and Board member, Gary Wright met with City staff to discuss the economic drivers for the Port Lands for the City and how these will be incorporated into the evaluation of the land-use options for the Framework Plan. In order to include the economic role in the land-use options evaluation, it was agreed with the City at that meeting that the following actions would be taken:

- Waterfront Toronto and City staff will meet with other agencies, including the City’s Economic Development department and the Film, Television and Digital Media department along with other industry experts to receive input on this issue.
- The evaluation of the four land-use options will include consideration of the economic drivers for the Port Lands.
- Revisions will be made to the vision and messaging to ensure that the project clearly articulates the Port Lands’ role as a strategic land resource for the City of Toronto’s future growth.

The City, TRCA and Waterfront Toronto are meeting to review input from the Community and other commenting agencies on the four land-use options as part of the evaluation process along with our collective revitalization objectives, policies and guidelines with an eye towards economic viability and development to arrive at one preferred land-use scenario. A meeting with the Stakeholder Advisory Group is anticipated at the end of May.

The City and their consultant Dillon, with assistance from Waterfront Toronto, continue to work on the Transportation and Servicing Master Plan EA (“TSMP EA”) project. The team is currently working towards completing the necessary background documents and awaits the final Framework Plan Land Use Scenario to commence analysis of their alternatives.

Communications

The next Port Lands meeting will be held on the evening of May 15, 2014 at Morse Junior Public School (180 Carlaw Ave). This meeting will focus on the Cousins Quay Precinct Plan to present the planning area context, guiding principles and three options for how the precinct could be developed with the intent to garner feedback on the development of this precinct plan.

Film Studio Precinct Plan

The Project Team continues to work through constraints within the Film Studio Precinct Planning area and revise their proposed streets and blocks plan options.

Cousins Quay Precinct Plan

The Project team continues to work with Urban Strategies, W Architecture and Landscape Architecture, ARUP, and RWDI on the Cousins Quay Precinct Plan. A series of meetings with the City, Toronto Water and TRCA were held to obtain their feedback on the proposed three streets and blocks plan alternatives. The consultants have refined the alternatives which will be presented to the public for comment on May 15, 2014. A stakeholder and landowner meeting will be held in advance of the public meeting on May 12, 2014.

Environment and Innovation

Carbon Tool Recognized as LEED Innovation in Design Credit

Ellis Don, on behalf of the Pan Am Athletes' Village project and for Waterfront Toronto submitted a Credit Interpretation Request ("CIR") to the Canadian Green Building Council for the Waterfront Toronto Carbon Tool. The CaGBC's CIR process allows projects to apply for one or more LEED points where their approach achieves "significant measurable environmental performance using a strategy not addressed in LEED." The CIR was to allow for an Innovation Credit under LEED, for reporting of carbon results for the Pan Am project.

The submission has received a successful ruling by the CaGBC, which provides 1 LEED point to the Pan Am Athletes' Village project. This now means that other projects on the waterfront can use the CIR for the Carbon Tool to achieve a LEED credit. This promotes recognition of carbon reduction reporting for buildings through LEED and is helpful in getting projects within the waterfront to implement the carbon tool in decisions based on a comparison of carbon emissions through the design decision making process.

Electric Vehicle Infrastructure

Waterfront Toronto is progressing with the provision of up to 8 Electric Vehicle charging stations in the underground parking lot at George Brown College. These spaces will initially be used by the Toronto2015 Pan/Para-pan Am Games organizing committee. The infrastructure is then a legacy to George Brown College Building and community. Staff is working through technical issues to ensure a business case exists and addresses logistical issues to take advantage of funding for the infrastructure from the provincial Ministry of Transportation ("MTO"). Efforts will then turn to developing the appropriate form of procurement for this opportunity.

Mapping of Environmental Approvals & Associated Insurance

Waterfront Toronto has coordinated resources to accurately track and summarize environmental approvals for particular parcels of property within the GIS database. The outputs include a database of all properties with specifications as to whether Waterfront Toronto owns, leases, licenses or has assumed temporary responsibility on behalf of a government owner of the land, and attaches relevant environmental approval information such as Certificate of Property Use (CPU) and Record of Site Condition (RSC), where applicable. This database provides an enhanced tool to track insurance information and action. The GIS application results in a mapped format for all data by each property.

Sustainability Criteria for Intelligent Community Forum

The Intelligent Community Forum (“ICF”) is, for the first time, considering adding “sustainability” as one of its indicators of intelligent communities. Waterfront Toronto has been working with the ICF over the past several years to assist in the determination of which metrics should be used to measure “sustainability”. Waterfront Toronto has provided research of various indices of sustainable communities from around the world and has suggested both a long and short-list of potential metrics. The ICF will consider the input at their board at the June 2014 Summit and, if approved, this indicator will form part of the application for intelligent communities in the future.

Intelligent Communities

The ICF Top 7 Site Visit was held on April 15-16, 2014. Sites showcased included the Art Gallery of Ontario, the Screen Industries Research & Training (SIRT) Centre, Ryerson’s DMZ, OCAD University, Daniels Spectrum, George Brown College School of Design, MaRS, the Toronto International Film Festival, Evergreen Brickworks and the Waterfront Revitalization. There was significant support for this effort from not only our site visit hosts, but also our industry partners. Support was received from INVEST Toronto, the City of Toronto, IBM Canada, Cisco Canada, Beanfield Metroconnect, Marz Media, Fedup Films, and 1GOMedia.

The ICF has already noted favourably that Toronto was the first participant in the history of the awards program to select both youth and cultural ambassadors as part of the Top 7 delegation. The site visit was highly effective and positioned the City well heading into the final stage of the award cycle. The announcement of the 2014 Intelligent Community of the Year will be made on June 5, 2014 at the annual ICF Summit. Preparations are currently underway to prepare the delegation that will be presenting/participating in the Summit. A go forward strategy reflecting both possible outcomes of the June 5 announcement is being prepared to ensure that the award (either Top 7 or Intelligent Community of the Year) is leveraged to its fullest. These preparations are being done in concert with the City and INVEST Toronto, along with other participants that may benefit from this recognition.

Planning is also underway for the next New Blue Edge speaker series event featuring Chad Gaffield, President of the Social Sciences and Humanities Research Council, Darin Graham, President & CEO of ORION and Sara Diamond.

Work is ongoing on the procurement process for the Innovation Centre, along with identifying solutions to include on the intelligent community platform.

Jack Layton Ferry Terminal and Harbour Square Park

With support from City of Toronto’s Parks, Forestry and Recreation department and Councillor McConnell’s office, Waterfront Toronto will be hosting a design competition for the Jack Layton Ferry Terminal and Harbour Square Park. The competition RFQ is scheduled to be issued in late July 2014, with short-listed candidates selected by the end of September 2014. The short-listed candidates will then compete in an 8 week design competition, with a successful proponent being selected by mid-December. The successful proponent will then be awarded a contract to refine the design, complete working drawings and provide construction oversight for Phase I of the overall Master Plan.

Urban Park and Waterfront Trail at Ontario Place

The design of the Park and Trail at Ontario Place is currently on schedule and is tracking on budget. Project cost estimates were based on 100% Design Development. The team is currently finalizing materials, the lighting strategy, signage/wayfinding and interpretative work with the Mississaugas of the New Credit First Nation. The final design will be presented to the Waterfront Toronto Design Review Panel on June 11, 2014. Construction activities for the sub-surface component of the work will commence in June 2014.

Communications and Marketing

Empire Club

The CEO was the keynote speaker at a luncheon event held at the Empire Club on April 3, 2014. There were approximately 140 people in attendance to hear a progress report on waterfront revitalization and how the renewal of Toronto's waterfront is good for the economy.

Waterfront Online Immersion Project

Waterfront Toronto is creating an interactive online waterfront exhibit that showcases the scope and scale of waterfront revitalization and also profiles our key projects. The online exhibit will have interesting and unique features, including an interactive map that gives users an opportunity to see project photos, video, key facts, and links to a detailed information page and a live social media feed. The online immersion project will also feature a compelling story exhibit that shows the transformation of the waterfront literally right before the viewer's eyes. Another key feature of this project is a design exhibit that highlights eight of Waterfront Toronto's award-winning design projects and demonstrates our commitment to design excellence. The project is currently underway and will publicly launch in June.

Social Media

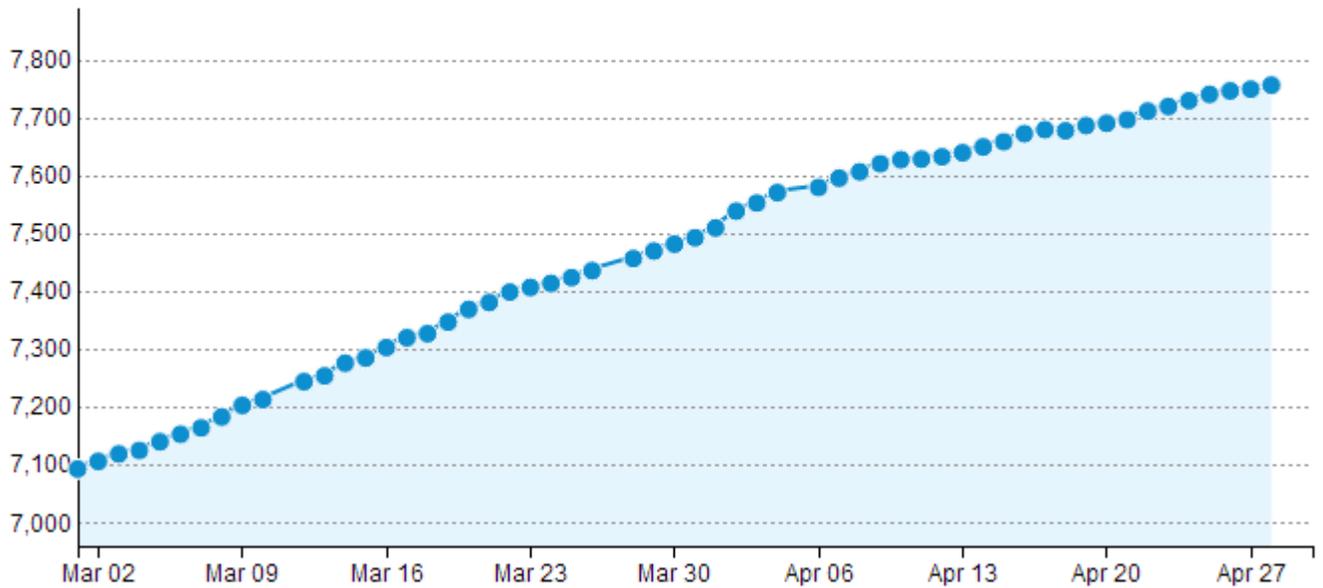
Our social media strategy -- positioning Waterfront as a thought leader on smart city building by publishing more content and engaging in more social media conversations continues to result in more engagement and more followers. The results of our recent social media audit now inform our approach and the continued development of our content strategy.

Growth in Twitter Followers for April 2014

Total Followers:
7,758

Average Daily Growth:
11

New Followers:
676



Growth in Facebook Fans for April 2014

Total Likes ?

2,239

↑ 3.1%

New Likes ?

73

3 (daily avg)

People Talking About This ?

151

↑ 115.7%

Weekly Total Reach ?

21,608

↑ 660%

Growth in LinkedIn Followers for April 2014

Total Followers ?

992

New Followers ?

58

↑ 48.7%