



Queens Quay Phasing/Funding/Schedule Update

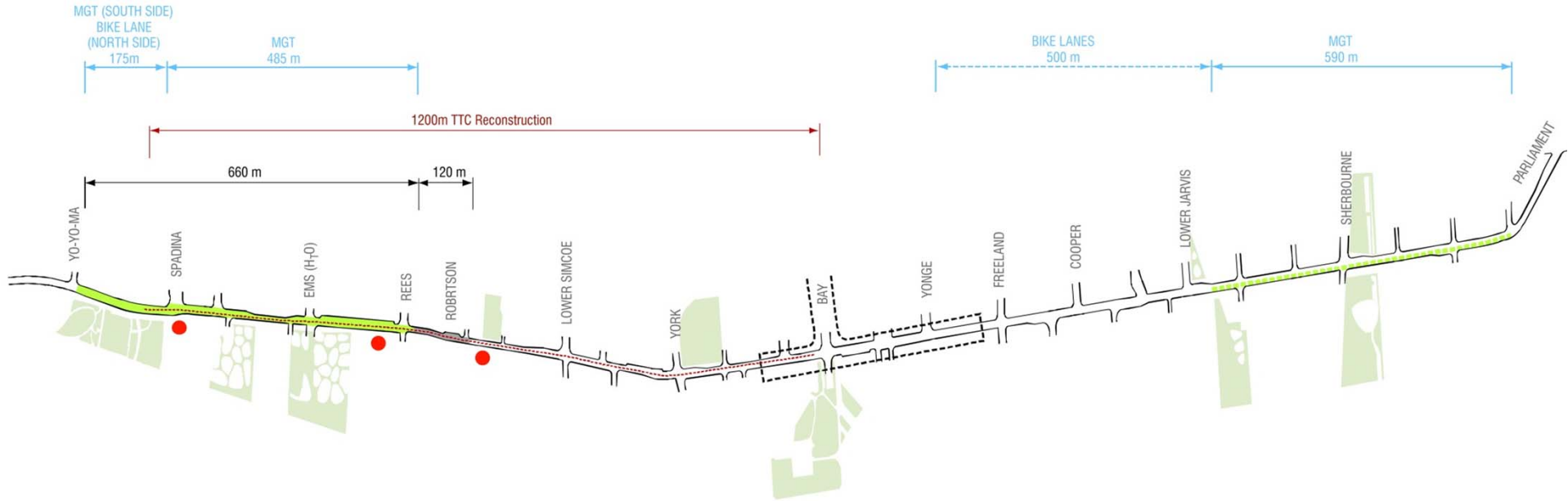
February 17, 2011



Phasing Status Report

- Funding required to undertake the portion from Bay to Lower Spadina is not all available.
- It was determined that available funding was sufficient to complete 800 metres of Queens Quay.
- Phasing for the project in order to deliver a portion which is within the current funding allocations was undertaken
- Phasing analysis included safety, transitions, throw-away costs etc...
- The purpose of this presentation is to outline the results of this work.

Phasing Option 1 – Queens Quay Revitalization (YoYo Ma to Rees)



OPTION 1: YO-YO MA TO REES

Pros:

- Ties in 2 wavedecks, HtO Park
- Completes vision to west end
- Martin Goodman Trail at east and west ends

Cons:

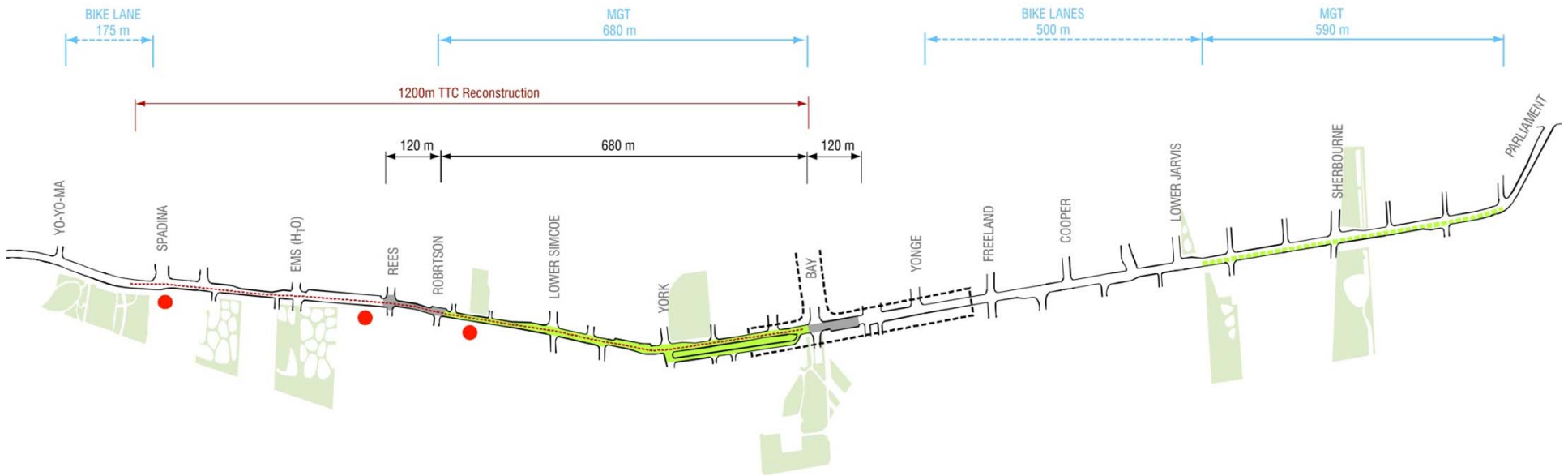
- Stops short of Harbourfront Centre
- Does not extend to receive pedestrian traffic from Union
- Martin Goodman Trail discontinuous in central area

LEGEND

- Permanent Improvements
 - granite mosaic pavement
 - silva cells
 - Olivio lighting
- Completed Wavedecks
- East Bayfront Linear Park
- Martin Goodman Trail Dimensions
- Temporary Connections
 - asphalt road line painting
 - Toronto standard lighting or existing
 - Temporary track reconstruction to meet existing track alignment
- TTC Reconstruction (Bay to Spadina)
 - TTC track work
 - TTC ROW improvements

Note: NTS (Vertical greater than horizontal scale)

Phasing Option 2– Queens Quay Revitalization (Robertson to Bay St)



PHASE 1 CONSTRUCTION: ROBERTSON TO BAY

Pros:

- Completes Harbour Square service road and Bay St. Portal
- Receives pedestrian traffic from Union; Ties in Island Ferry
- Good Martin Goodman Trail coverage in central waterfront area
- Better impact upon exiting Bay Portal

Cons:

- Discontinuous Martin Goodman Trail

LEGEND

- | | |
|--|---|
| <ul style="list-style-type: none"> Permanent Improvements <ul style="list-style-type: none"> • granite mosaic pavement • silva cells • Olivio lighting Completed Wave decks East Bayfront Linear Park Martin Goodman Trail Dimensions | <ul style="list-style-type: none"> Temporary Connections <ul style="list-style-type: none"> • asphalt road line painting • Toronto standard lighting or existing • Temporary track reconstruction to meet existing track alignment TTC Reconstruction (Bay to Spadina) <ul style="list-style-type: none"> • TTC track work • TTC ROW improvements |
|--|---|

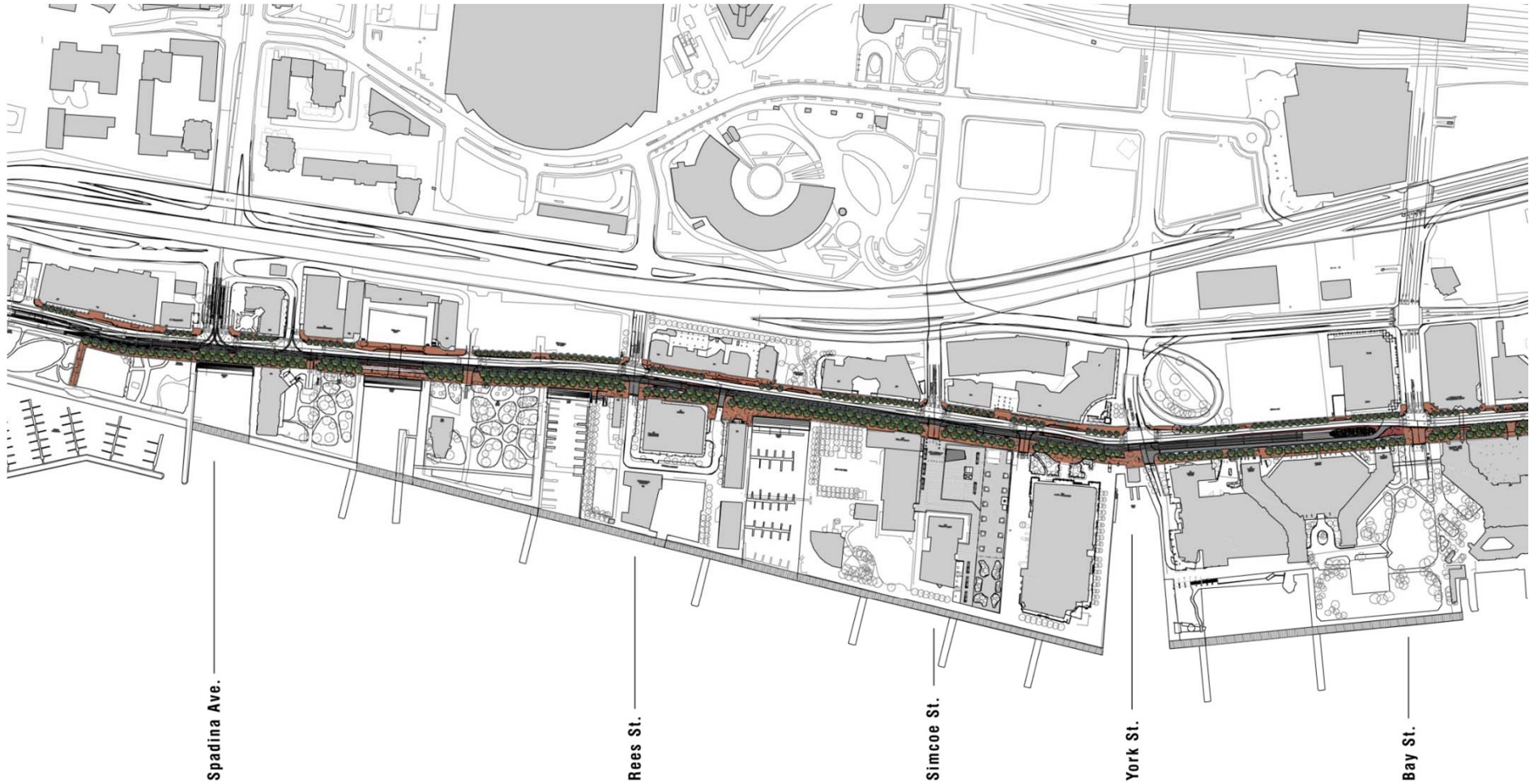
Note: NTS (Vertical greater than horizontal scale)



Phasing Status Report

- It was deemed infeasible to phase the segment from Lower Spadina Avenue to Bay Street for the following reasons:
 - Additional transitions, remobilization and temporary conditions have a significant additional cost
 - Efficiencies gained by undertaking TTC repairs and streetscaping construction would be lost (portions of TTC would need to be constructed twice)
 - Temporary conditions could be problematic and visually unappealing, such as grade changes, jersey barriers, reduced lane widths, temporary ramps ect..
 - Traffic would be impacted due to additional transitions
 - Bicycle infrastructure would remain disconnected
 - Uncertainty on timing for the remainder

Segment 1 – Queens Quay Revitalization (Lower Spadina to Bay St)





Funding Status

- The anticipated cost for Queens Quay Revitalization from Lower Spadina Avenue to Parliament Street, excluding municipal works which have already been completed is **\$198,200,000**.
- Total estimated cost for design and construction of Queens Quay from Lower Spadina Avenue to Bay Street is **\$75 million**
- **\$26,400,000** for this segment is currently unfunded.
- Waterfront Toronto remains committed to securing this funding prior to construction start.



Project Schedule

Complete Design for Queens Quay from Lower Spadina Avenue to Bay Street	July 2011
Construction for Queens Quay from Lower Spadina Avenue to Bay Street	September 2011 (approximately 24 month construction duration)
Complete Design from Bay to Lower Jarvis Streets	March 2012
Construction for Queens Quay from Bay to Lower Jarvis Streets	To be coordinated with TTC Works

Issues which may impact schedule

- Approvals will not be complete in time to commence construction
- Funding may not be secured by September 2011
- Ongoing coordination with Utilities and Municipal Services
- TTC timing will not coordinate with WT funding/timing.