

Queens Quay Construction Questions & Answers

PROJECT & DESIGN

Why is it necessary to redevelop/reconfigure Queens Quay Boulevard?

Queens Quay was both unattractive and dysfunctional. It acted as a barrier rather than a gateway to the waterfront.

- Traffic was regularly impeded because the street lacked the necessary turning lanes, designated pick-up/drop-off areas for tour buses and taxis, and curb side loading zones.
- Pedestrians were forced to navigate uneven, constricted sidewalks.
- Transit users crowded onto dangerously narrow streetcar platforms.
- Without a continuous Martin Goodman trail, cyclists were forced onto the busy roadway.

The revitalization of Queens Quay is transforming the uninviting and often-congested thoroughfare into a beautiful and functional world-class street that will be a showpiece of Toronto's waterfront revitalization.

What will the new street look like?

The new Queens Quay will be a more beautiful and better functioning street. It will be a world-class destination featuring:

- A broad granite pedestrian promenade with a double row of trees alongside a new stretch of Martin Goodman Trail
- A new two-lane, two-way street with expanded turning lanes and a dedicated streetcar corridor with widened platforms and passenger amenities
- Beautification on the north side of the street that will stimulate ground floor retail activity and urban vibrancy.

Why is so much of the street being set aside for pedestrian and cyclist traffic?

Today the street is poorly configured to balance the needs of all its users. At present more than 60 percent of the street width is set aside for motor vehicles, while in reality only 25 per cent of people who travel along Queens Quay do so by car.

How was the design concept developed?

The design for the revitalized Queens Quay, by West 8 + DTAH, is the product of an international design competition, inclusive public consultation and a comprehensive environmental assessment.

You are reducing car traffic to two lanes. Won't this cause more gridlock on an already congested street?

Rigorous and extensive traffic analysis shows that by reconfiguring traffic on Queens Quay, traffic will fully accommodate current and future demand even with the elimination of two-lanes of traffic.

- Queens Quay is not working efficiently today – in fact, it is operating as a poorly designed two-lane street.
- The majority of traffic problems on Queens Quay are a result of poorly timed signals and too few turning lanes.
- Illegal parking activities, complicated u-turns, inadequate transit platforms and infrequently spaced pedestrian crossings also contribute to an inefficient roadway.
- The percentage of the street width dedicated to each mode of travel is currently not proportional (for example, only 25% of people who travel along Queens Quay use a car and yet cars have 60% of the street width).

What type of transit will be available on Queens Quay?

TTC streetcar service will continue to use the Union/Bay tunnel and travel west along Queens Quay in its own right-of-way. Improved signalization will ensure better service. As part of this project, the TTC corridor will be slightly realigned and rebuilt and new tracks will be installed. The turning loop at Spadina Ave. north of Queens Quay will also be rebuilt.

What safety measures will be in place to ensure cars don't drive on the designated street car lanes?

When the streetcar lanes are rebuilt, clear signage will be installed and appropriate signals will be added to allow for safe passage when movements are required across the tracks. In addition, there will be a granite curb between the road and raised streetcar corridor that will act as a buffer for motor vehicles.

Are the granite pavers on the promenade going to be difficult to walk on?

While the granite pavers on the promenade are sometime referred to as "cobblestones" they are completely smooth and flat with no grooves in between. As part of the extensive planning effort for this project, the design team worked with an accessibility consultant to ensure that the promenade would be pleasant to walk on, safe and accessible. In addition to being beautiful, granite has a much longer lifespan than concrete and there is an easy cleaning regimen.

The public can experience what the granite pavers will look and feel like at the Water's Edge Promenade in East Bayfront (between Lower Jarvis St. and Sherbourne Common). This stretch of promenade has been open since July 2010.

PROJECT SCOPE

What section of Queens Quay is being revitalized?

The main project revitalization area is from YoYo Ma Lane (just west of Lower Spadina Ave.) to just east of Bay St. (in front of the Westin Hotel).

We also made some interim improvements to the southside of Queens Quay from Bay St. east to Lower Jarvis St. by building a new stretch of separated Martin Goodman Trail and new sidewalk for pedestrians. These interim improvements were completed in the fall of 2013.

When will Queens Quay East be revitalized?

The transformation of Queens Quay East will happen in the future as development progresses and as funding is available. Until such time, several interim improvements are planned to improve cycling and pedestrian access in the area.

In the summer of 2013, we completed the following interim improvements along the southside of Queens Quay from Bay St. east to Lower Jarvis St.:

- Created a new, separated Martin Goodman Trail through this busy stretch
- Built a new sidewalk to give pedestrians a safe way to access

In the fall of 2014, we will begin similar interim improvements between Lower Jarvis and Parliament Street. The Martin Goodman Trail will be extended east from Lower Jarvis to Parliament Street. In addition, a new concrete sidewalk will be installed in the same area with a new north-south pedestrian crossing along the east side of the Parliament intersection.. Landscaping improvements on the south side of Queens Quay will also be introduced.

Our long term vision is to fully transform Queens Quay east of Bay Street in the same way that we are transforming Queens Quay West now. This work will be phased as development proceeds in the area and as funding permits.

Will there be streetcar service on the eastern portion of Queens Quay in East Bayfront?

Yes, the transit plan for East Bayfront and the Port Lands, which was approved as part of the 2010 East Bayfront Transit Environmental Assessment (EA) has LRT service along Queens Quay East. Waterfront Toronto is working with our government partners to secure funding for this important transit line. In the short term, TTC is operating frequent bus service along Queens Quay East – they have already increased service from Union Station to George Brown College.

Why is the area between Bathurst St. and YoYo Ma Lane not part of the project?

The streetcar tracks west of Spadina Avenue are not at the end of their lifespan so it doesn't make sense to rebuild that part of the street at this time. We have designed the transition in that area so that when it is scheduled for rebuild, the extension west to Bathurst Street will be feasible. In addition, a separated Martin Goodman Trail will be extended all the way though to Bathurst Street.

How will the area east of Bay St. and west of YoYo Ma be transitioned?

Traffic will transition smoothly from the new roadway to the current condition both on the western and eastern ends of the street:

- West (Yo Yo Ma Lane) – cars traveling westbound will continue with no interruption; cars traveling eastbound will jog north over the streetcar tracks at a signalized intersection to join traffic on the new roadway.

- East (Bay St.) – cars traveling westbound will continue straight though the traffic signal jogging slightly south to the existing four-lane roadway; cars traveling eastbound will continue straight through the intersection onto the new roadway.

TIMING

How long will construction take?

Major works are expected to take two and a half years to complete -- from Fall 2012 to Summer 2015. The project is completely rebuilding and revitalizing the street both above and below the surface. In addition to building the pedestrian promenade, Martin Goodman Trail and new roadway, major upgrades to utilities and municipal infrastructure are being undertaken at the same time (e.g., TTC infrastructure, Hydro, Bell, Enbridge, Telecoms, Storm, Sanitary and Watermains). This work is being coordinated to avoid multiple and intrusive construction starts and stops over an extended period of time.

How can you guarantee it won't drag on?

The project is still on track for a Summer 2015 completion date. Our coordinated construction approach is helping keep the project on schedule. Unlike some road projects, Waterfront Toronto has a construction manager (Eastern Construction) who is overseeing all of our work and coordinating with other activities such as Hydro, etc. When one activity takes longer to complete, Eastern has reallocate crews to another task. This ensures work continues at all times with no lag or delay. Overlapping construction also allows projects to run simultaneously.

In addition, an enormous amount of pre-planning went in to ensuring all necessary utility upgrades were identified during the planning phase avoiding the need for costly delays and rework during and post-construction.

The TTC rebuild was delayed – does that mean the whole project is behind schedule?

No – the project is on track for its Summer 2015 completion. Some of the most complex underground construction activities took longer – but this was not unexpected. The below grade work (Hydro and storm and sanitary work) is the most complicated due to the high water table and the condition of the site – lake fill. The deep service work underneath the TTC corridor had to be completed before we could rebuild the corridor. The good news is that with our coordinated construction approach, when some tasks are delayed we advance other activities to keep the project moving forward and on schedule. With the majority of underground work now complete, the above grade work is moving very quickly and the overall project is on schedule for Summer 2015.

CONSTRUCTION

Timing

When did construction begin?

Advance utility work (Bell) began in June 2012. TTC streetcar service was suspended July 29, 2012 and the overhead wires were removed in August. In September, TTC began work on the portal at Bay St. Hydro and Enbridge mobilized for construction in September/October. WT began mobilization in September 2012 and began the demolition of the TTC corridor in late October.

When will construction be complete?

Major construction is expected to be complete by Summer 2015 in time for the Pan Am Games.

What is the timeline/schedule for the various phases of construction?

Construction is occurring in stages with major work expected to be completed in Summer 2015:

- **Underground Work:**
 - Utility upgrades (Bell, Hydro and Enbridge) and the installation of new storm and sanitary infrastructure.
 - Bell upgrades complete mid-2013
 - Enbridge upgrades complete late 2013
 - Majority of Hydro civil construction complete by early 2014 (with final chambers/laterals at Rees and York in late 2014)
 - New storm/sanitary construction complete by mid-2014

- **TTC Rebuild and Roadway:**
 - TTC track and loop demolition complete late 2013
 - Rebuild of Spadina Loop (complete for August 2014) and TTC corridor (complete for October 2014)
 - Roadway – major intersections complete by summer 2014; complete roadway by late fall 2014. Traffic will remain one-way until the end of the project when the road is fully commissioned.

- **Promenade and Sidewalks:**
 - North side granite sidewalk and southside granite promenade construction underway across site including installation of granite curbs and pavers, tree planting and finishes. Each section opens as work progresses.
 - Construction of the Martin Goodman Trail including silva cell installation underway. Tree planting will occur in the spring of 2015.

Construction Scope**What infrastructure improvements will be made as part of the construction?**

Transit infrastructure and most of the utilities and municipal services beneath Queens Quay require major upgrades and/or expansion.

- The TTC tracks and corridor along Queens Quay have reached the end of their service life and are being replaced.
- Toronto Hydro is undertaking an extensive project to replace aging electrical infrastructure and make enhancements to address current and future demand.
- Enbridge is relocating and upgrading its gas lines.
- The aging sanitary line currently under the TTC corridor on Queens Quay is being rebuilt and relocated to the north side of the street.
- Storm sewer and water main upgrades are also planned.

- Bell, Cogeco, Beanfield, Rogers and Allstream are upgrading their infrastructure.

Construction Impacts

What major construction impacts should people expect?

- One-way traffic operations between the north and south side of the TTC tracks to avoid construction areas
- TTC bus service running one way westbound on Queens Quay and eastbound on LakeShore while the streetcar line is rebuilt.
- Temporary gangplanks to ensure pedestrian access to all buildings and stores during sidewalk reconstruction.
- Temporary fences around all construction areas to maintain pedestrian and vehicular safety.
- Construction noise as permitted by the City of Toronto between 7am and 7pm while work is occurring.

During what hours of the day will construction activity occur?

Work is occurring on weekdays between 7am and 7pm as permitted by the City of Toronto. Some weekend work may also be required. Waterfront Toronto has committed to starting demolition work at 8am (rather than 7am).

How will noise and debris be managed?

Eastern Construction is responsible for overseeing all contractors to ensure the sites are clean and safe when work is completed for the day.

NOISE

Noise levels will not exceed rules established by City of Toronto Bylaw. In addition, we instituted an 8am start for noisy demolition work instead of 7am as permitted by the City's bylaw.

CLEAN SITE

As part of Waterfront Toronto's construction contracts, our crews are required to maintain a clean and safe work zone. The primary method our crews use to maintain a clean site on Queens Quay is to scrape excess amounts of mud, slurry and debris from road and sidewalk surfaces using hand shovels and/or bucket loaders. Crews also dry or wet sweep roads and sidewalks as required and as permitted by weather conditions. Dry sweeping is the best and most frequently used method of cleaning a site in the winter months to avoid icy conditions. In the summer months, street sweepers and water trucks to control dust.

If noise or debris issues arise that require immediate attention, members of the public may call Robert Pasut, Community Liaison Officer, Eastern Construction as (416) 505-3073. Questions may also be emailed to info@waterfrontoronto.ca.

What is Waterfront Toronto doing to help area businesses especially during the peak summer tourist season?

The waterfront is open for business during construction and the street will be safe and functional at all times. Waterfront Toronto has consulted widely with stakeholders including local businesses and the Waterfront BIA to help ease construction impacts.

- Our construction staging is planned with input from the BIA and local residents/businesses to reduce, to the extent possible, adverse impacts.
- We maintain an open and ongoing dialogue with the BIA/local businesses to:
 - Avoid issues before they arise
 - Mitigate impacts where possible
 - Work to resolve issues if they occur
- We have a regularly monthly meeting; ad hoc meetings and site walks and regular correspondence as needed.
- We have hired a full-time, on the ground construction liaison officer who is available to business owners 24/7 to respond to issues questions. That means if issues arise, they can be resolved quickly.
 - We also have established Queens Quay info line and email
- From an access perspective:
 - Access will be maintained to all businesses and residences at all times.
 - Transit, car and pedestrian traffic will continue.
- Work has been timed, where possible, to accommodate visitors and tourists during the peak summer season.
 - Site walk occurs before major weekends and events to ensure site is clean
 - Working to push back fencing at major north south streets so there is clear access to the south
 - Maintaining continuous southside pedestrian access for the summer
- Promote open for business during events (Jane’s Walk; Doors Open)
- The length of construction staging areas has been reduced to keep work more contained.
- Detailed project signage (for cars, cyclists, pedestrians and transit patrons) will be installed to help residents and visitors navigate the waterfront and access area businesses.
 - We are supporting the BIA in their “open for business” planning by mounting business wayfinding signage; participating in their events committee, meeting to discuss construction impacts etc.

Will construction have any impact on the events and festivals that are held on the waterfront?

Waterfront Toronto and Eastern have worked to identify all major events held on the waterfront and are monitoring construction activities carefully at those times. We are also undertaking the following:

- Site walk occurs before major weekends and events to ensure site is clean
- Working to push back fencing at major north south streets so there is clear access to the south
- Maintaining continuous southside pedestrian access for the summer

Access

How will you maintain full access for residents and businesses during construction?

Local access to all buildings will be available at all times even when there are traffic detours and lane closures. During most stages, traffic will flow one-way on either the north or south side of the street to keep the flow of traffic moving and to help alleviate congestion. All traffic, transit and sidewalk detours will be communicated in advance via regular construction updates to local stakeholders and at www.waterfrontontario.ca.

Will local business storefronts be visible and unobstructed from the street throughout construction?

Waterfront Toronto is using fast fencing on most construction sites not wooden hoarding which allow a clearer sightline to storefronts. Waterfront Toronto is providing space on the fencing for signage and The Waterfront BIA has committed to working with business owners on specific construction signage related to business access. When businesses have an issue – we correct it as soon as possible.

Will the construction impede access to waterfront tourist attractions, such as the ferry terminal and Harbourfront Centre?

Access to tourist attractions will be maintained during construction and the schedule has made all possible attempts to avoid key areas during the summer season. There will however, be changes in how the street operates so detours may be required. Crews will work to ensure all tourist attractions have the best possible access given the work underway.

Vehicles:

There is construction throughout the downtown area – how is this being coordinated with Queens Quay?

The City of Toronto has assigned a Work Zone Traffic Coordinator for our project. This coordinator manages construction traffic management plans for all projects in the area (including Waterfront Toronto’s work and private projects). Our traffic management plans are sent to this coordinator for approval to ensure they are integrated with all of the other approved projects in the City.

What is being done to ensure there isn’t traffic gridlock during construction?

During enormous amount of work during the planning for construction stage of this project to ensure traffic keeps moving during construction.

- Research from recent road reconstruction projects in Toronto (e.g., Bloor St.) shows that one-way traffic (as opposed to one-lane of traffic in each direction) is the best option for traffic operations during construction. This allows traffic to continue moving if one lane is backed up for any reason.
- We are also building traffic infrastructure (e.g., bus lay-bys) in the early stages of construction to help move traffic more effectively.
- Traffic signage has been installed outside of the waterfront area to give advance warning about construction *before* cars enter the area. It is expected that vehicles that currently use Queens Quay as a shortcut or thoroughfare will not do so during construction.
- Consultation with local businesses has identified specific delivery times and number of vehicles to ensure they have places to pull over in lay-bys.

Will traffic be redirected during construction? Along which routes?

One-way traffic will occur along Queens Quay in a westbound direction during construction (eastbound traffic will not be permitted between Dan Leckie Way and Bay St). We will aim to maintain two-lanes as much as possible but there will be localized lane closures and traffic impacts. Eastbound traffic will travel along Harbour and Lake Shore using the north/south connections to access Queens Quay.

Will the redirection of traffic create congestion in the surrounding area?

Given the scope of construction, there may be some congestion in the area. However, one of the benefits of one-way traffic is that helps to alleviate congestion on the north-south streets. In addition,

traffic signage has been installed outside of the waterfront area to give advance warning about construction *before* cars enter the area. It is expected that vehicles that currently use Queens Quay as a shortcut or thoroughfare will not do so during construction.

Will there be designated areas for taxis and tour buses to drop off/pick up riders during construction?

Waterfront Toronto has worked closely with the taxi and tour bus industry to ensure drop-offs and pick-ups continue during construction. We convened a Bus Management Working Group to review needs and possible drop-off and pick-up locations. We built a new bus lay-bys along York St right away to help with drop-off and pick-ups. In addition, the team has also identified other areas along Queens Quay that can be adapted for this use during construction.

Will any parking be available during construction?

There is currently no on-street parking available on Queens Quay. During construction all parking lots will be accessible including the York Quay underground parking garage next to Harbourfront Centre.

Transit:

Why are the streetcar tracks being rebuilt?

The existing streetcar corridor on Queens Quay West between Spadina Avenue and the Harbourfront tunnel was installed in 1990 and has reached the end of its lifespan. While the track installation method in 1990 was the latest technology available, it is no longer used by the TTC. The current method of reconstruction is far superior in terms of technological advancement, improved durability of the substructure and track assembly system, which increases the life cycle of the rail and the concrete, up to 25 years.

Why were TTC rails stored on Queen Quay East?

The welding required for TTC tracks is a very specialized service and there are only three companies in North America -- all in the USA -- who provide this type of service. Welding services are coordinated more than a year in advance and have to be coordinated with all of the TTCs track maintenance (both streetcar and subway).

Will TTC service on Queens Quay continue during construction? What about while work is being done on the streetcar tracks?

Bus service replaced the streetcar effective July 29, 2012. During one-way traffic operations, TTC bus service will continue to service all westbound stops on Queens Quay and eastbound stops will be relocated to Lake Shore Blvd/Harbour St. The eastbound stops on Lake Shore/Harbour are as follows: Stadium, Bathurst, Dan Leckie, Spadina, Simcoe and Bay St. The new streetcar corridor will be ready for 509 streetcar service in October 2014.

Why are there fewer eastbound stops on Lake Shore?

There are visibility issues on Lake Shore due to the posts which support the Gardiner. These visibility issues combined with the rate of travel make it dangerous for buses to stop at both Rees Street and York Street.

When is the streetcar coming back on line and why is it delayed?

The 509 TTC corridor rebuild will be complete and ready for service on October 12, 2014. The Spadina Loop will be complete and ready for service by August 31, 2014.

We had hoped to resume streetcar service for the summer months (July and August 2013) and then take it down again in the fall of 2013 to rebuild the portion between Spadina and Yo Yo Ma (including the Spadina Loop) in time for spring 2014. Unfortunately, due to some delays in Hydro and storm/sanitary infrastructure, the TTC corridor rebuild was delayed. (The infrastructure under the TTC corridor had to be complete before the surface could be rebuilt).

Have the Queens Quay platforms been designed to accommodate the new, longer streetcars?

Yes – the new platforms on Queens Quay will accommodate the longer streetcars.

Are the new streetcars wheelchair accessible?

TTC will be using new “low-floor” streetcars on the Queens Quay transit corridor. These streetcars will be replacing the TTC’s current streetcar fleet and will operate on all existing streetcar routes in the TTC’s current network. This vehicle has the capability of providing accessibility service at both platform and on-street stop locations. By 2018 all TTC’s streetcar service will use the new low-floor streetcars. The 510 Spadina and 509 Harbourfront are among the first routes to be converted.

The streetcar platforms will also be widened as part of the revitalization of Queens Quay. The new platforms will be 2.70 metres (almost 9 feet) wide with ramps to provide easy access for all. There will also be new shelters and other amenities on the platforms.

Why is the TTC stop at York/Queens Quay being eliminated in the new design?

The TTC stop which is currently located at York/Queens Quay and the stop located at Lower Simcoe/Queens Quay have been consolidated into one stop at the Queens Quay Terminal Driveway. The relocation, which was approved as part of the Environmental Assessment, provides the space necessary to access to the Harbour Square laneway and the intersection without significantly reducing the size of the sidewalks, or modifying the location of the existing TTC Portal.

Cyclists:

Will the new configuration of Queens Quay improve bicycle access to the waterfront?

Yes, it will help stitch together the Martin Goodman Trail, a 22 km long off-road dedicated bike path which is missing a piece within the Central Waterfront area. Currently, commuter and recreational cyclists are forced onto the busy roadway without dedicated bicycle lanes. Once construction is complete the continuous Martin Goodman trail will provide a safe and beautiful cycling path along the water’s edge on the south side of the street.

Will cyclists be able to ride on the street during construction?

Building a connection to the Martin Goodman Trail is a key goal for this project as there are currently no bicycle lanes along Queens Quay in the central waterfront. Cyclists are strongly encouraged to use the detour route when traveling on Queens Quay eastbound or westbound between Bay St. and Lower

Spadina Ave. The detour route uses a former stretch of off-street Martin Goodman Trail just south of the eastbound vehicular lanes on Lake Shore Blvd. between Lower Spadina Ave. and York St.

To bypass the construction area when eastbound traffic is not permitted between Bay St. and Dan Leckie Way:

- *Cyclists traveling eastbound:* may use the promenade south of the Music Garden between Bathurst and Spadina Avenue – parallel to Queens Quay. At Spadina, cyclists are encouraged to travel north to the former Martin Goodman Trail (at Lake Shore) between Lower Spadina Ave. and York St. At York St., cyclists will travel south to Queens Quay via the park space at the York/Bay/Yonge ramp. Cyclists will be required to dismount and walk the approximately 100 metres east to Bay St. where eastbound traffic is permitted.
- *Cyclists traveling westbound:* cross at the signalized intersection at York St., and travel north to the former off-street Martin Goodman Trail at Lake Shore Blvd.

How are cycling facilities being improved east of Bay St.?

Waterfront Toronto has built a new stretch of off-street Martin Goodman Trail from Bay St. east to Lower Jarvis St. and has improved bike lanes from Lower Jarvis St. to Parliament St. These improvements, which are now complete, provide a safe connection from the Central Waterfront to East Bayfront.

Communication:

How are you keeping local businesses and residents informed throughout the construction process?

Consistent consultation and communications with the public will be a cornerstone of the revitalization of Queens Quay throughout the construction process. WT is using a number of different tools to communicate construction:

- Website – www.waterfronttoronto.ca/constructingqq is the main source for detailed construction information including construction notices and timelines
- Email database – for regular construction notice and traffic impact notifications
- Social media – Twitter and facebook
- CLC – group representing all residents and businesses on QQ who meet regularly to discuss construction impacts and communication
- WT newsletter – monthly project updates
- Construction Signage – traffic and broader project-marketing signage has been created
- Stakeholder and partner communication tools – distribute messages via partners channels (e.g., City of Toronto, BIA, Resident Associations)

Will WT create an ‘open for business’ campaign to help area businesses?

Waterfront Toronto is responsible for communicating Queens Quay construction and providing timely and accurate information about construction impacts. The Waterfront BIA, like other city BIAs who have undergone construction, is responsible for creating a campaign to market its businesses.

To support the BIA, Waterfront Toronto will ensure:

- They have space on our construction fences/gangplanks for business signage

- Our signage and communications include Open For Business messaging
- Our construction crews are aware of major festivals and events so that construction can be coordinated when possible
- Crews coordinate with businesses whenever possible to ensure construction is not impacting operations

Who should people contact with questions?

- For project and construction information: Contact Waterfront Toronto
 - Email info@waterfronttoronto.ca
 - Queens Quay phone line 416.214-9990
 - Twitter
 - Facebook
- For immediate construction issues (including after-hours emergencies): Contact Eastern Construction
 - Robert Pasut, Community Liaison Officer at (416) 505-3073.
- For other issues:
 - TTC Schedules and Questions -- Email Diego Sinagoga, Community Liaison Officer at Diego.Sinagoga@ttc.ca
 - Hydro Construction Issues -- Email Maggie Mu at mmu@torontohydro.ca

Public Consultation

How was the public engaged in the Queens Quay revitalization project?

Stakeholder and public engagement is a key tenet for Waterfront Toronto and part of all of our revitalization efforts. The consultation process for Queens Quay has been – and continues to be – extensive.

Design Competition

The Queens Quay revitalization process began as a design competition in 2006. During the design competition, which was widely publicized in the media, we held a two week long exhibition in Brookfield Place culminating in a public meeting which was attended by more than five hundred people. We also held exhibitions in several satellite locations -- Eaton Centre, Scarborough Town and Sherway Gardens. This public process was also supported by a Stakeholder Advisory Committee made up of more than a dozen community members.

Environmental Assessment

Following the design competition, we launched a detailed Environmental Assessment during which we held over 50 meetings with area businesses, landowners, condominium boards and other stakeholders. We also held 4 public meetings and 5 stakeholder meetings. Regular notices were sent to community members to advertise public meetings and technical briefings with the media resulted in city-wide news coverage about the project.

Detailed Design

After the EA was approved by the City and the Province, we created a public engagement strategy to continue the dialogue with stakeholders during detailed design. We launched an open call to all interested community members who wanted to join the Queens Quay Working Group. The application

was publicized at our public meetings, on our website and via our monthly newsletter. We also asked local community groups to share the application broadly. We actively sought engaged members of the community and received many applications. For your information, three members of the York Quay neighbourhood association were included in the Working Group as were other residents, businesses, users of the waterfront, community members at large and non-residential landowners.

Planning for Construction/Construction

As we moved from design into planning for construction, the Queens Quay Working Group was transitioned to the Queens Quay Construction Liaison Committee (CLC). Like the Working Group, the Queens Quay Construction Liaison Committee (CLC) includes representation from a broad range of stakeholders. It also includes one representative of each condominium (typically a member of the condo's Board of Directors or Property Management office – each condo was given the option.)

The CLC provides a constructive forum for residents, businesses and neighbourhood groups to discuss construction related issues such as noise, traffic management, debris, debris disposal, and other construction impacts. Each member has agreed to share meeting information with the constituents he/she represents.