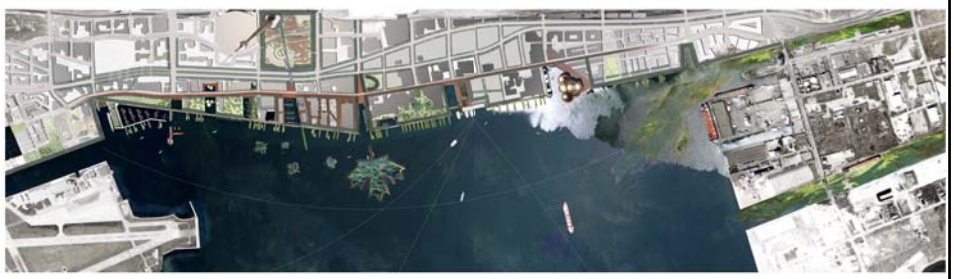
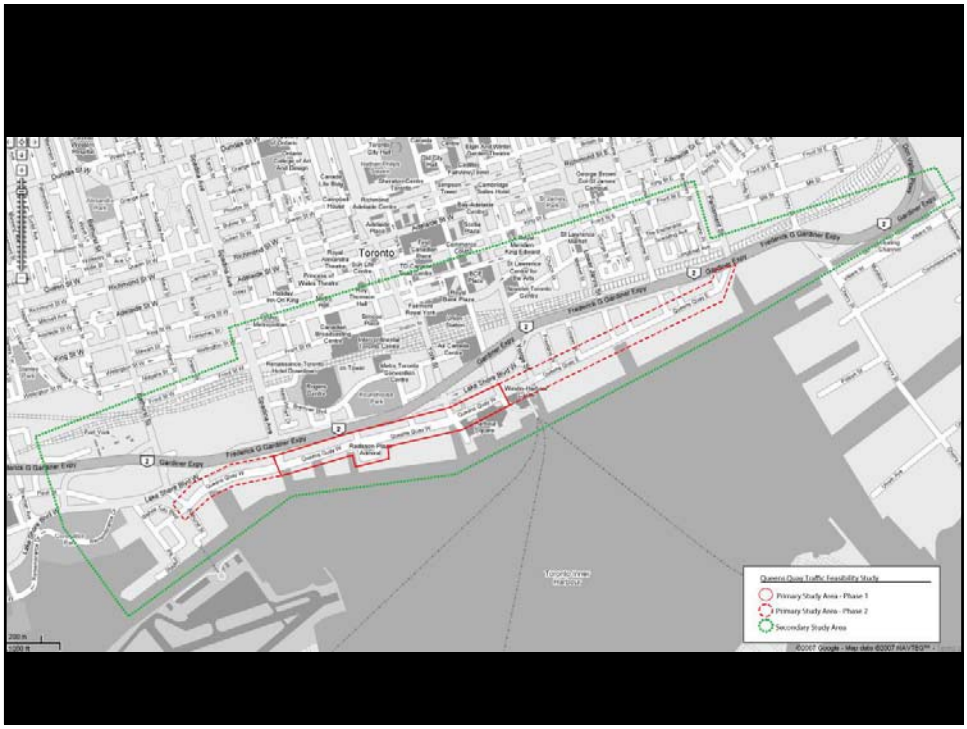
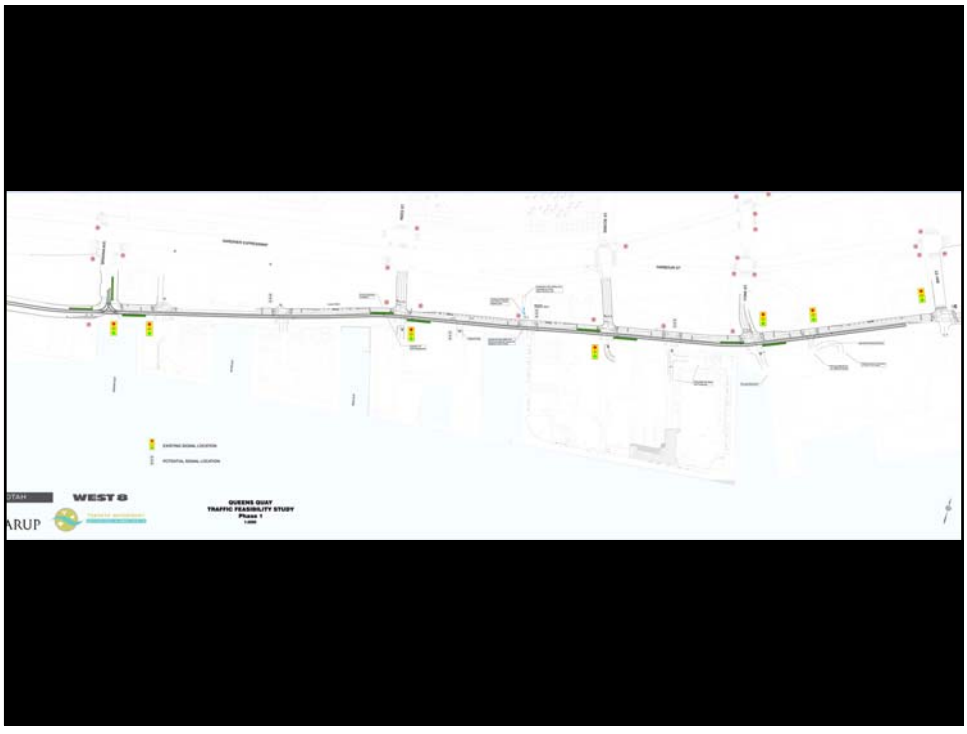
CENTRAL WATERFRONT



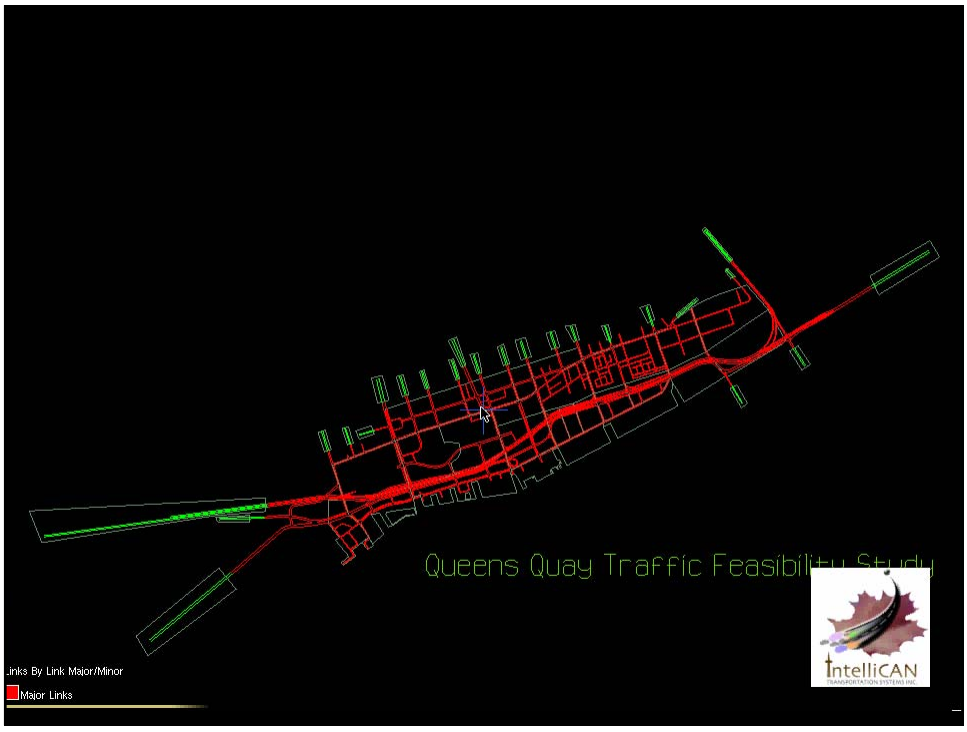
QUEENS QUAY BOULEVARD


Toronto
Queens Quay Traffic Feasibility Study
Primary Study Area - Phase 1
Primary Study Area - Phase 2
Secondary Study Area


WEST 8
ARUP
QUEENS QUAY
TRAFFIC FEASIBILITY STUDY

TRAFFIC FEASIBILITY STUDY FINDINGS:

Scenario	2006 Existing Conditions	Opening Day	Percent Change
Network Wide Statistics			
Total Travel Time	2600 hours	2650 hours	2%
Average Travel Time/Vehicle	6.6 minutes	6.7 minutes	2%
Vehicle Speed (km/hr)	35.6	34.4	-2%
Key Route Statistics			
Queens Quay EB	7.6 minutes	7.8 minutes	3%
Queens Quay WB	7.1 minutes	6.7 minutes	-5%
Lakeshore EB	9.8 minutes	10.1 minutes	3%
Lakeshore WB	12.0 minutes	11.8 minutes	-2%

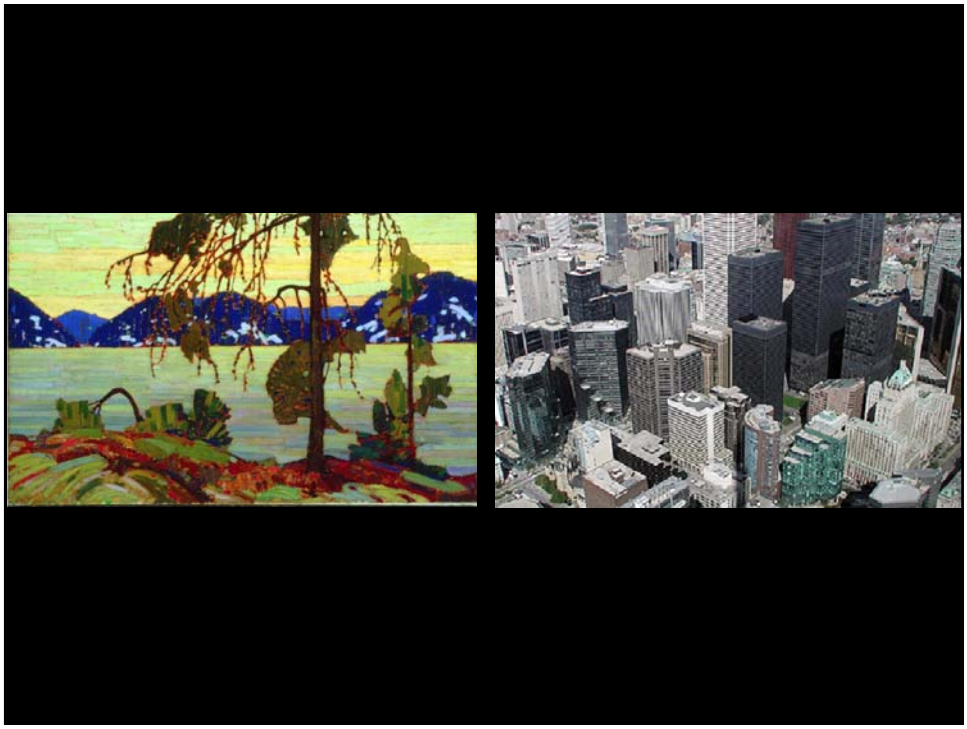


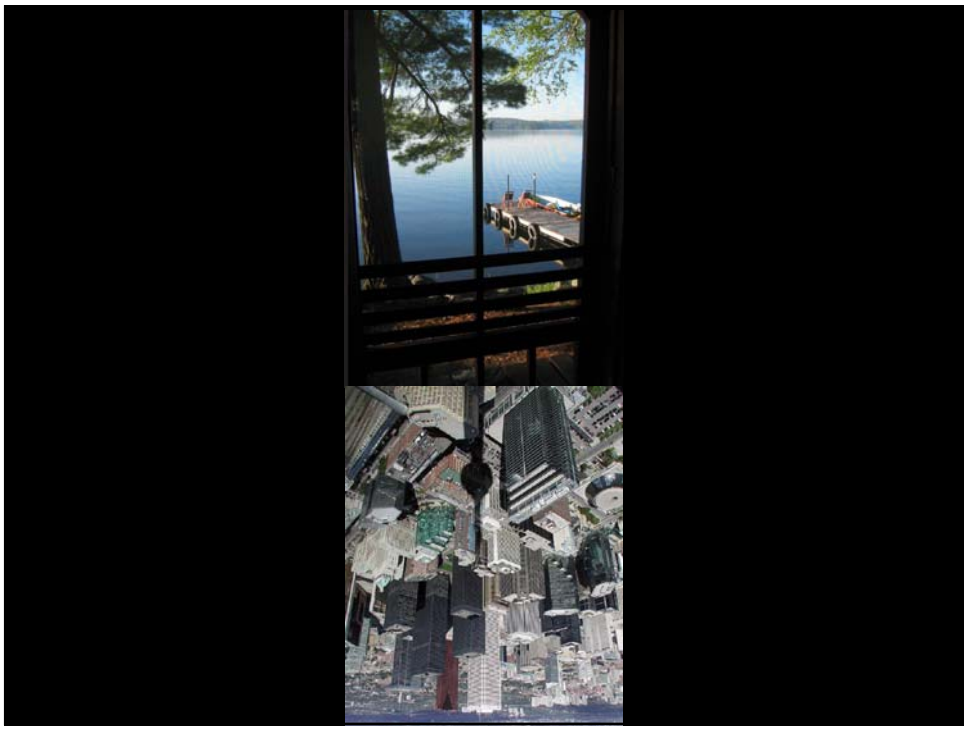
NEXT STEPS

•Develop scope of work for the Environmental Assessment process

•Develop alternatives to be integrated into the Environmental Assessment Process

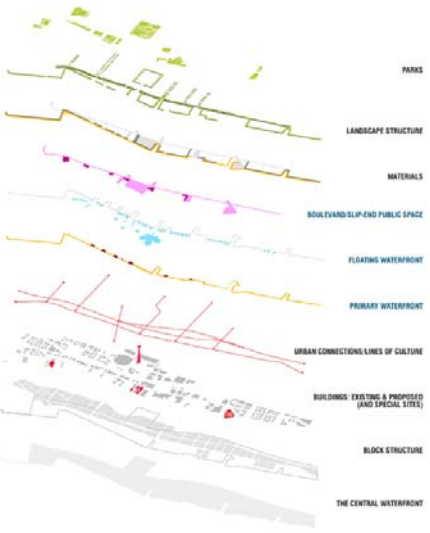
SPADINA HEAD OF SLIP

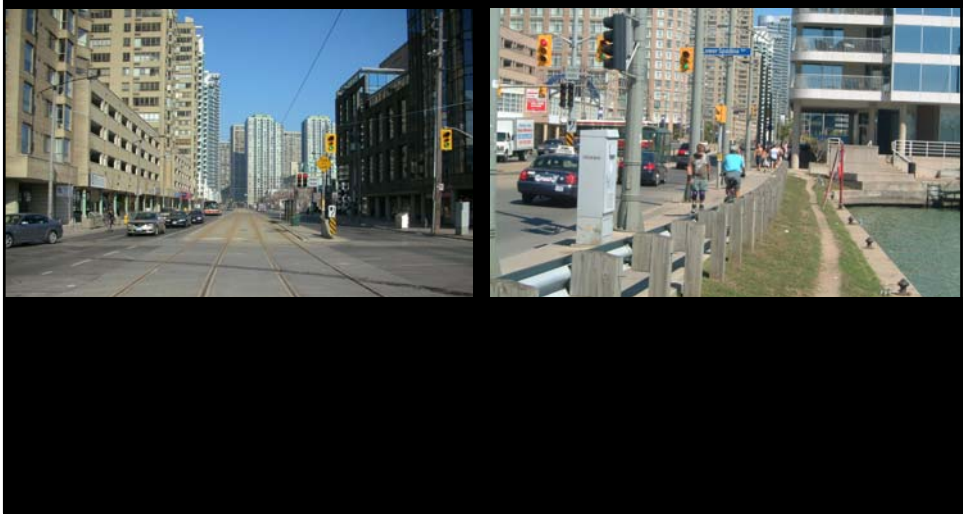


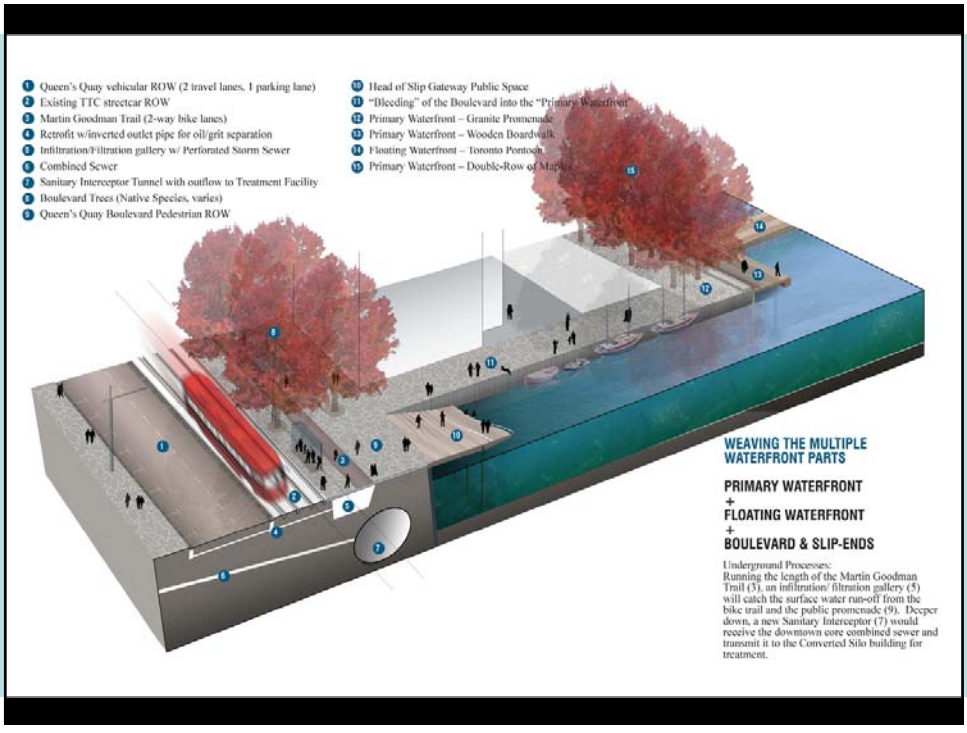


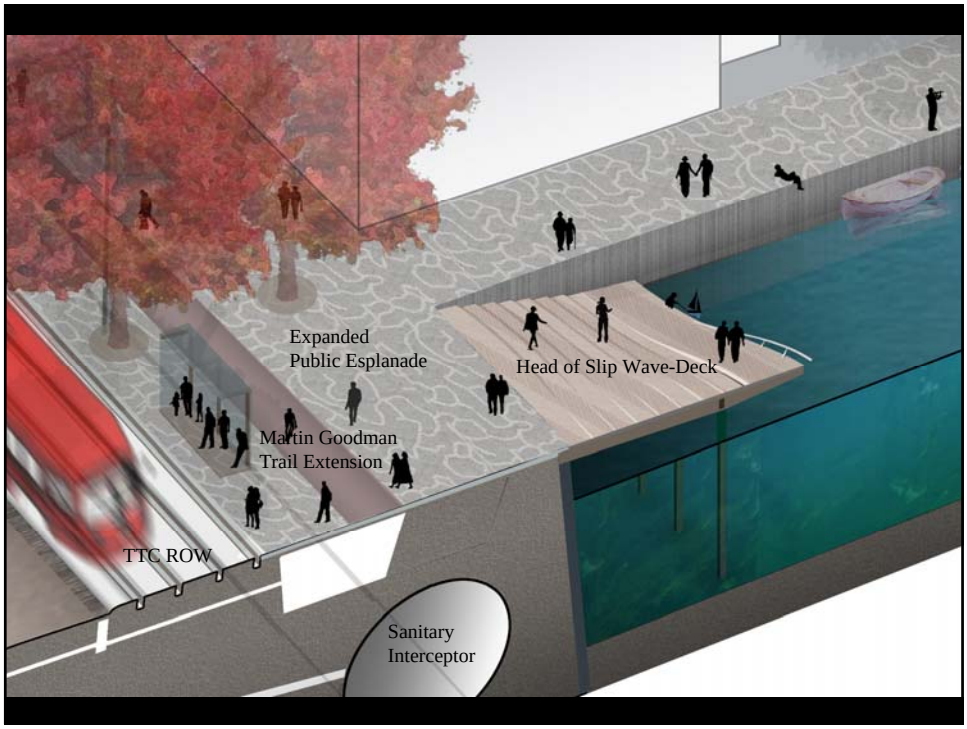
THE NEW MULTIPLE WATERFRONT

The vision for an expanded experience of the waterfront is composed of three woven waterfront systems: part I – the "Primary Edge," part II – the "Floating Waterfront" and part III – "Queen's Quay/Slip-End Boulevard."



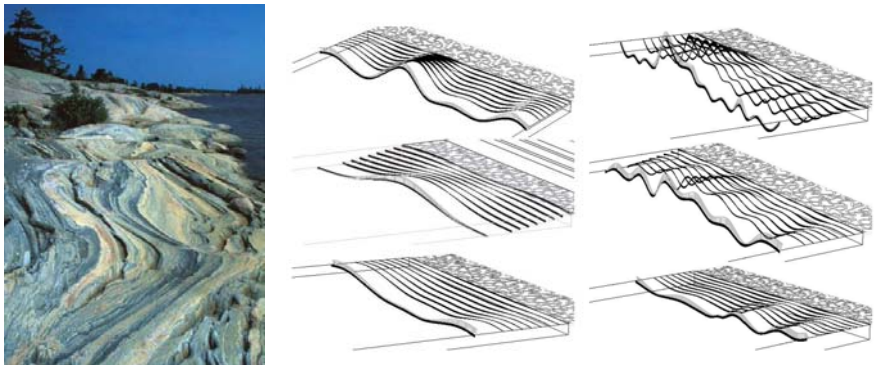


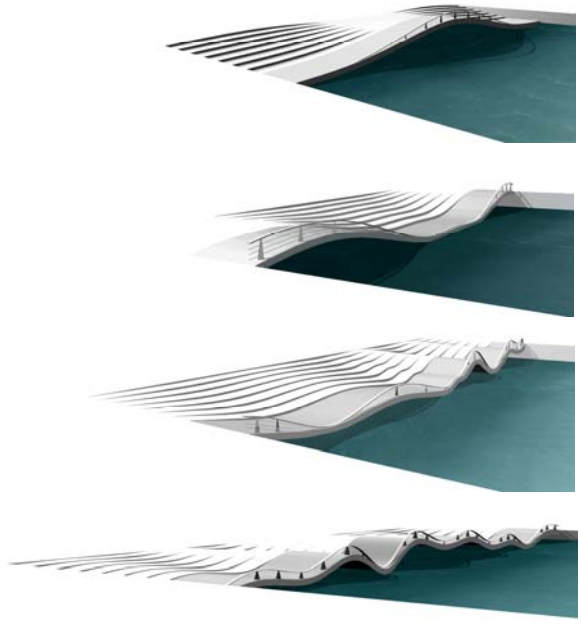

1 Queen's Quay vehicular ROW (2 travel lanes, 1 parking lane)
2 Existing TTC streetcar ROW
3 Martin Goodman Trail (2-way bike lanes)
4 Retrofit w/inverted outlet pipe for oil/grit separation
5 Infiltration/Filtration gallery w/ Perforated Storm Sewer
6 Combined Sewer
7 Sanitary Interceptor Tunnel with outflow to Treatment Facility
8 Boulevard Trees (Native Species, varies)
9 Queen's Quay Boulevard Pedestrian ROW
10 Head of Slip Gateway Public Space
11 "Bleeding" of the Boulevard into the "Primary Waterfront"
12 Primary Waterfront – Granite Promenade
13 Primary Waterfront – Wooden Boardwalk
14 Floating Waterfront – Toronto Pontoon
15 Primary Waterfront – Double-Row of Maples
WEAVING THE MULTIPLE WATERFRONT PARTS
PRIMARY WATERFRONT
+
FLOATING WATERFRONT
+
BOULEVARD & SLIP-ENDS
Underground Processes:
Running the length of the Martin Goodman Trail (3), an infiltration/ filtration gallery (5) will catch the surface water run-off from the bike trail and the public promenade (9). Deeper down, a new Sanitary Interceptor (7) would receive the downtown core combined sewer and transmit it to the Converted Silo building for treatment.



HEADS OF SLIPS
PUBLIC SPACE DESIGN

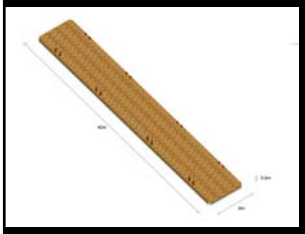
Seven steps to the lake. A simple articulation of the change in level between the Boulevard and the water is explored through a series of variations at the heads of slips. With utmost restraint, a new public space gateway is generated where the city kisses the lake, inspired by the sinuous contours of the shoreline.



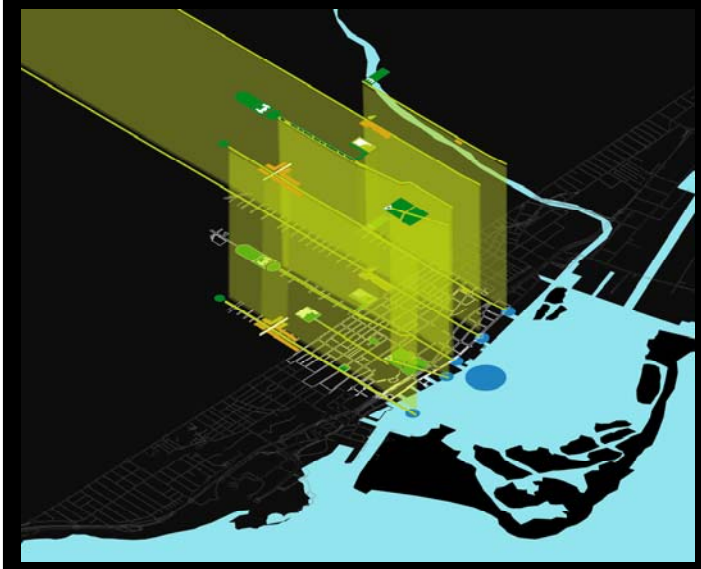

SPADINA SLIP
REES SLIP
PORTLAND SLIP
SIMCOE SLIP

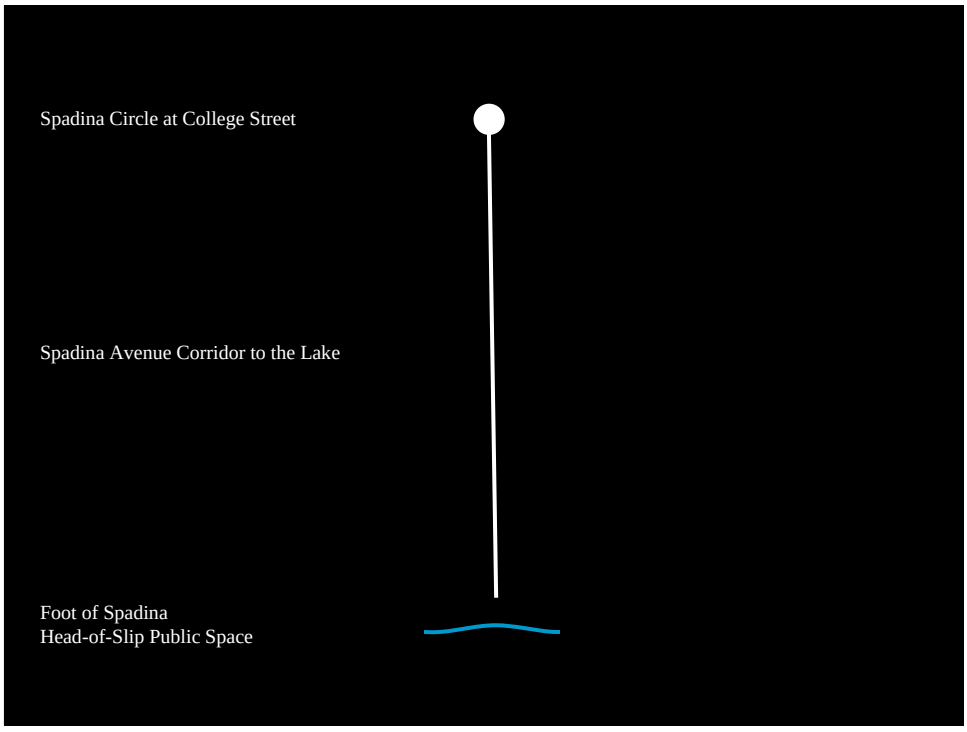
Timber Waterfront



Corridors to the Waterfront

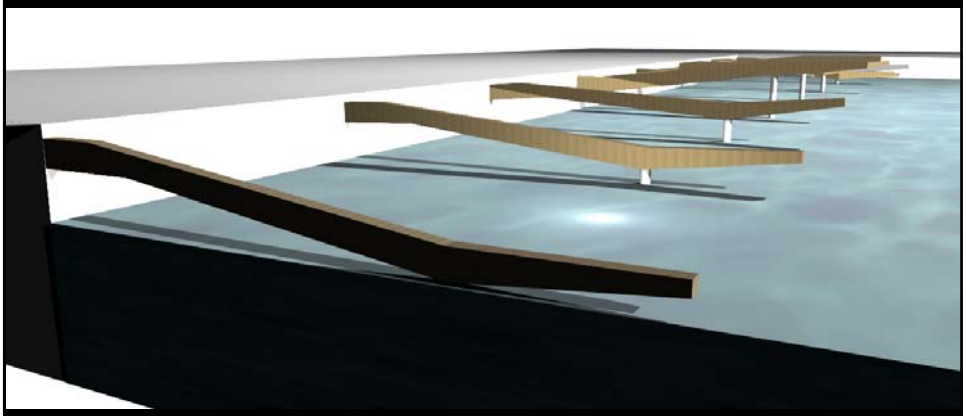




Spadina Circle at College Street
Spadina Avenue Corridor to the Lake
Foot of Spadina
Head-of-Slip Public Space

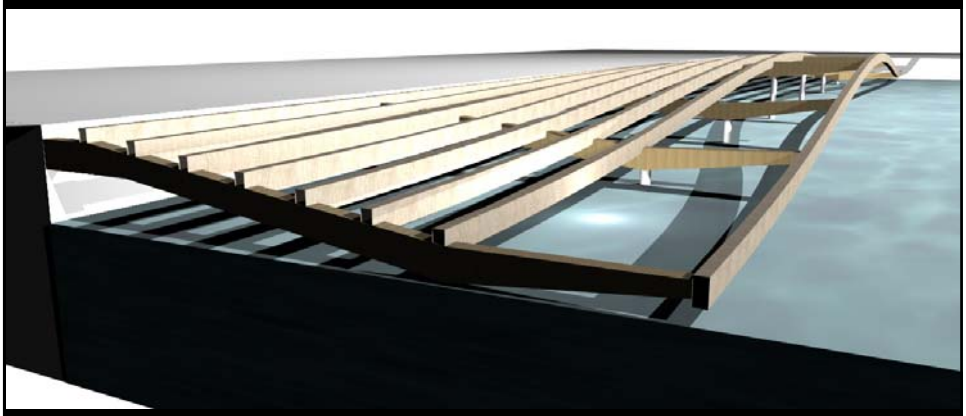
Formal Symmetry
for Spadina Deck Curvature

Existing Condition

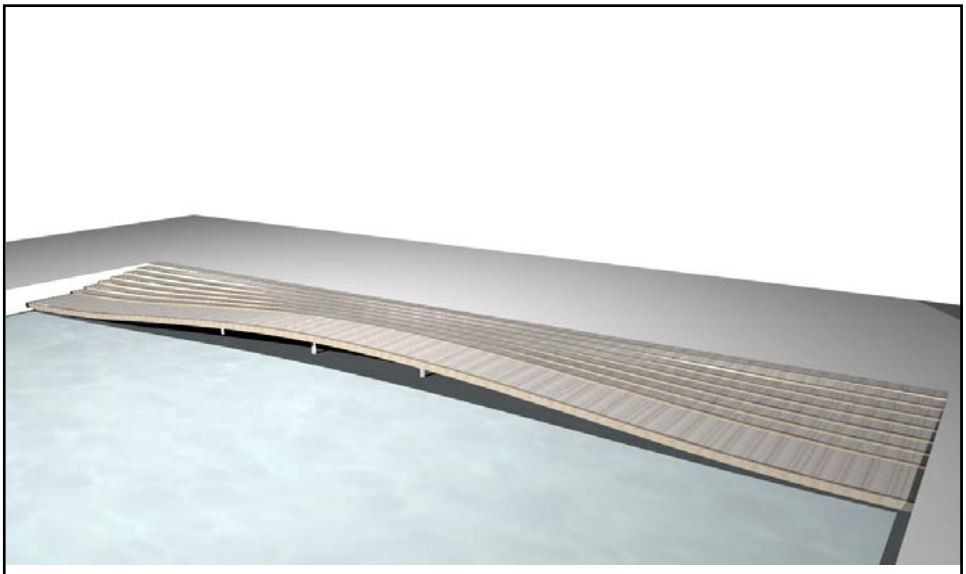
Primary Structure – Timber (or Steel)

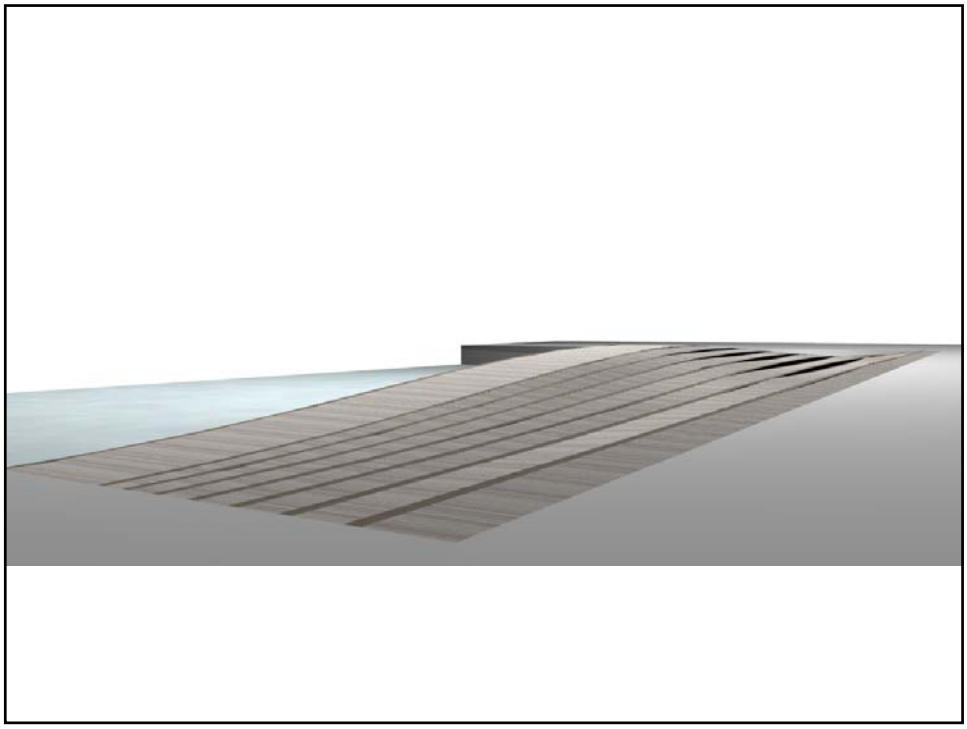


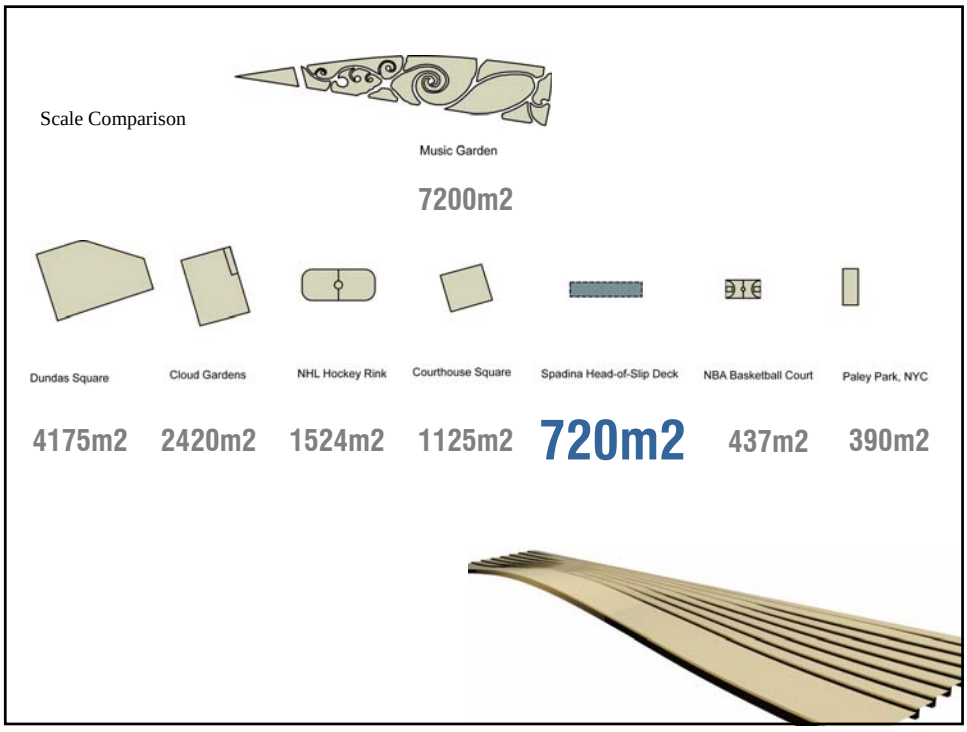
Secondary Structure – Timber (Douglas Fir)

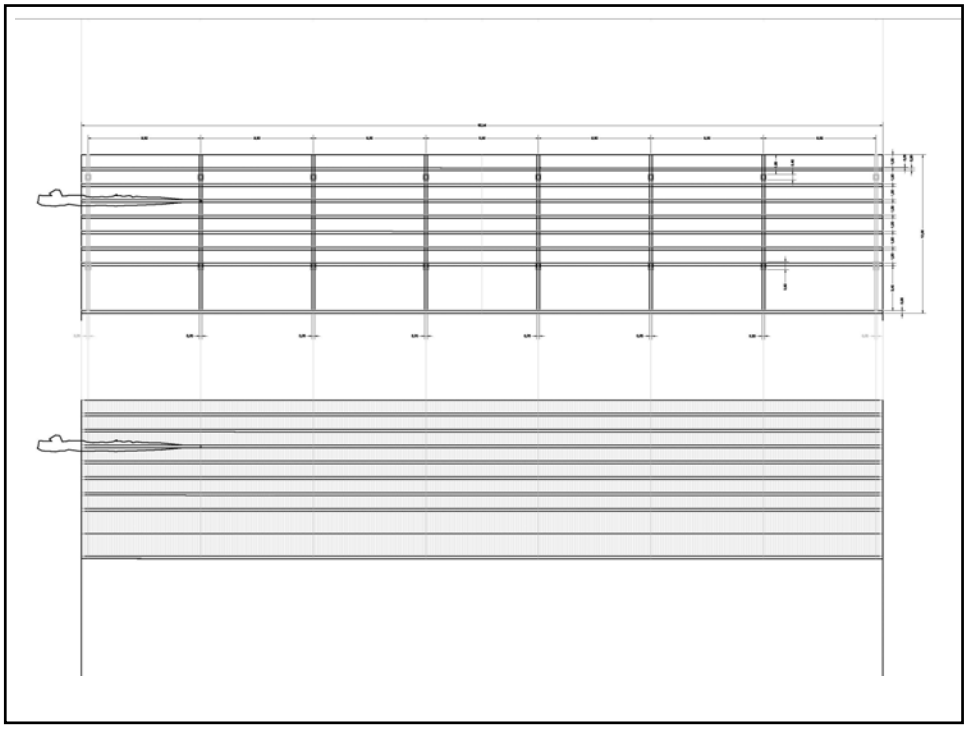


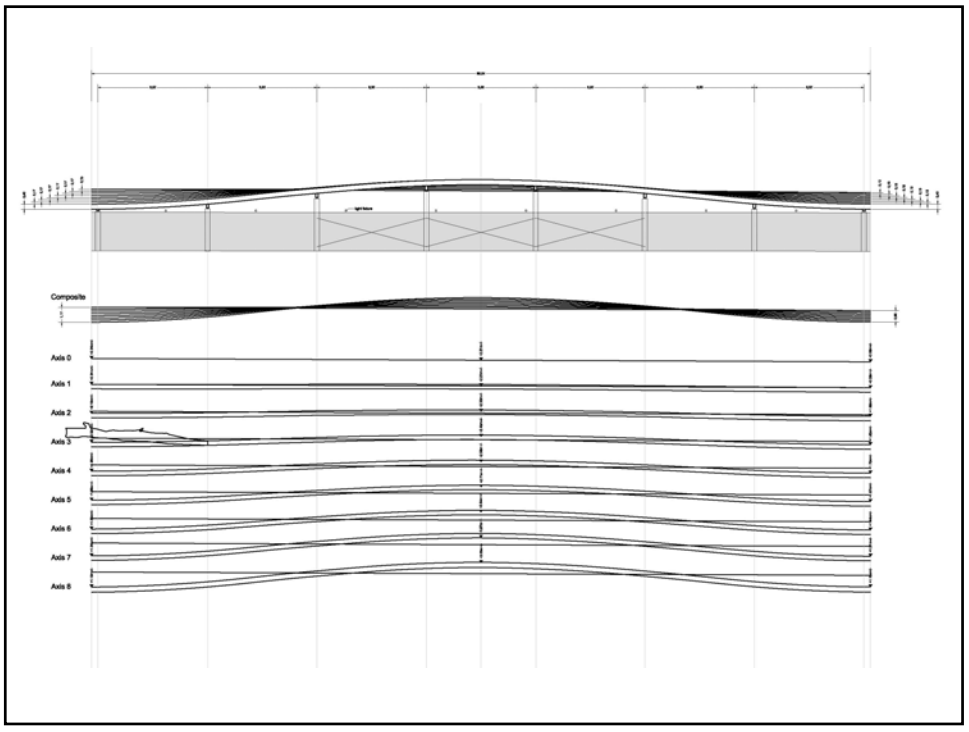
Top Decking – Timber (Douglas Fir)

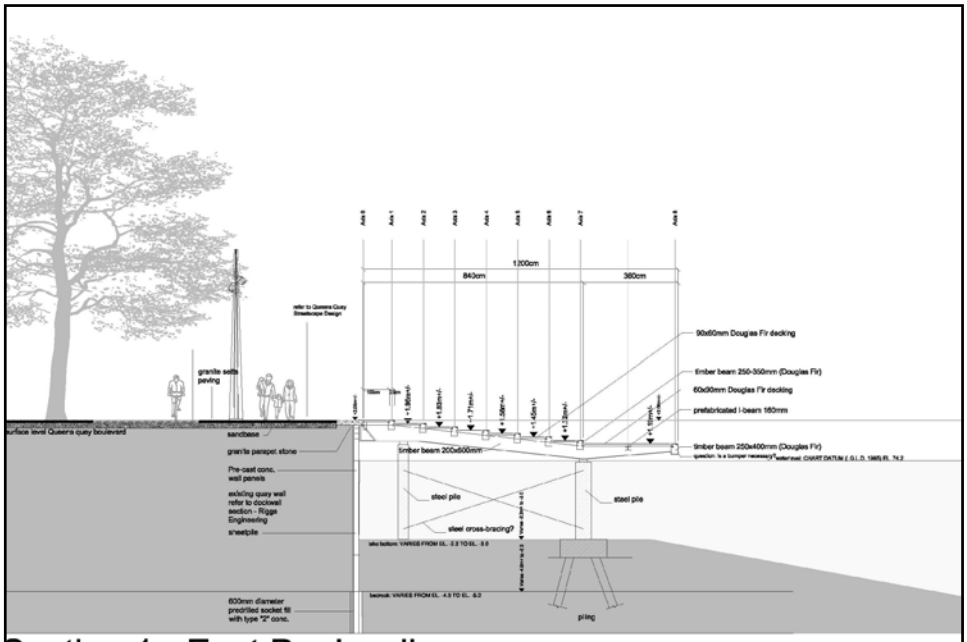




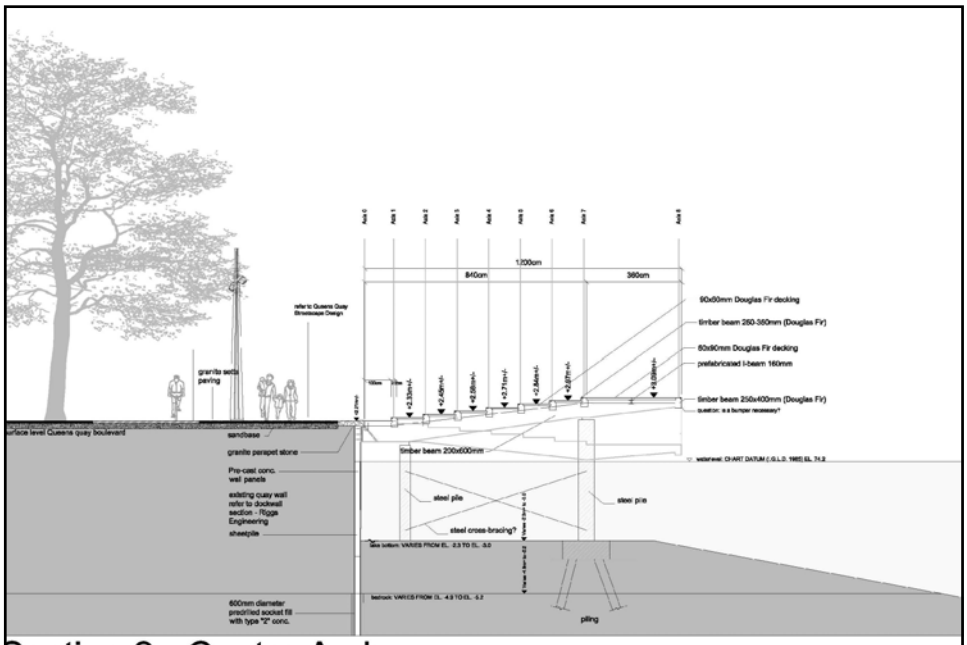

Scale Comparison
Music Garden
7200m2
Dundas Square
Cloud Gardens
NHL Hockey Rink
Courthouse Square
Spadina Head-of-Slip Deck
NBA Basketball Court
Paley Park, NYC
4175m2
2420m2
1524m2
1125m2
720m2
437m2
390m2



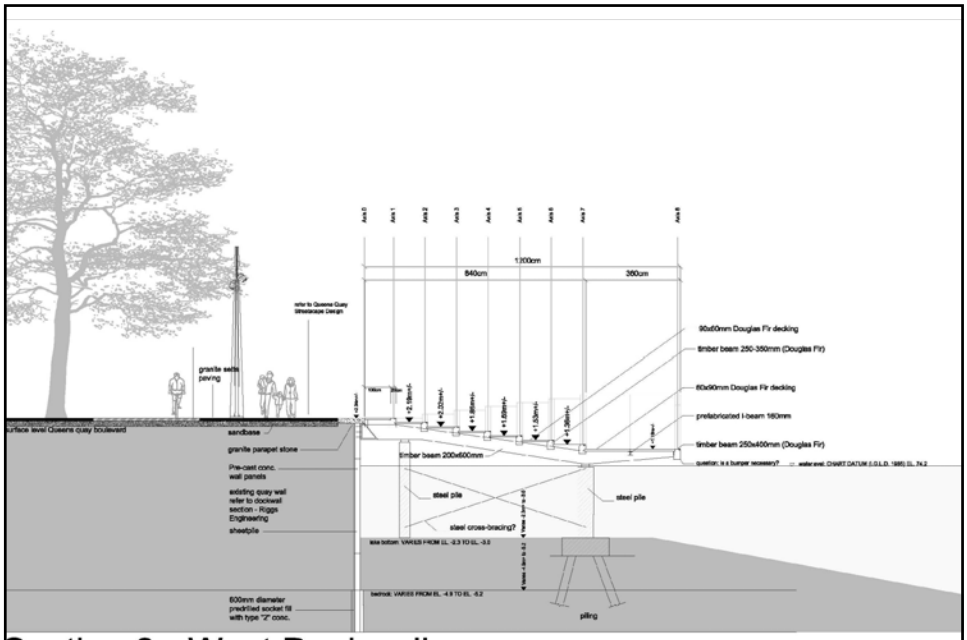

Composite
Axis 0
Axis 1
Axis 2
Axis 3
Axis 4
Axis 5
Axis 6
Axis 7
Axis 8



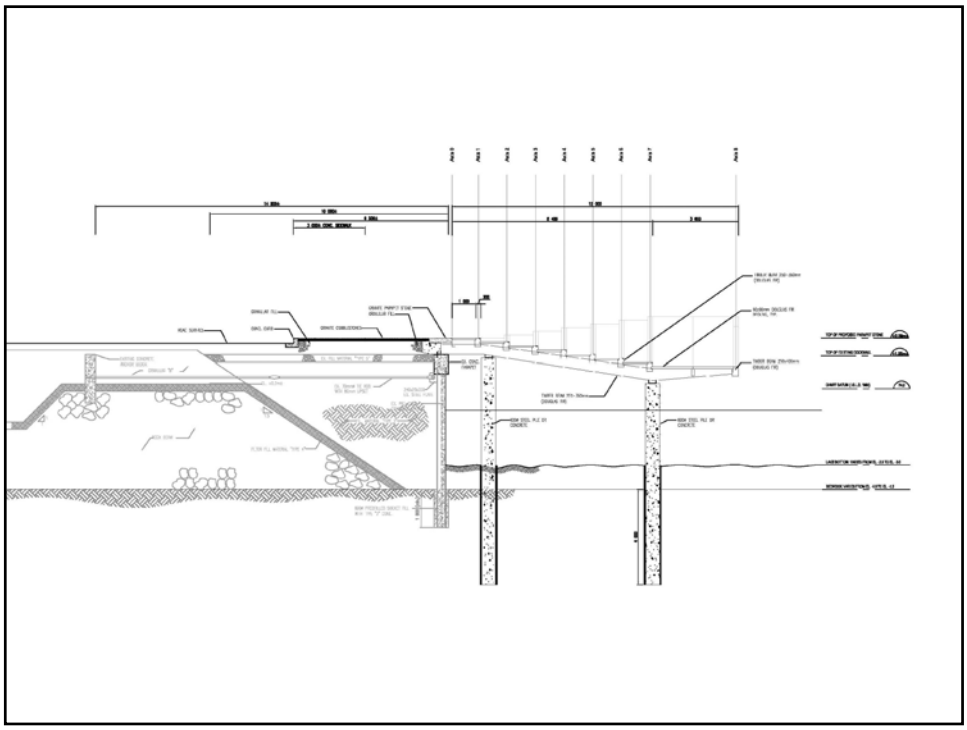
Section 1 - East Dockwall

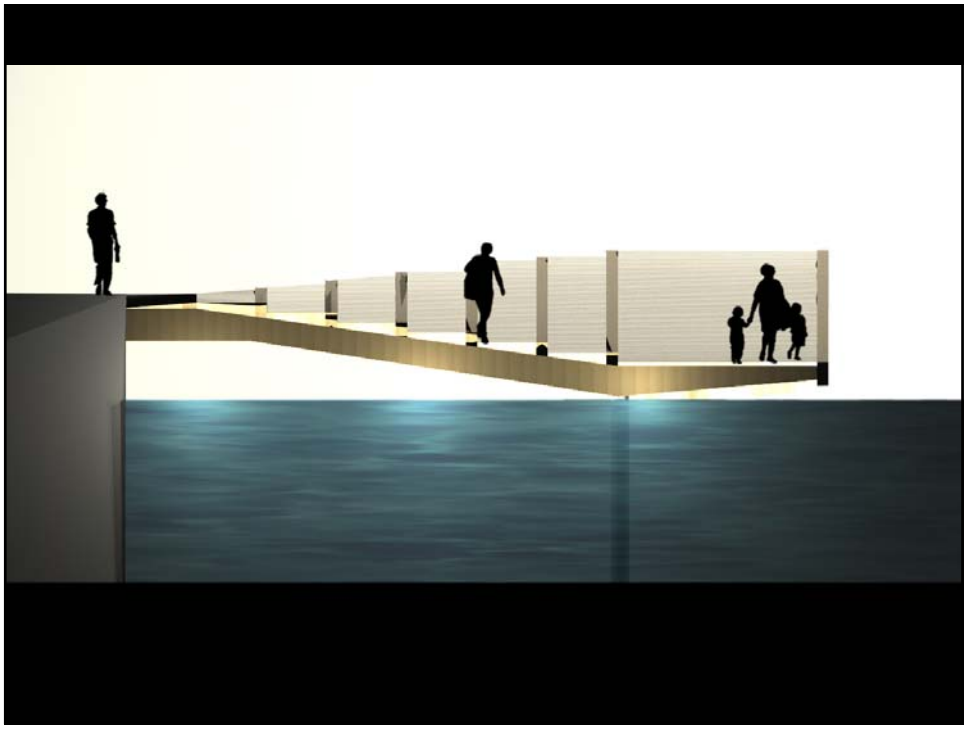


Section 2 - Centre Arch



Section 3 - West Dockwall



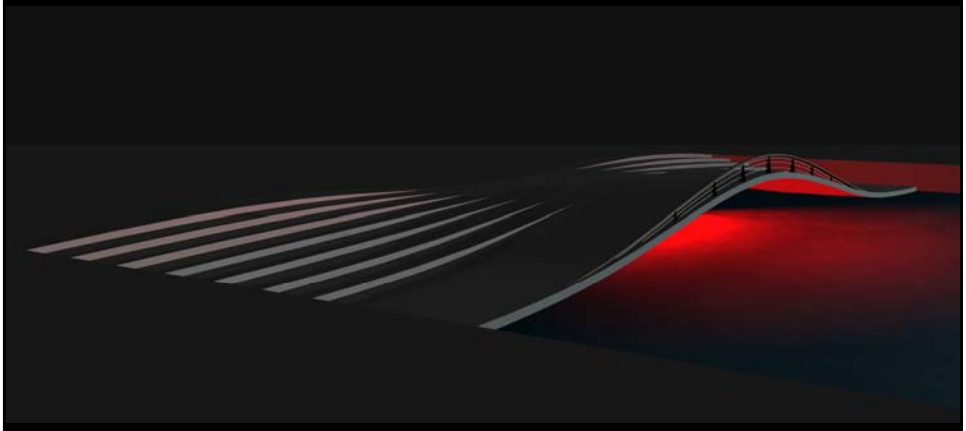


View North

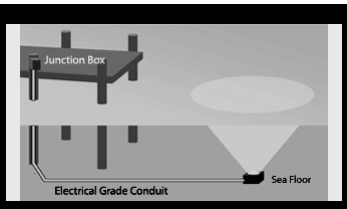
View South-East

View West

"The Underworld"

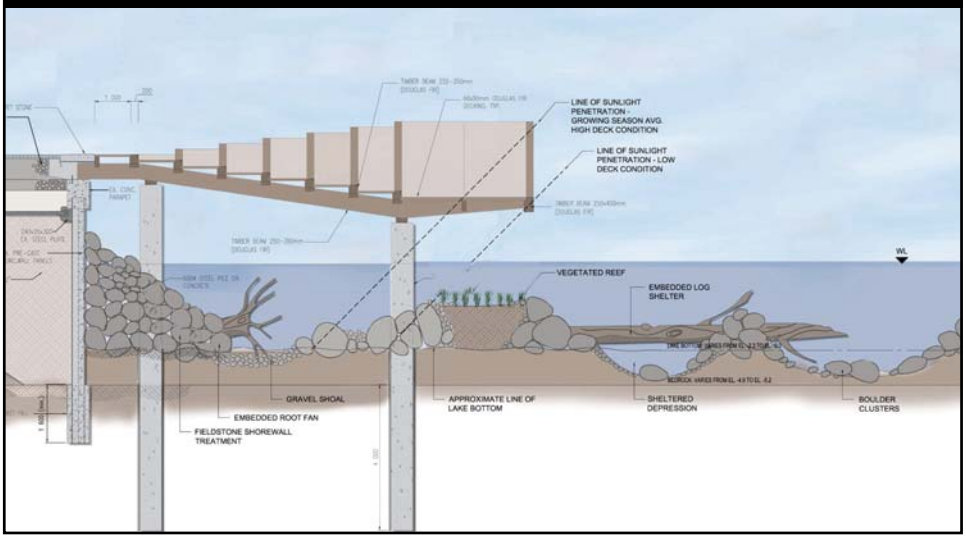


Lighting: Underwater Aquatic Attractors

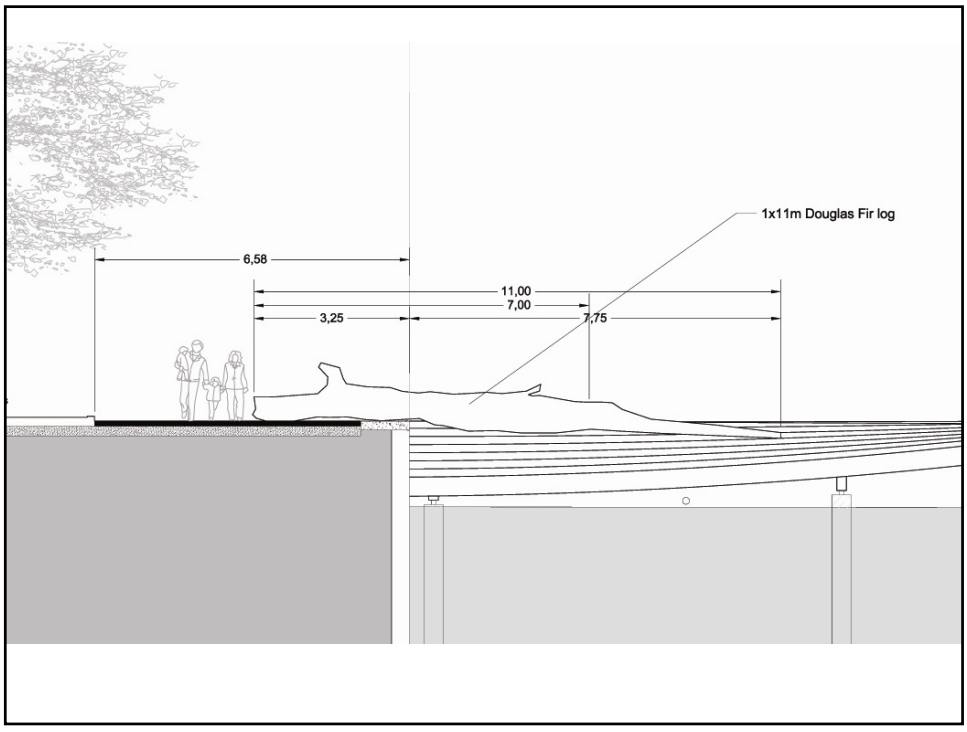


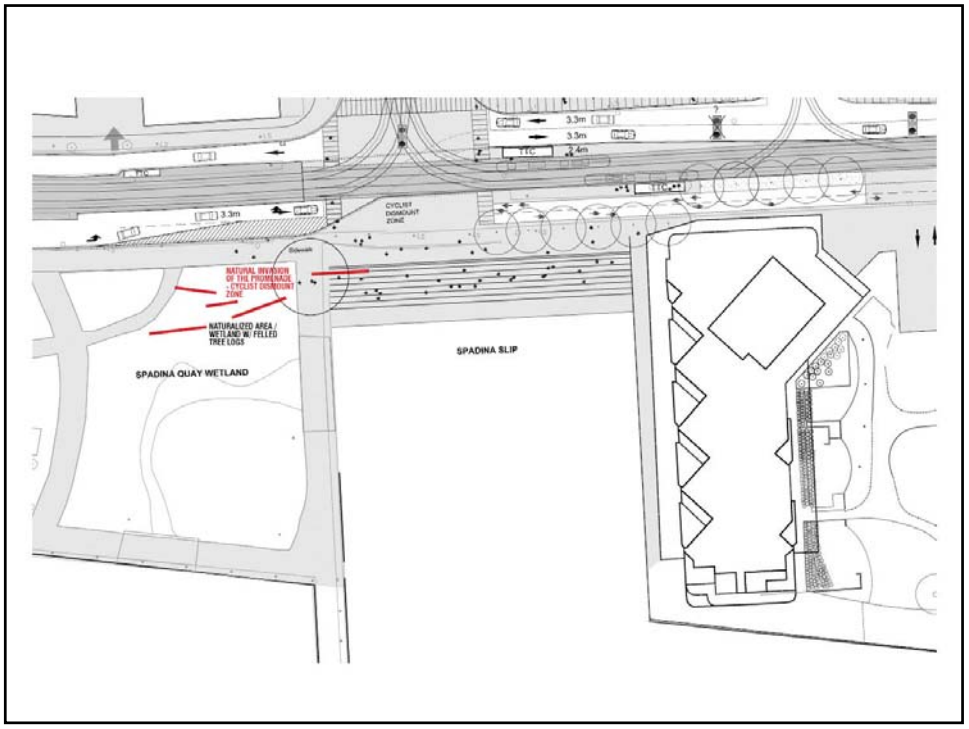
Lighting: Change between Surface & Depth

Underwater aquatic habitat restoration
Sensory public experience



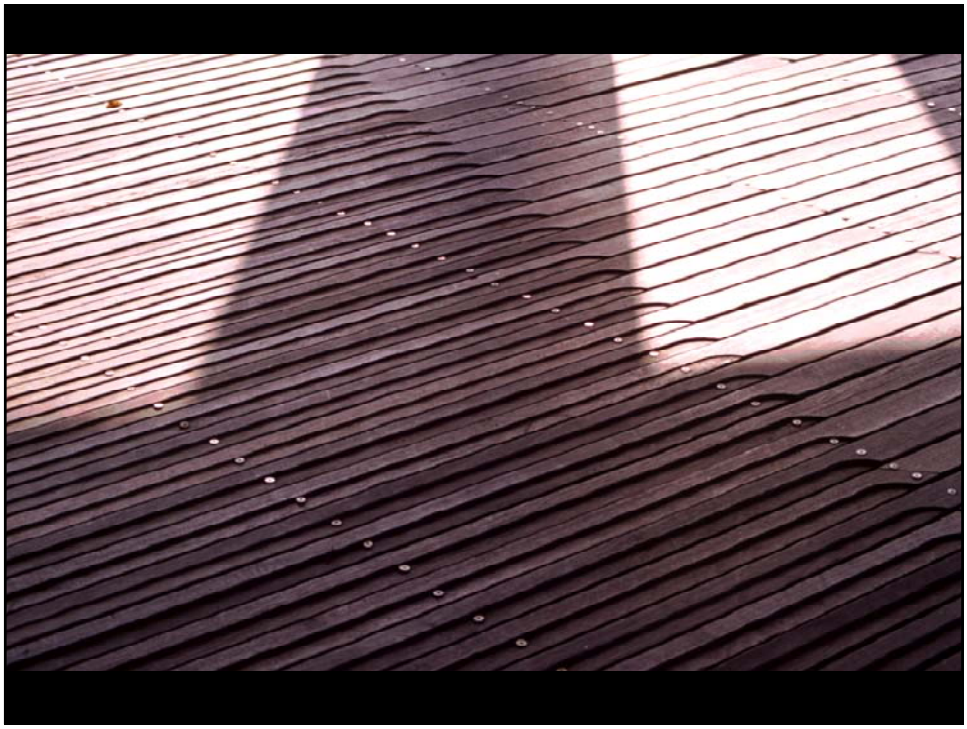
View East


1x11m Douglas Fir log
6,58
11,00
7,00
3,25
7,75

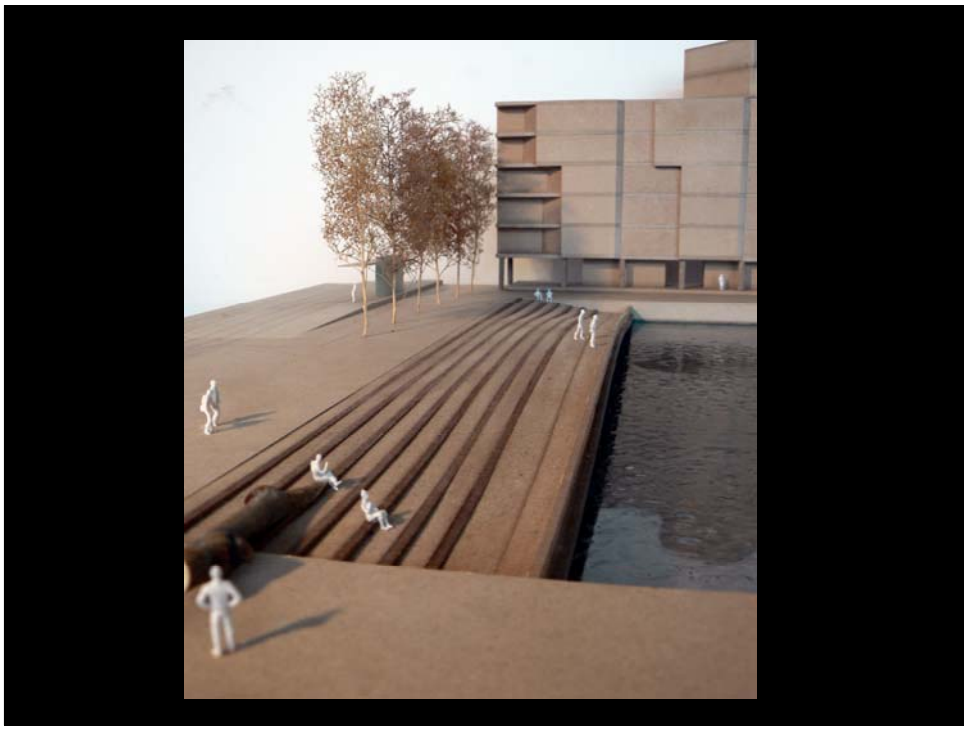

3.3m
3.3m
3.4m
3.3m
CYCLIST DISMOUNT ZONE
NATURAL INVASION OF THE PROMENADE - CYCLIST DISMOUNT ZONE
NATURALIZED AREA / WETLAND W/ FELLED TREE LOGS
SPADINA QUAY WETLAND
SPADINA SLIP

Deck Spacing:
Visual connection to timber structure and water

Slip resistance in wet and dry conditions
Decking Detail: Worst-Case Scenario




Reference:
West 8 Bridge at Borneo-Sporenburg, Amsterdam



NEXT STEPS

- Resolve Design Development/Construction Documents
- Construction to be initiated in September 2007
- Completion early 2008