

TORONTO CENTRAL WATERFRONT

Community Stakeholders Committee #2

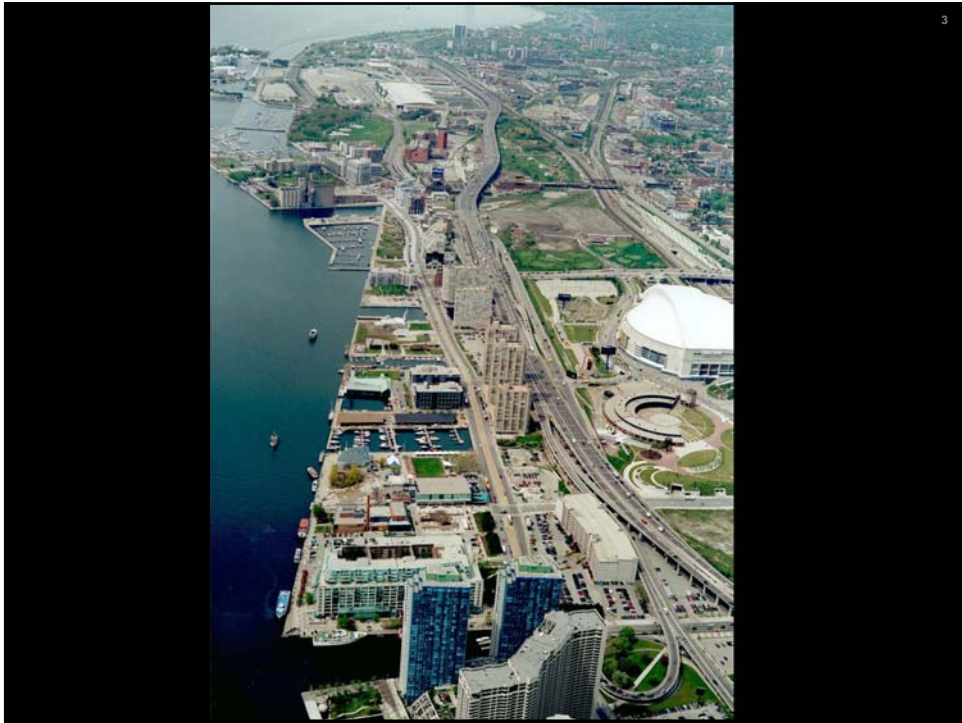
Queens Quay Revitalization EA
Lower Spadina Avenue to Lower Jarvis Street
Municipal Class Environmental Assessment
(Schedule C)



Agenda

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- Overview: Project Purpose and Background
- Review of Work Completed to Date
 - Data Collection
 - Phase 1: Problem Statement
 - Phase 2: Planning Solutions
- Next Steps
 - Phase 3: Alternative Design Concepts
- Central Waterfront Update: Spadina Head of Slip



Toronto Central Waterfront



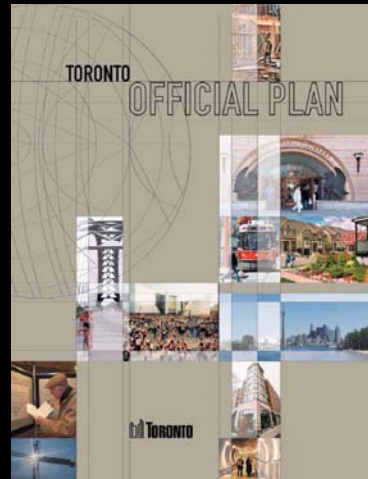
Planning Policy Context: City of Toronto Initiatives

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City of Toronto Official Plan

Toronto City Council, November, 2002)

- plan in 'next generation' terms to make transit, cycling and walking increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.



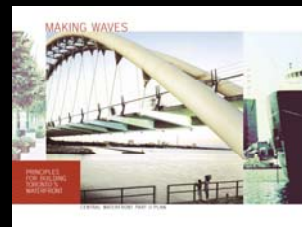
Planning Policy Context: City of Toronto Initiatives

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Central Waterfront Secondary Plan

(Toronto City Council, April, 2003)

- Queens Quay will become a scenic water view drive
- The Martin Goodman/Waterfront Trail will be completed and connected to the city-wide trail or pathway system



Planning Policy Context: City of Toronto Initiatives

Toronto Pedestrian Charter (Toronto City Council, May, 2002)

- walking supports community health, vitality and safety. It will increase use of public transit; decrease car dependence; reduce conflict between vehicles and pedestrians; ...



Planning Policy Context: City of Toronto Initiatives

Toronto Green Development Standard (City of Toronto, January, 2007)

- Discourage single-occupancy automobile use
- Encourage cycling as a clean air alternative
- Encourage public transit as a clean air alternative
- Encourage walking as a clean air alternative



Planning Policy Context: City of Toronto Initiatives

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Sustainability Framework

(Waterfront Toronto, August, 2005)

- Make alternative transportation options such as walking, cycling, and public transit the natural choice for residents and visitors to the waterfront area.



Planning Policy Context: Waterfront Toronto Mandate

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2006

Waterfront Toronto Central Waterfront
Public Realm International Design Competition

Objectives

- Continuous public promenade
- Complete Martin Goodman Trail
- Create major points of arrival where the heads of slips meet Queens Quay
- Improve Queens Quay Boulevard
- Consistent standards for finishes, furniture, pavers, boardwalks and railings
- Sustainable approach that includes habitat and water quality improvements

Central Waterfront Design Competition: Queens Quay

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Central Waterfront Design Competition: Queens Quay

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Quay to the City

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Queens Quay Now and Future

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This...



...Or This...



...Or In
Between?

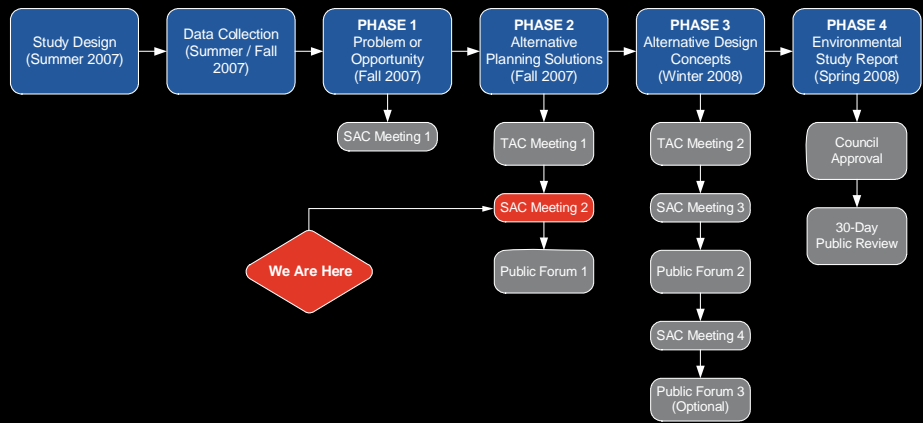
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Study Area



Study Outline



Public Consultation

- 4 Public Forums (3 fixed, 1 optional)
- 15 Meetings with Private Land Owners
- 4 Stakeholder Advisory Committee (SAC) Meetings



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Coordination with Adjacent Projects



West Don Lands Transit EA

Don Mouth Naturalization EA / Lower East Bayfront EA



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DATA COLLECTION



Data Collection: Methods

- Aerial photography
- Ground photography/Observations
- Vehicular and pedestrian volume data
- Time Lapse Photography
- Walking Tour with Community Stakeholder Committee

Data Collection: Periods

- Large Summer Event
 - Hot & Spicy Food Festival – Saturday August 11th
- Medium Summer Event
 - Ilha Formosa Festival – Sunday August 26th (during CNE)
- Typical Conditions
 - Autumn Weekday

Aerial Photography



Aerial Photography – Parking Conflicts

23



Aerial Photography – Congestion

24



Aerial Photography – Parking Accumulation

1 PM

3 PM

5 PM



Hot & Spicy Food Festival 2007.08.11

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Ground Photography



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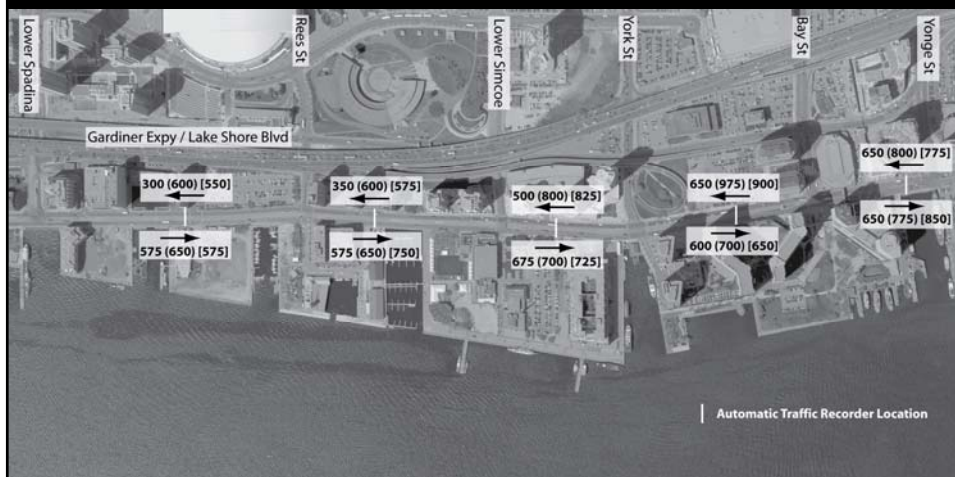
Traffic Volume Data

- 18 days of Automatic Traffic Recorder (ATR) counts
 - August 10th to 27th

- One Saturday, one Sunday Turning Movement Counts (TMC)
 - All signalized intersections
 - All driveways (Saturday only)

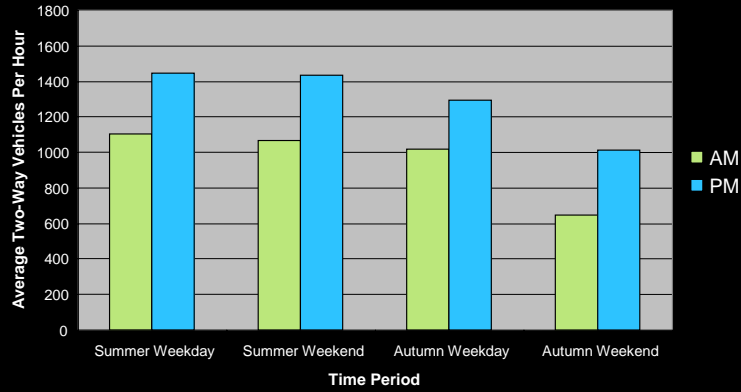
Traffic Volume Data – 2007

AM Peak (PM Peak) [Weekend Peak]



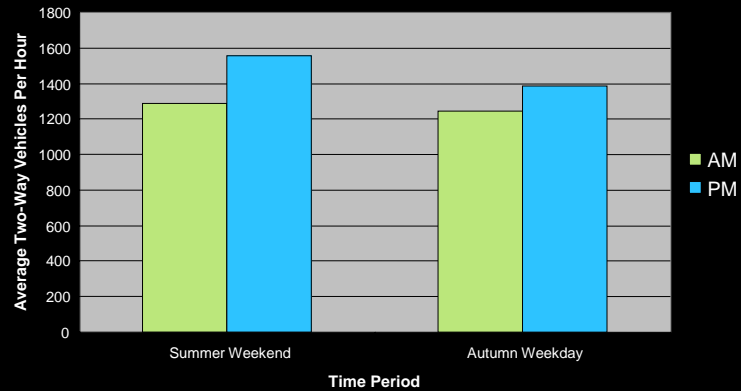
Automatic Traffic Recorder Count Comparison

Queens Quay Overall Average ATR
2007 Weekday vs Weekend Peaks



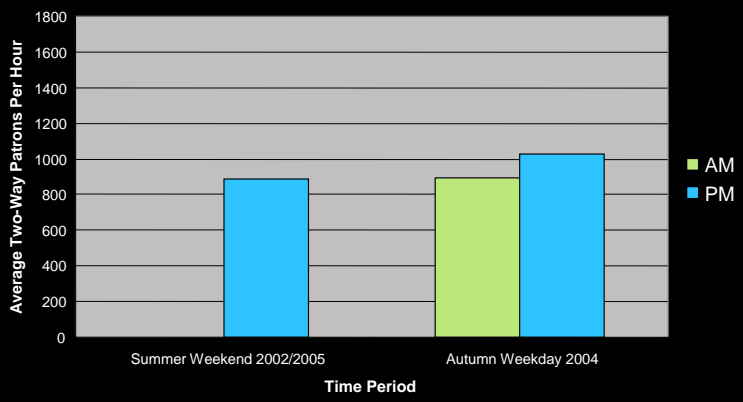
Turning Movement Count Comparison

Queens Quay Overall Average TMC
2007 Summer Weekend vs Autumn Weekday Peaks



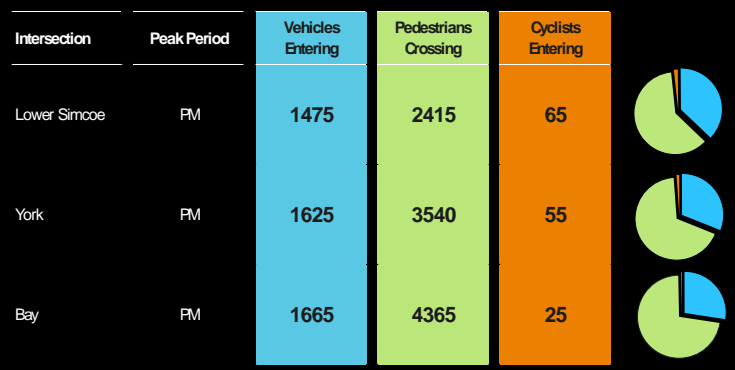
Transit Patronage Count Comparison

Queens Quay Overall Average Transit Patronage
Summer Weekend vs Autumn Weekday Peaks



Vehicle and Pedestrian Volumes

Queens Quay
Vehicle and Pedestrian Afternoon Peak (PM Peak) Volumes
Ilha Formosa Festival 2007.08.26 Sunday



Queens Quay Transit Ridership: TTC

Combined Patronage

	AM Peak Hour	PM Peak Hour	Weekend PM Peak
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Eastbound

Spadina	445	315	410
Rees	540	360	430
Lower Simcoe	590	385	450
York	665	485	495
LRT Station (Bay)	705	635	570

Westbound

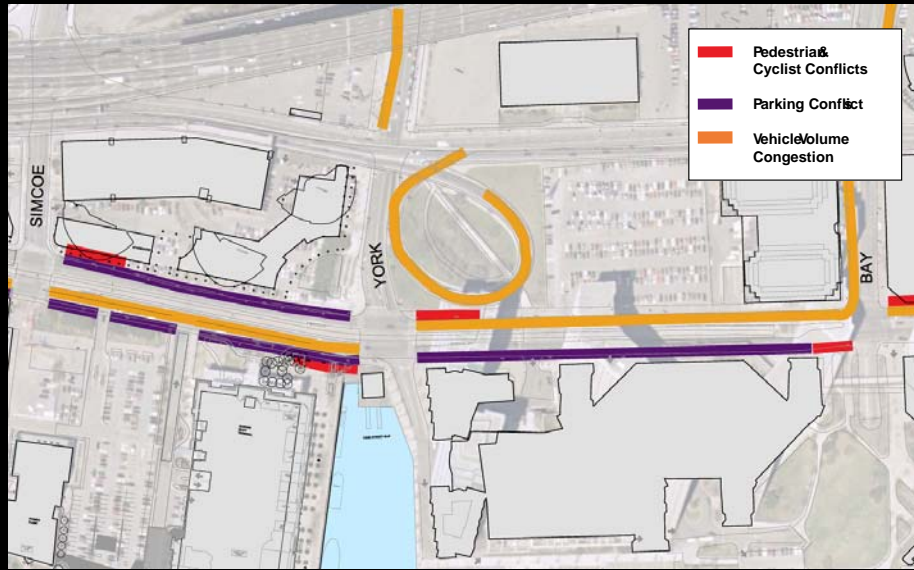
Spadina	225	450	390
Rees	260	515	385
Lower Simcoe	285	600	385
York	285	645	430
LRT Station (Bay)	445	735	495

TTC Demand Forecasting Route Map



Points of Conflict

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Points of Conflict

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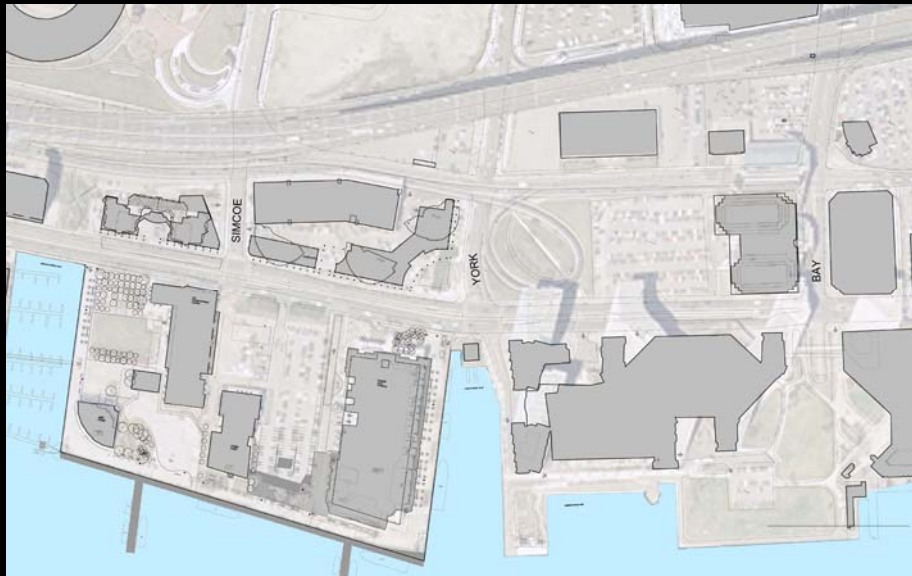
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Existing Conditions

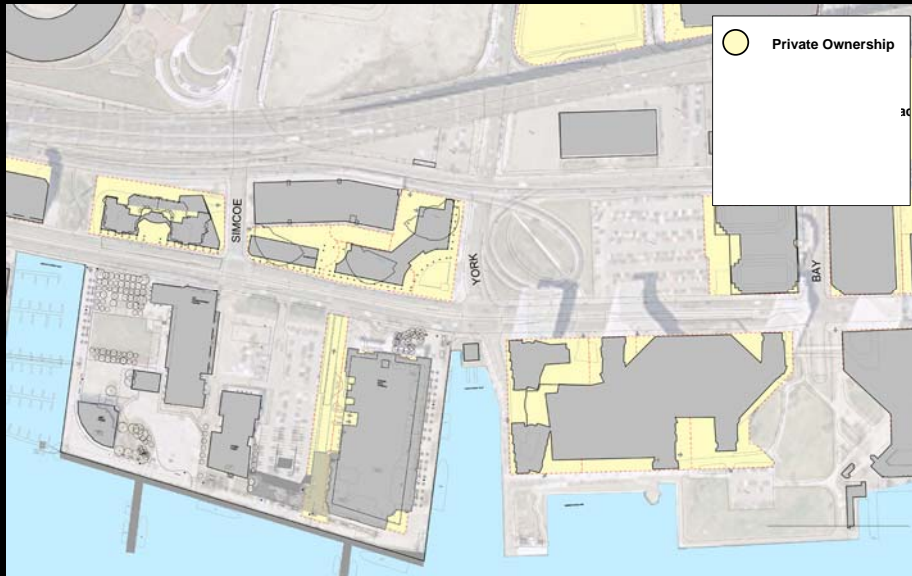
- Private Property
- Public Property
- TTC Tracks
- Property Access
- Redpath Sugar Rail Spur line
- Traffic Volume and Conflicts

Existing Conditions



Existing Conditions

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Existing Conditions

40



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Existing Conditions

41

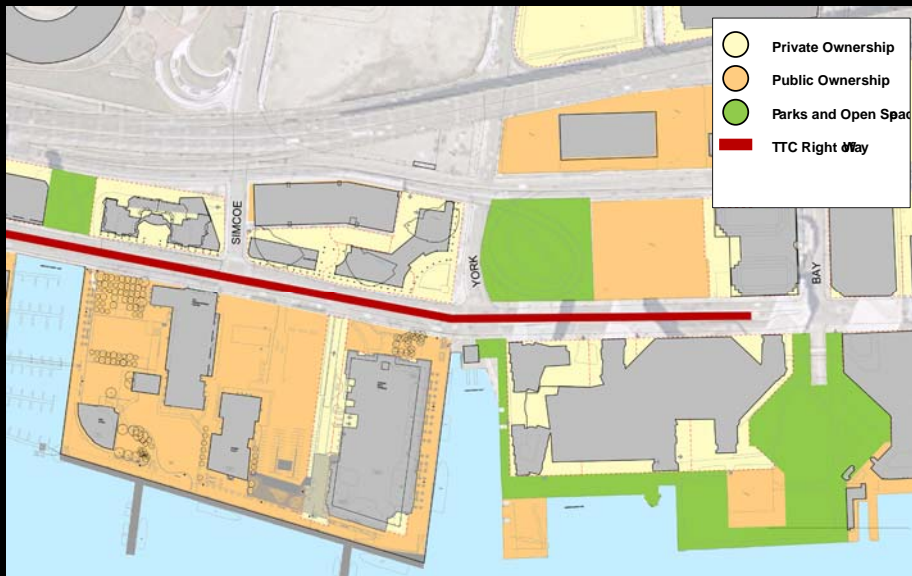


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Existing Conditions

42

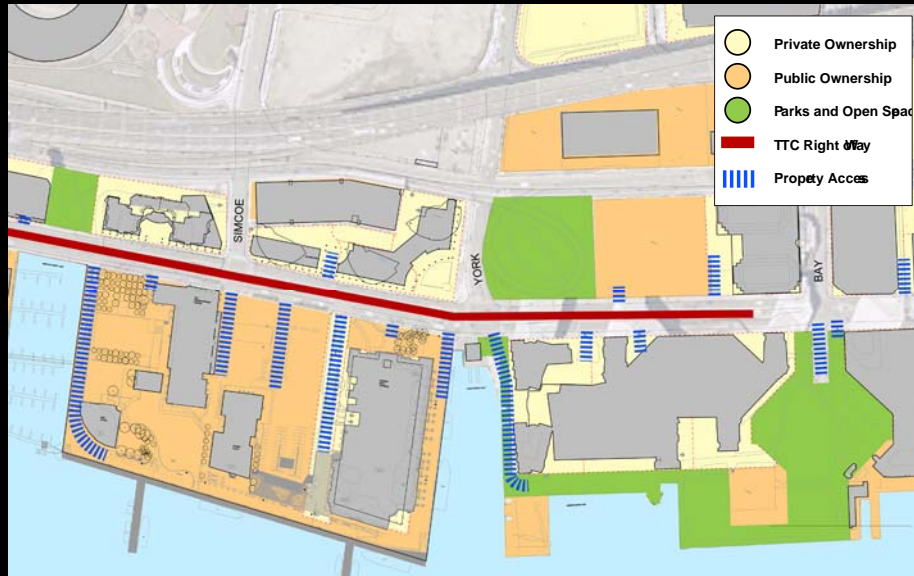


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Existing Conditions

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Existing Conditions

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Street Furniture

CENTRAL WATERFRONT SITE INVENTORY CHARACTERISTIC LIGHT FIXTURES



- Queens Quay Blvd west of York St.
- Toronto Music Garden and Wetland
- HID
- Harbourfront Centre
- Queens Quay Blvd east of York Slip
- Toronto Ferry Terminal
- Yonge Street to Jarvis Slip



QUEENS QUAY W



MUSIC GARDEN

HID

FERRY TERMINAL

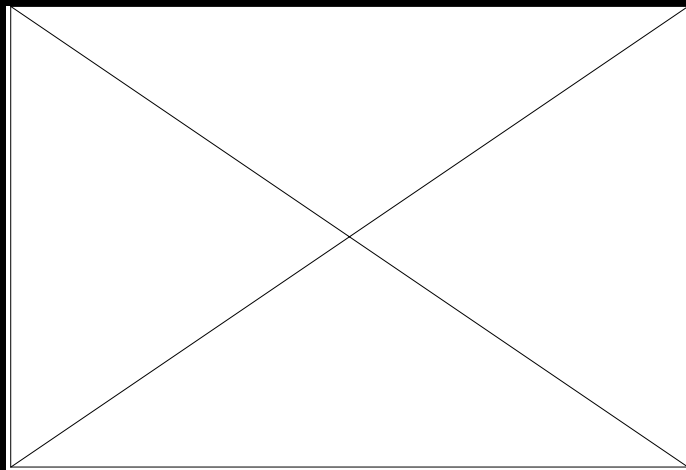


HARBOURFRONT CENTRE

QUEENS QUAY E

YONGE TO JARVIS SLIP

Time Lapse Sample



Hot & Spicy Food Festival
2007.08.11
2:00 pm - 4:00 pm

PHASE 1 PROBLEM STATEMENT



What is a Problem Statement?

Phase 1: Problem Statement

Definition

Section A.2.2 of the Master Class EA

- A clear concise description of the issues
- Identifies that an improvement or change is required
- Forms the basis for an EA project

Draft Problem Statement: September 2007

- Queens Quay fails to meet the needs of users and fails to meet City of Toronto policy objectives.
- Toronto's waterfront today has an inadequate public realm and landscape, with dysfunctional pedestrian, cycling, skateboarding and other recreational facilities.
- There are various forms of conflicts and dysfunctions among different modes of travel (i.e., auto, transit, cycling and pedestrian).
- The Waterfront Trail system is incomplete and disconnected within the central waterfront.

Draft Problem Statement (cont'd)

- Despite its proximity to the water, Queens Quay does not have that grand civic character that international waterfronts deserve.
- A revitalized Queens Quay will create connections, enhance and beautify public spaces, reduce conflicts, and mitigate dysfunctions.
- A revitalized Queens Quay can be constructed in the near term in tandem with the planned rehabilitation of the TTC streetcar tracks.

Revised Problem Statement: November 2007

- Queens Quay is Toronto's main waterfront street, yet in its current configuration acts as a barrier rather than a gateway to the waterfront.
- North-south connections to the water's edge are limited, unwelcoming, and difficult for pedestrians to negotiate.
- East-west connections between individual destinations, including the Waterfront Trail, are constrained or absent, creating an unpleasant experience for commuter and recreational cyclists, in-line skaters, joggers, and tourists moving along the lake front.

Revised Problem Statement (cont'd)

- Aesthetically it fails to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.
- Operationally it suffers from sub-standard streetcar platforms, illegal parking activities, and major points of conflict at intersections.
- Civically it fails to provide a grand public realm befitting its role as the primary address for Toronto's waterfront.

Revised Problem Statement (cont'd)

- A revitalized Queens Quay presents the opportunity to implement long-standing City of Toronto policy objectives while more effectively balancing the needs of its residential, business, recreational and tourist users.
- Strategically there is an opportunity to coordinate Queens Quay revitalization with other planned waterfront projects and infrastructure renewal by the TTC.

A Solution will Rebalance Six Systems

1. Landscape
2. Pedestrian Realm
3. Cycle Ways and the
Martin Goodman / Trans Canada Trail
4. Transit Ways
5. Vehicle Lanes
6. Bus and Vehicle Parking

1. Accommodate a Satisfactory Landscape

55



2. Accommodate a Generous Pedestrian Realm

56



3. Accommodate a Great Cycling Environment and...

57



...Mend the Martin Goodman Trail...

58



...By Closing the Gap...

59



...and Connect to the Larger Network

60



4. Improve Streetcar Operation

61



5. Accommodate Vehicle Travel with Fewer Conflicts

62



6. Accommodate Bus Parking with Fewer Conflicts and ...

63

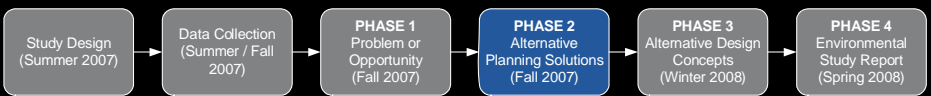


... Accommodate On-Street Parking with Fewer Conflicts

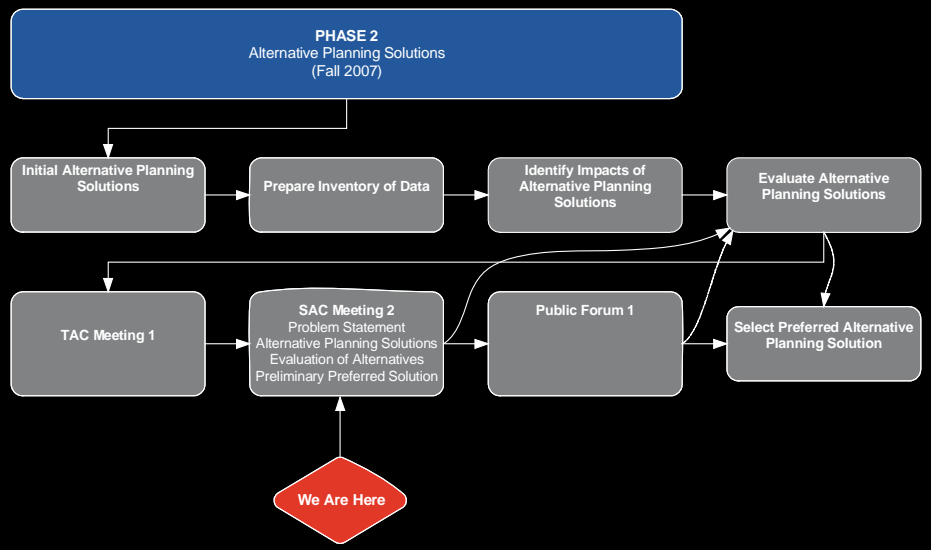
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PHASE 2 ALTERNATIVE PLANNING SOLUTIONS



Stage 2 Outline



What Do We Mean by a Planning Solution, and How Is It Measured?

Phase 2: Planning Solutions

Definition

- Functionally different and feasible alternative ways (including “Do Nothing”) of addressing a problem or opportunity.

What Do We Mean by a Planning Solution, and How Is It Measured?

Phase 2: Planning Solutions

Elaboration

- The broad approach to locating the area in which to design
- Assess benefits of physical vs. operational changes
- Represented in diagrammatic form
- Evaluated by ‘Pass-Fail’ using broad parameters

What Do We Mean by an Alternative Design Concept, and How Is It Measured?

Phase 3: Design Concepts

Elaboration

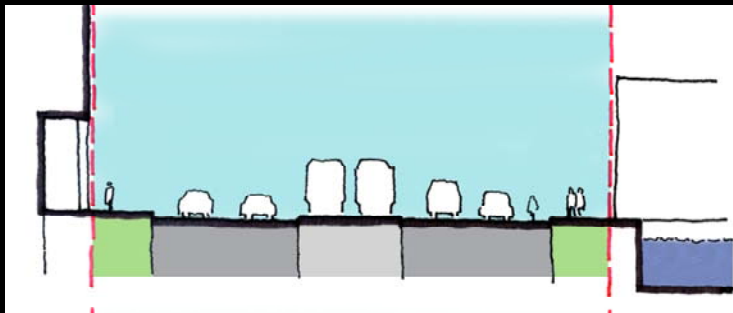
- Concepts within the selected planning solution
- Composition of streets, paths, buildings, landscape, rails etc.
- Capacity impacts
- Represented in plans, sections, perspectives, tables etc.
- Evaluated using detailed criteria

Alternative Planning Solutions

- 1. Do Nothing**
 - Maintain existing physical conditions and operations
- 2. Modify Operations**
 - No physical modifications
 - Curbs remain in current location
 - Add bicycle lanes
 - Signal operation adjustment
- 3. Physical Modifications Within Existing Right-of-Way**
 - Includes modified operations
 - Conversion of existing lanes to other uses
 - Relocation of existing streetcar infrastructure
 - Signal operation adjustment
- 4. Physical Modifications Within an Expanded Right-of-Way**
 - Property Acquisition

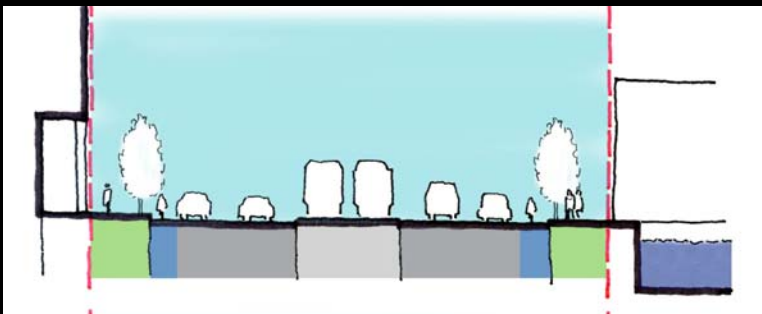
1. Do Nothing

Maintain Existing Conditions and Operations



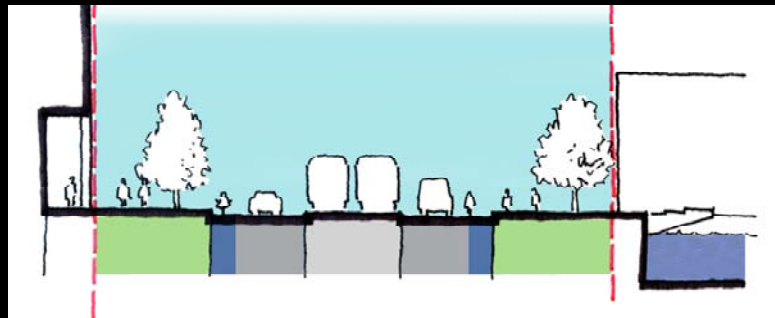
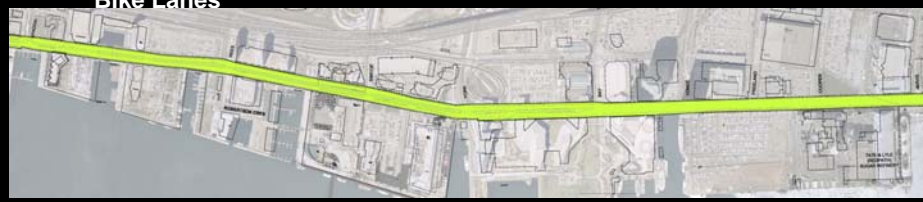
2. Modify Operations

Curbs in Existing Location, Add Bike Lanes, Signal Modifications



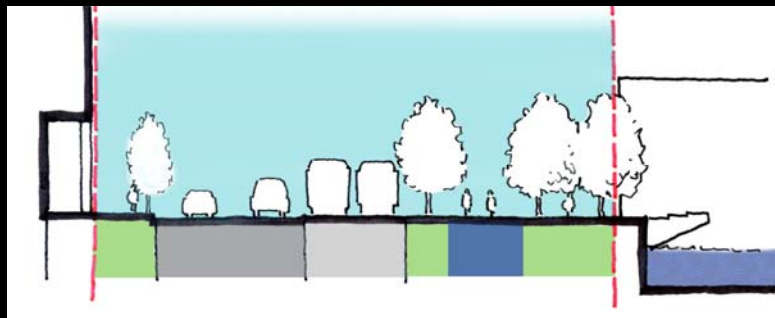
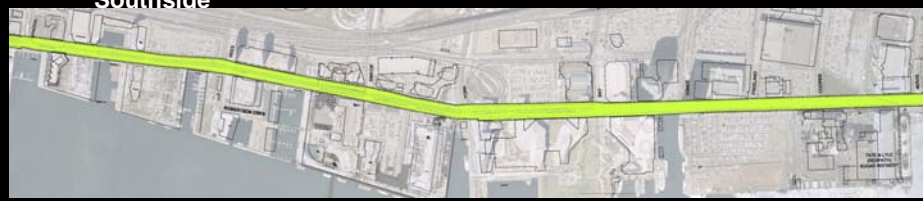
3. Physical Modifications within ROW

Option 1: Reduce Through Lanes, Expand Sidewalks both Sides, Add Bike Lanes



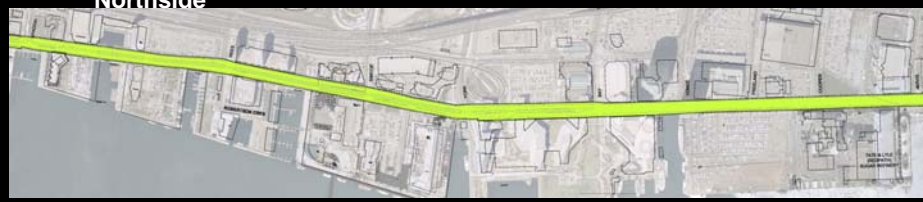
3. Physical Modifications within ROW

Option 2: Through Lanes Northside, Martin Goodman Trail Southside



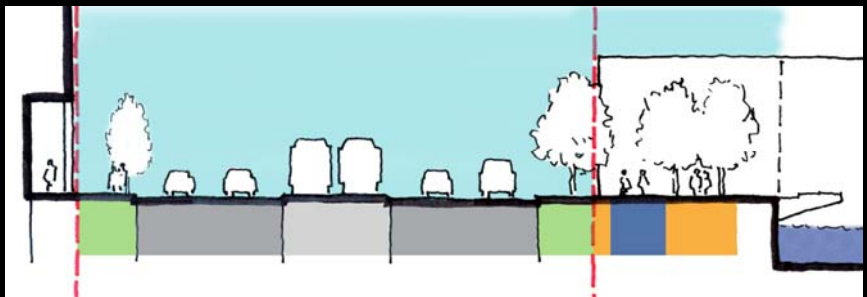
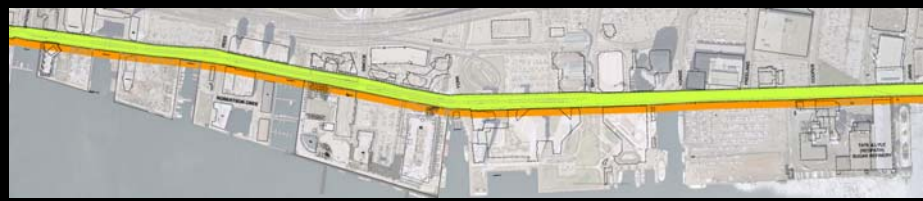
3. Physical Modifications within ROW

Option 3: Through Lanes Southside, Martin Goodman Trail
Northside



4. Expand ROW

Acquire Property on Southside



Pass - Fail Criteria

1. Has the solution the potential to substantially meet the study purpose?
 - Creation of waterfront character-defining and unifying landscape feature
 - Improve pedestrian comfort and amenity
 - Generously scaled Martin Goodman Trail (4 metres minimum)
 - Legal requirement for accessible transit
 - Workable traffic access to the area (circulation, Emergency Services)

Pass - Fail Criteria

2. Has the solution the potential to substantially meet approved policies?
 - City planning policies re: Official Plan (transportation balance), Secondary Plan, Pedestrian Charter, Green Development Standards
 - Waterfront Toronto policy re: sustainable development, alternative transportation

Pass - Fail Criteria

3. Has the solution the potential to be physically incorporated given existing constraints?
 - Is there space available for the solution without extensive property acquisition and building demolition?

1. Do Nothing

Maintain Existing Conditions and Operations



1. Do Nothing

Maintain Existing Conditions and Operations

1. Has the solution the potential to substantially meet the study purpose?
 - Existing space for landscape is inadequate **x**
 - Existing space for pedestrians is inadequate **x**
 - Too many conflicts between pedestrians, cyclists, and vehicles **x**
 - No room for Martin Goodman Trail **x**
 - No potential for accessible transit platforms **x**
 - Current traffic and transit operations sub-standard **x**
 - Access is satisfactory **✓**

1. Do Nothing

Maintain Existing Conditions and Operations

2. Has the solution the potential to substantially meet approved policies?
 - Does not balance modes of transportation **x**
 - Does not promote alternative and sustainable transportation **x**
 - Does not promote a healthy pedestrian environment **x**
 - Does not forward sustainable or green development **x**

1. Do Nothing

Maintain Existing Conditions and Operations

3. Has the solution the potential to be physically incorporated given existing constraints?
 - Existing condition. No property acquisition required ✓

2. Modify Operations

Curbs in Existing Location, Add Bike Lanes, Signal Modifications

1. Has the solution the potential to substantially meet the study purpose?
 - Existing space for landscape is inadequate ✗
 - Existing space for pedestrians is inadequate ✗
 - Too many conflicts between pedestrians, cyclists, and vehicles ✗
 - No potential for continuous dedicated bike lanes across entire corridor ✗
 - No potential for a proper Martin Goodman Trail ✗
 - No potential for accessible transit platforms ✗
 - Potential to modify traffic and transit operations to meet standards ✓
 - Potential to provide satisfactory access ✓

2. Modify Operations

Curbs in Existing Location, Add Bike Lanes, Signal Modifications

2. Has the solution the potential to substantially meet approved policies?

- No potential to balance modes of transportation **x**
- Potentially promotes alternative and sustainable transportation **✓**
- Does not potentially promote a healthy pedestrian environment **x**
- Does not potentially forward sustainable or green development principles **x**

2. Modify Operations

Curbs in Existing Location, Add Bike Lanes, Signal Modifications

3. Has the solution the potential to be physically incorporated given existing constraints?

- No property acquisition required **✓**

3. Physical Modifications within ROW

Relocate Travel Lanes, Add Bike Facilities, Modify Sidewalks, Signal Modifications

1. Has the solution the potential to substantially meet the study purpose?
 - Space for landscape potentially adequate ✓
 - Space for pedestrians potentially adequate ✓
 - Should be able to resolve conflicts between pedestrians, cyclists, and vehicles ✓
 - Potential space for Martin Goodman Trail (4 metres minimum) ✓
 - Potential for accessible transit platforms ✓
 - Potential to improved traffic and transit operations ✓
 - Potential to provide satisfactory access ✓

3. Physical Modifications within ROW

Relocate Travel Lanes, Add Bike Facilities, Modify Sidewalks, Signal Modifications

2. Has the solution the potential to substantially meet approved policies?
 - Potential to balance modes of transportation ✓
 - Potential to promotes alternative and sustainable transportation ✓
 - Potential to promotes a healthy pedestrian environment ✓
 - Potential to forwards sustainable or green development principles ✓

3. Physical Modifications within ROW

Relocate Travel Lanes, Add Bike Facilities, Modify Sidewalks, Signal Modifications

3. Has the solution the potential to be physically incorporated given existing constraints?
 - No property acquisition required ✓

4. Expand ROW

Acquire Property on Southside

1. Has the solution the potential to substantially meet the study purpose?
 - Space for landscape potentially adequate ✓
 - Space for pedestrians potentially adequate ✓
 - Should be able to resolve conflicts between pedestrians, cyclists, and vehicles ✓
 - Potential space for Martin Goodman Trail ✓ (4 metres minimum)
 - Potential for accessible transit platforms ✓
 - Potential to improved traffic and transit operations ✓
 - Potential to provide satisfactory access ✓

4. Expand ROW

Acquire Property on Southside

2. Has the solution the potential to substantially meet approved policies?

- Potential to balance modes of transportation ✓
- Potential to promotes alternative and sustainable transportation ✓
- Potential to promotes a healthy pedestrian environment ✓
- Potential to forwards sustainable or green development principles ✓

4. Expand ROW

Acquire Property on Southside

3. Has the solution the potential to be physically incorporated given existing constraints?

4. Expand ROW Acquire Property on Southside



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4. Expand ROW Acquire Property on Southside

- 3. Has the solution the potential to be physically incorporated given existing constraints?
 - Property acquisition and building demolition required **x**

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Pass - Fail Summary

	Do Nothing	Modify Operations	Physical Modification within ROW	Expand ROW
Summary				
Study Purpose	X	X	✓	✓
Policy	X	X	✓	✓
Space Available	✓	✓	✓	X

Recommendation - Move Forward with:

'Physical Modification within Right-of-Way
and/or minor increases in ROW'
Planning Solution

QUESTIONS AND COMMENTS

NEXT STEPS: PHASE 3 ALTERNATIVE DESIGN CONCEPTS



Next Steps / Opportunities for Input to Process

1. Complete Phase 2: Planning Solutions
 - Public consultation process
 - Public Open House #1
(Early December 2007)
 - Review and address feedback from consultation

2. Begin Phase 3: Alternative Design Concepts
 - Community Stakeholder Committee #3 (Winter 2008)
 - Public Open House #2 (Spring 2008)

Next Steps / Some key issues to be addressed

- 1. Public Access to the south side including emergency access
- 2. On street parking
- 3. Bus (including coaches/day tour buses/school) and taxi management/opportunities for parking/queuing
- 4. Wheel Trans
- 5. Deliveries/drop-off and moving trucks where currently on queens quay (including for boats)
- 6. Bicycle safety (signalization etc...)
- 7. Capacity
- We will be undertaking individual interviews with landowners to assess these concerns and suggest solutions

Central Waterfront Update: Spadina Slip

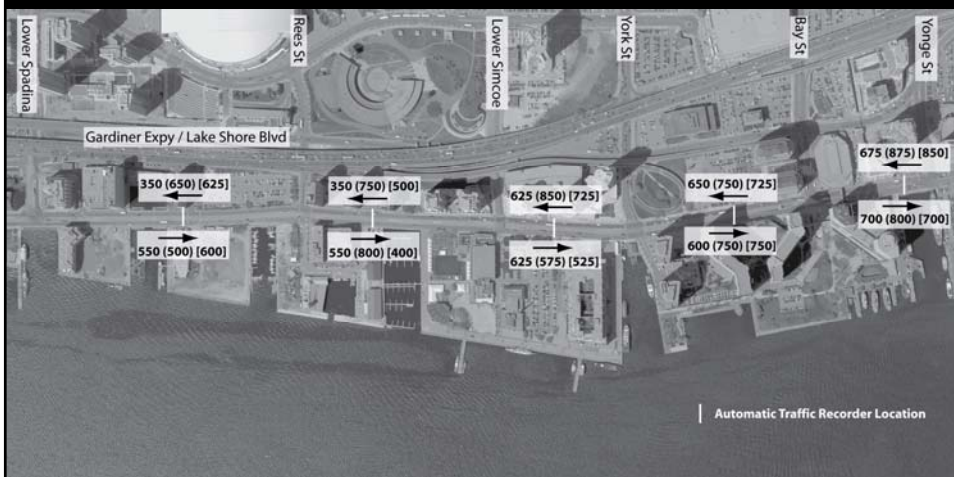


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Traffic Volume Data – 2006

AM Peak (PM Peak) [Weekend Peak]



Automatic Traffic Recorder Location

Traffic Volume Data – Change from 2006 to 2007

AM Peak (PM Peak) [Weekend Peak]

