

TORONTO CENTRAL WATERFRONT

Community Stakeholder Committee #2B

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



Public Forum Agenda

- Introduction and Central Waterfront Update
- Review of Work Completed to Date
 - Overview: Project Purpose and Background
 - Data Collection
 - Phase 1: Problem Statement
 - **5 Minute BREAK**
 - Phase 2: Planning Solutions
- Next Steps
 - Phase 3: Alternative Design Concepts
- Roundtable Discussion and Feedback

Central Waterfront Update: Spadina Slip



Central Waterfront Update: Spadina Slip





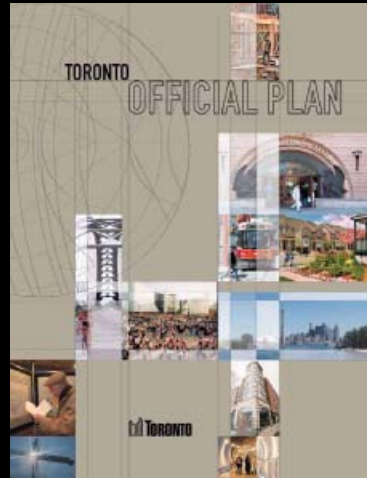
Toronto Central Waterfront



Planning Policy Context: City of Toronto Initiatives

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

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

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

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
- Consistent standards for finishes, furniture, pavers, boardwalks and railings
- Sustainable approach that includes habitat and water quality improvements

Central Waterfront Design Competition: Queens Quay



Central Waterfront Design Competition: Queens Quay



Quay to the City



Queens Quay Now and Future



This...



...Or This...

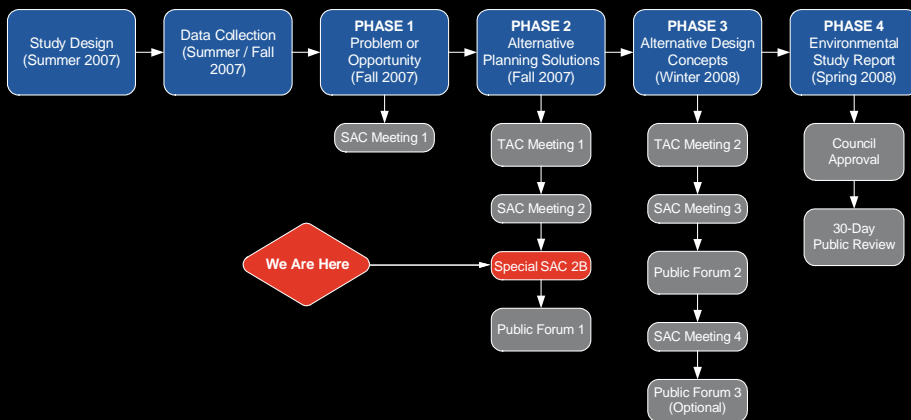


...Or In Between?

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 (Cherry Street) Transit EA



Don Mouth Naturalization EA / Lower Don



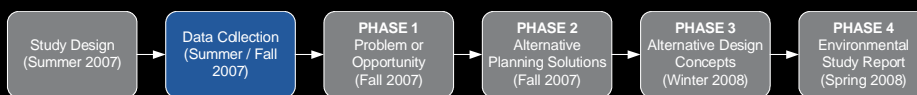
East Bayfront EA + Public Realm Plan



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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

Stakeholders Committee Walking Tour



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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



Aerial Photography – Congestion



Aerial Photography – Parking Accumulation

1 PM

3 PM

5 PM



Hot & Spicy Food Festival 2007.08.11

Ground Photography



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Traffic Volume Data

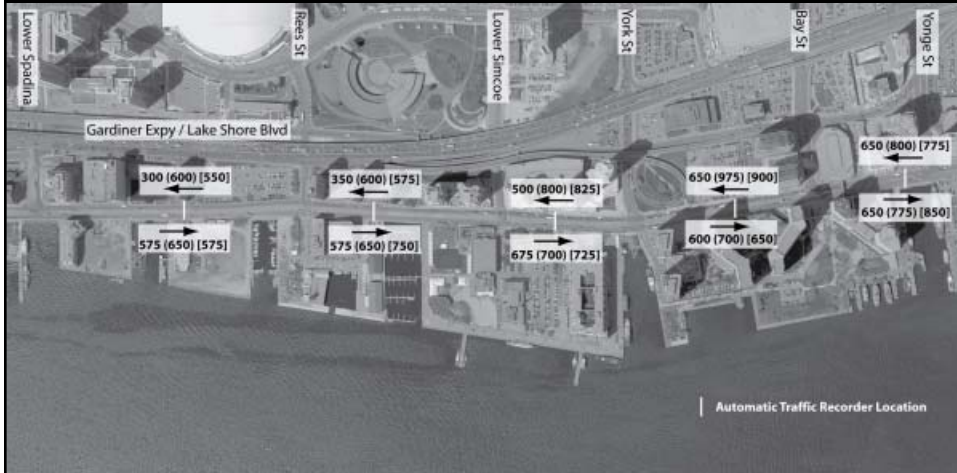
- 18 days of Automatic Traffic Recorder (ATR) counts
 - August 10th to 27th
- One Saturday, one Sunday Turning Movement Counts (TMC)
 - All signalized intersections
 - All driveways (Saturday only)

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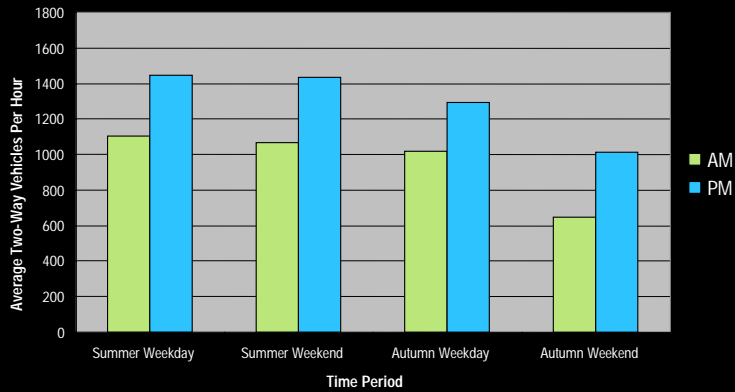
Traffic Volume Data – 2007

AM Peak (PM Peak) [Weekend Peak]



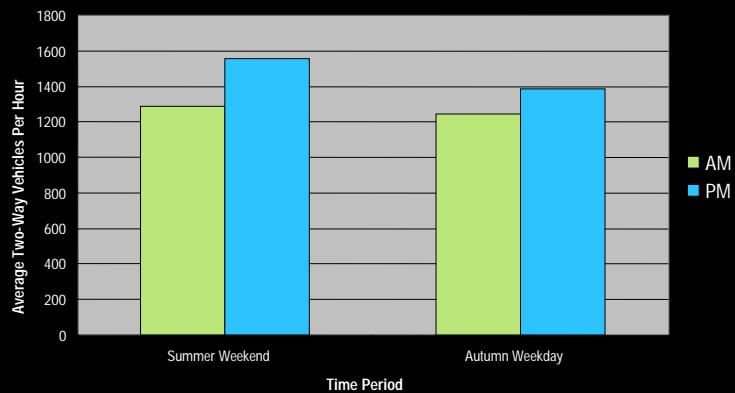
Automatic Traffic Recorder Count Comparison

Queens Quay Overall Average ATR
2007 Weekday vs. Weekend Peaks



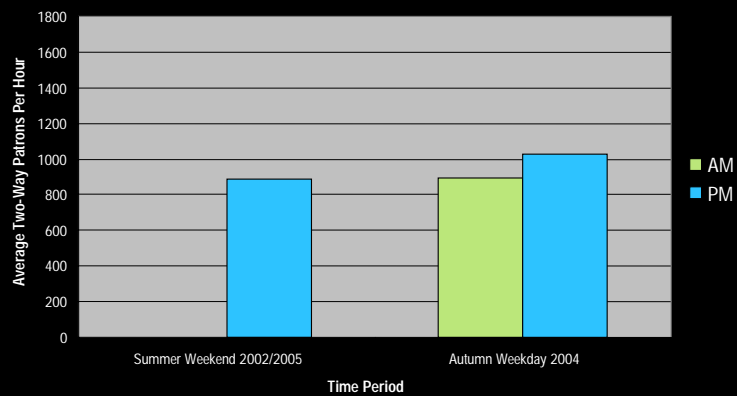
Turning Movement Count Comparison

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



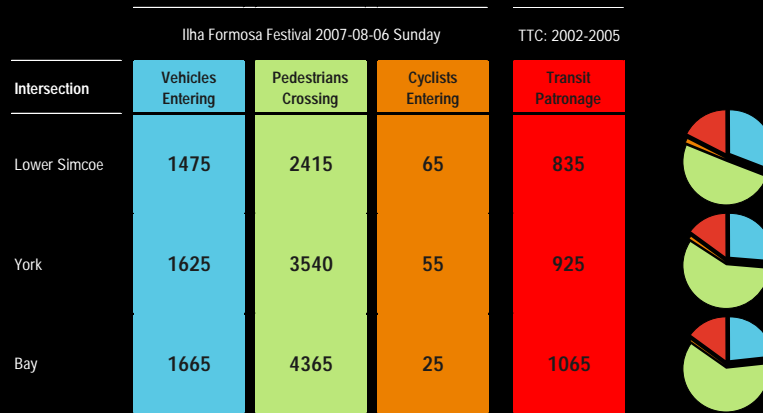
Transit Patronage Count Comparison

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



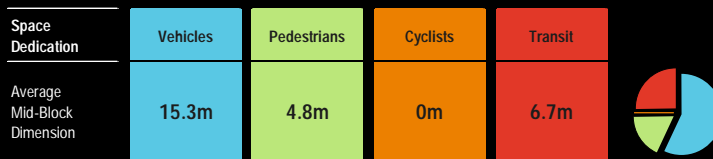
Vehicle and Pedestrian Volumes

Queens Quay
Weekend PM Peak Volumes

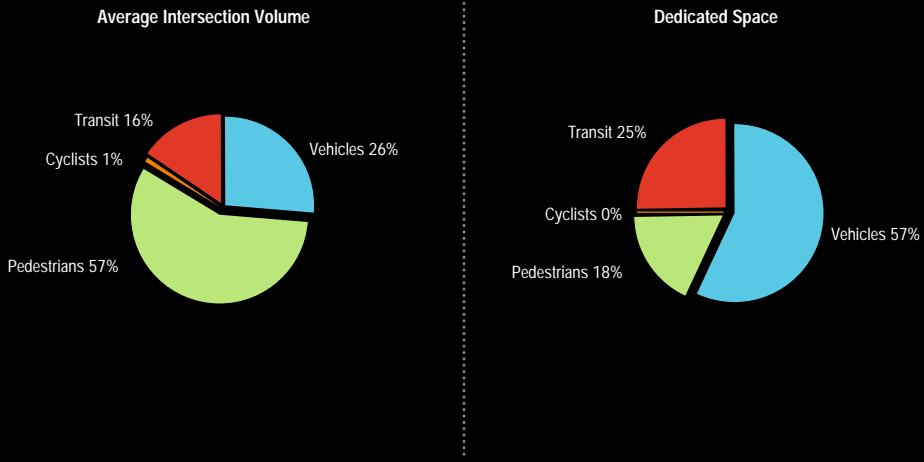


Dedicated Space Allocation

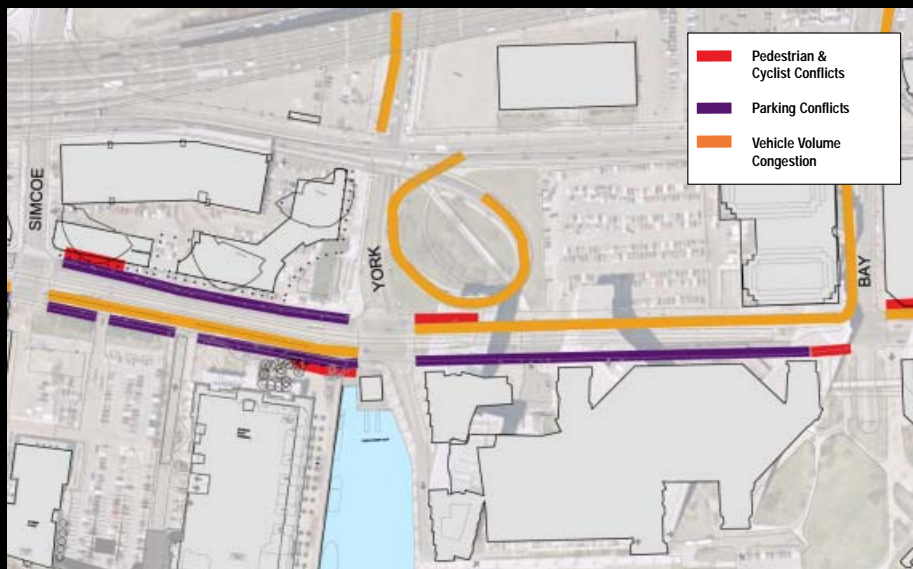
Queens Quay
Dedicated Space for Each Mode of Transportation
Average Cross-Section from Spadina to Bay (26.9m ROW)



Existing: Volume vs. Dedicated Space



Points of Conflict



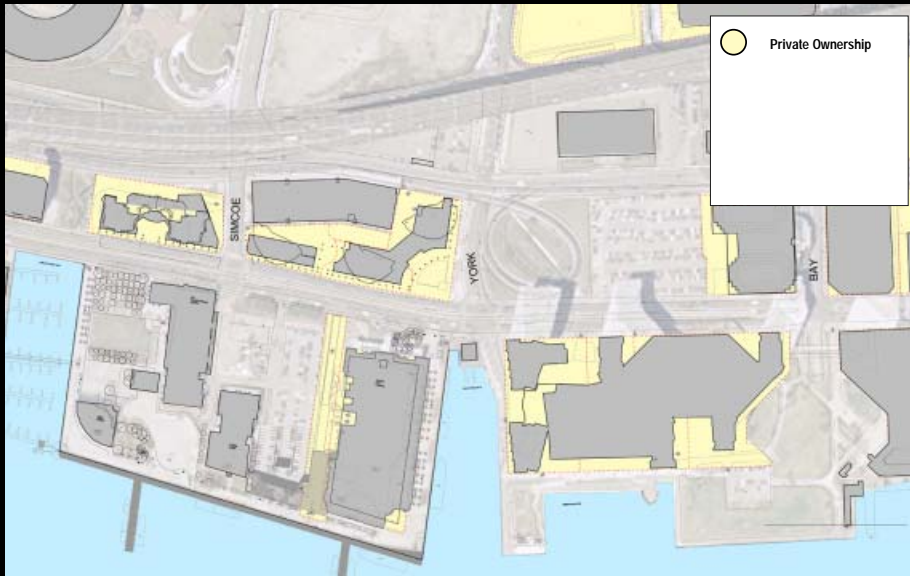
Points of Conflict



Existing Conditions



Existing Conditions



Existing Conditions



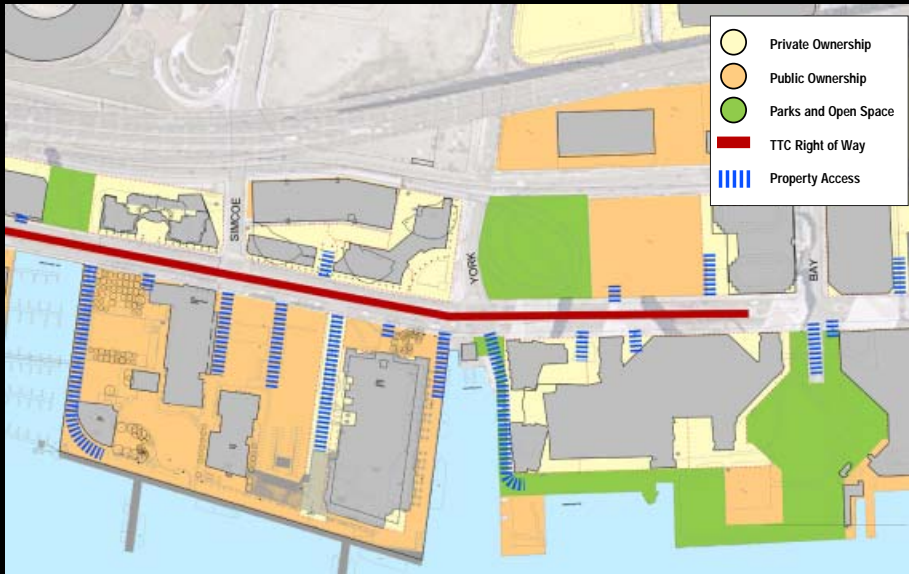
Existing Conditions



Existing Conditions



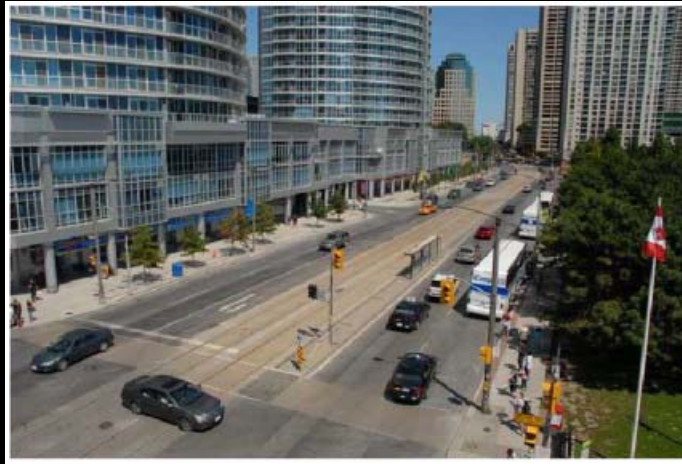
Existing Conditions



Existing Conditions



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

Problem Statement

- 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 cross *between the north and south sides* of Queens Quay.
- East-west connections between individual destinations, including the Martin Goodman Trail, are constrained or absent, creating an unpleasant experience for commuter and recreational cyclists, in-line skaters, joggers, *residents* and visitors moving along the lake front.

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, conflicting and illegal parking activities, and major points of conflict at intersections.
- Civically it fails to provide a grand *and beautiful* public realm befitting its role as the primary address for Toronto's waterfront.

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 visitor 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



2. Accommodate a Generous Pedestrian Realm



3. Accommodate a Great Cycling Environment and...



...Mend the Martin Goodman Trail...



...By Closing the Gap...



...and Connect to the Larger Network



4. Improve Streetcar Operation



5. Accommodate Vehicle Travel with Fewer Conflicts



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



... Accommodate On-Street Parking with Fewer Conflicts



SHORT BREAK : 5 MINUTES

PHASE 2 ALTERNATIVE PLANNING SOLUTIONS



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

- Broad estimation of potential
- Deals with the area in which to design
- Deals with the benefits of physical vs. operational changes
- Represented in diagram
- Evaluated against pass/fail criteria and problem statement or 6 systems
- Results in short list or combination of solutions with which to go forward

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

Phase 3: Design Concepts

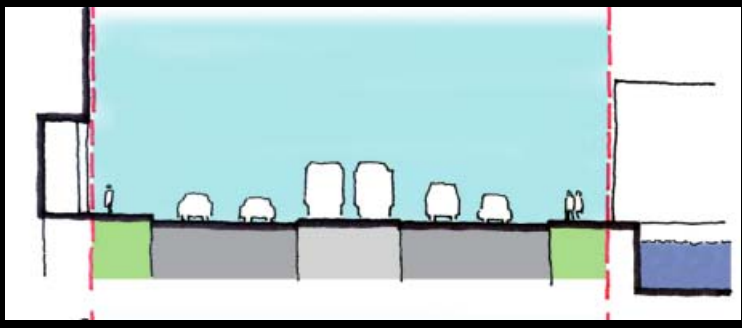
Elaboration

- 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
- Results in preferred design alternative

Alternative Planning Solutions: Two Main Categories

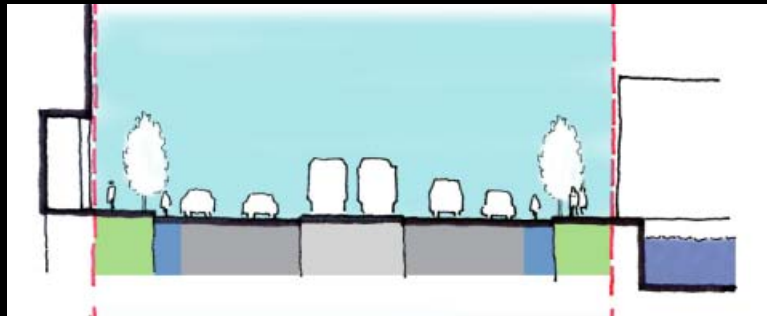
- Existing Conditions
 - 1. **Do Nothing**
 - Maintain existing physical conditions and operations
 - 2. **Modify Operations**
 - No physical modifications
 - Curbs remain in current location
 - Add bicycle lanes
 - Signal operation adjustment
- Physical Modifications
 - 3. **Physical Modifications Within 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



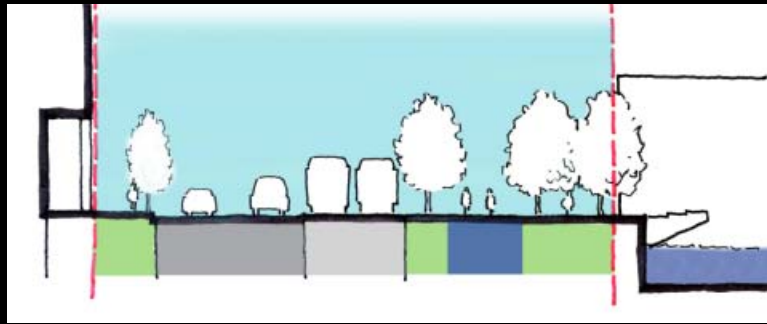
3. Physical Modifications within ROW

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



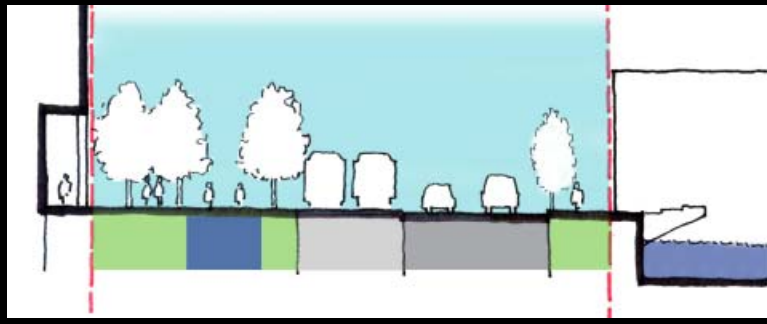
3. Physical Modifications within ROW

Option 2: Through Lanes North side, Martin Goodman Trail Southside



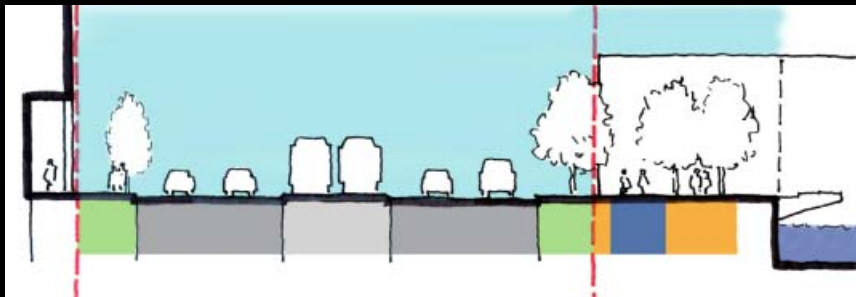
3. Physical Modifications within ROW

Option 3: Through Lanes Southside, Martin Goodman Trail North side



4. Expand ROW

Acquire Property on Southside



Evaluation Criteria

1. Can the Planning Solution make Toronto's main waterfront street?
2. Can it improve north south connections?
3. Can it improve east west connections, including the Martin Goodman Trail?
4. Can it provide an aesthetically vital and vibrant atmosphere?
5. Can it provide adequate or more efficient operations?
6. Can it provide a grand and beautiful boulevard?
7. Can it implement adopted City policies for the street and the waterfront?
8. Can it leverage other infrastructure renewal programs?
9. Can it provide sufficient access to properties?
10. Can it fit within the space available without extraordinary land acquisition?

Evaluation Matrix

- Meets criteria
- Difficult. May meet criteria
- Cannot meet criteria: Critical fail

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street				
N. S. Connections				
E.W.Connections				
Aesthetically Vital				
Operations				
Grand + Beautiful Blvd.				
Policies				
Leverage Renewal				
Access				
Fit				

Evaluation Matrix

- Meets criteria
- Difficult. May meet criteria
- Cannot meet criteria: Critical fail

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W.Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies	●	●	●	●
Leverage Renewal	●	●	●	●
Access	●	●	●	●
Fit	●	●	●	●

Can It Make Toronto's Main Waterfront Street?



Can It Make Toronto's Main Waterfront Street?

1. Do Nothing

No.

Without functional and aesthetic improvements, cannot support a great street environment suitable for Toronto's waterfront.

Insufficient space for proper street tree planting to meet City standards, rebalance transportation modes, etc.

2. Operational Changes

Difficult.

Small aesthetic improvements could improve the street (banners, trees, street lighting) but unlikely enough to elevate Queens Quay to Toronto's main waterfront street.

3. Physical Changes

Yes.

Rearranging space within right-of-way would allow for functional and aesthetic improvements that could elevate Queens Quay to Toronto's main waterfront street.

4. Physical + Expand

Yes.

Rearranging space within expanded right-of-way would allow for functional and aesthetic improvements that could elevate Queens Quay to Toronto's main waterfront street.

Evaluation Matrix

1. Can the Planning Solution make a waterfront main street?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections				
E.W. Connections				
Aesthetically Vital				
Operations				
Grand + Beautiful Blvd.				
Policies				
Leverage Renewal				
Access				
Fit				

Can It Improve North South Connections?



Can It Improve North South Connections?

1. Do Nothing	2. Operational Changes	3. Physical Changes	4. Physical + Expand
<p>No.</p> <p>Existing pedestrian conditions are insufficient across Queens Quay.</p> <p>Numerous conflicts between pedestrians and vehicles.</p> <p>No improved visual connections to waterfront.</p>	<p>Difficult.</p> <p>Possible pedestrian crossing improvements with adjusted signals, but distance and potential conflicts with vehicles would remain the same.</p> <p>Improved visual connections to waterfront possible.</p>	<p>Yes.</p> <p>Can rebalance space and adjust operations within the corridor to improve north-south pedestrian movement.</p> <p>Reduced pedestrian crossing distance across vehicle lanes.</p> <p>Improved visual connections to waterfront.</p>	<p>Yes.</p> <p>Can rebalance space and adjust operations within an expanded corridor to improve north-south pedestrian movement.</p> <p>Improved visual connections to waterfront.</p>

Evaluation Matrix

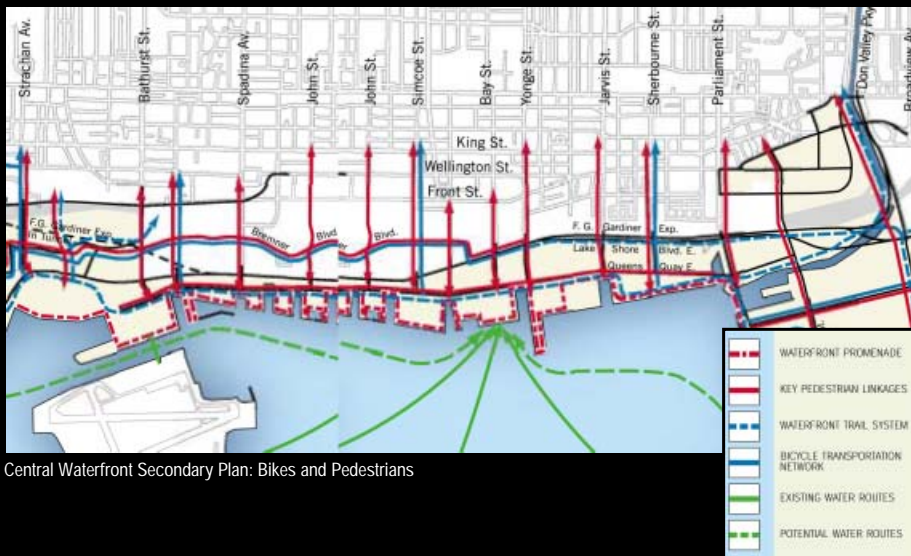
2. Can it improve north south connections?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections				
Aesthetically Vital				
Operations				
Grand + Beautiful Blvd.				
Policies				
Leverage Renewal				
Access				
Fit				

Can It Improve East-West Connections/ Complete Martin Goodman?



Can It Improve East-West Connections/ Complete Martin Goodman?



Can It Improve East-West Connections/ Complete Martin Goodman?

1. Do Nothing	2. Operational Changes	3. Physical Changes	4. Physical + Expand
<p>No.</p> <p>Does not improve pedestrian experience nor accommodate the Martin Goodman Trail, which requires a combined 4m trail off-street within Queens Quay right-of-way.</p>	<p>No.</p> <p>Does not improve pedestrian experience nor accommodate the Martin Goodman Trail, which requires a combined 4m trail off-street within Queens Quay right-of-way.</p>	<p>Yes.</p> <p>Can improve the pedestrian experience and accommodate Martin Goodman Trail within the existing right-of-way.</p>	<p>Yes.</p> <p>Can improve the pedestrian experience and accommodate Martin Goodman Trail within the an expanded right-of-way.</p>

Evaluation Matrix

3. Can it improve east west connections and complete the Martin Goodman Trail?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital				
Operations				
Grand + Beautiful Blvd.				
Policies				
Leverage Renewal				
Access				
Fit				

Can It Provide an Aesthetically Vital and Vibrant Atmosphere?



Can It Provide an Aesthetically Vital and Vibrant Atmosphere?

1. Do Nothing

No.

Existing conditions do not contain the elements required for an aesthetically vital and vibrant public realm: trees, generous pedestrian areas, adequate bike facilities, etc. Benefits to retail opportunities limited.

2. Operational Changes

Difficult.

Benefits to local retail commercial activities limited.

Although functional and aesthetic improvements could take place, it cannot accommodate Martin Goodman Trail, would require planting street trees within a constrained space, and would retain pedestrian boulevards at existing width.

3. Physical Changes

Yes.

Rearranging the space within the right-of-way would allow for significant functional and aesthetic improvements, improve pedestrian activity, and thus increase support for retail opportunities.

4. Physical + Expand

Yes.

Rearranging the space within an expanded right-of-way would allow for significant functional and aesthetic improvements, improve pedestrian activity, and thus increase support for retail opportunities.

Evaluation Matrix

4. Can it provide an aesthetically vital and vibrant atmosphere?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations				
Grand + Beautiful Blvd.				
Policies				
Leverage Renewal				
Access				
Fit				

Can It Provide Adequate and More Efficient Operations?



Can It Provide Adequate and More Efficient Operations?

1. Do Nothing	2. Operational Changes	3. Physical Changes	4. Physical + Expand
<p>No. Signal timing for pedestrians, transit and vehicles is insufficient.</p> <p>Current arrangement and enforcement of on-street parking leads to several conflicts.</p> <p>No dedicated bike facilities.</p>	<p>Yes. Modifications to signal timing would improve pedestrian, transit and vehicle operations.</p> <p>Adjustments to parking would reduce potential conflicts.</p>	<p>Yes. Modifications to signal timing would improve pedestrian, transit and vehicle operations.</p> <p>Adjustments to parking would reduce potential conflicts.</p>	<p>Yes. Modifications to signal timing would improve pedestrian, transit and vehicle operations.</p> <p>Adjustments to parking would reduce potential conflicts.</p>

Evaluation Matrix

5. Can it provide adequate or more efficient operations?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.				
Policies				
Leverage Renewal				
Access				
Fit				

Can It Provide a Grand and Beautiful Boulevard?

1. Do Nothing	2. Operational Changes	3. Physical Changes	4. Physical + Expand
<p>No.</p> <p>It is not a grand and beautiful boulevard in its existing form.</p>	<p>Difficult.</p> <p>High quality materials and decorative elements could improve the street but effectively rebalancing Queens Quay towards a pedestrian oriented environment not possible.</p>	<p>Yes.</p> <p>Rearranging the space within the right-of-way would allow for significant functional and aesthetic improvements to recast the street as a grand and beautiful boulevard.</p>	<p>Yes.</p> <p>Rearranging the space within an expanded right-of-way would allow for significant functional and aesthetic improvements to recast the street as a grand and beautiful boulevard.</p>

Evaluation Matrix

6. Can it provide a grand and beautiful boulevard?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies				
Leverage Renewal				
Access				
Fit				

Can It Implement Adopted City Policies?

- 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.
- 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
- walking supports community health, vitality and safety. It will increase use of public transit; decrease car dependence; reduce conflict between vehicles and pedestrians;
- 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
- Make alternative transportation options such as walking, cycling, and public transit the natural choice for residents and visitors to the waterfront area.
- Continuous public promenade
- Create major points of arrival where the heads of slips meet Queens Quay
- Improve Queens Quay

Can It Implement Adopted City Policies?

1. Do Nothing

No.

Existing street does not address adopted City policies: not a scenic waterfront boulevard, no Martin Goodman Trail, does not encourage clean air alternatives, etc.

2. Operational Changes

No.

Existing street does not address adopted City policies: not a scenic waterfront boulevard, no Martin Goodman Trail, does not encourage clean air alternatives, etc.

3. Physical Changes

Yes.

Can rebalance the street to better serve pedestrians and cyclists, create a scenic waterfront boulevard, etc.

4. Physical + Expand

Yes.

Can rebalance the street to better serve pedestrians and cyclists, create a scenic waterfront boulevard, etc.

Evaluation Matrix

7. Can it implement adopted City policies for the street and the waterfront?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies	●	●	●	●
Leverage Renewal				
Access				
Fit				

Can It Leverage Other Infrastructure Renewal?



Can It Leverage Other Infrastructure Renewal?

1. Do Nothing	2. Operational Changes	3. Physical Changes	4. Physical + Expand
<p>No.</p> <p>Does not coordinate planned improvements to TTC transit infrastructure and other waterfront revitalization projects.</p>	<p>Difficult.</p> <p>Can only coordinate some planned improvements to TTC transit infrastructure along with signal modifications.</p>	<p>Yes.</p> <p>Can coordinate planned improvements to TTC transit infrastructure to more effectively locate platforms along the corridor.</p> <p>Can also better incorporate transit improvements within overall public realm.</p>	<p>Yes.</p> <p>Can coordinate planned improvements to TTC transit infrastructure to more effectively locate platforms along the corridor.</p> <p>Can also better incorporate transit improvements within overall public realm.</p>

Evaluation Matrix

8. Can it leverage other infrastructure renewal programs?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies	●	●	●	●
Leverage Renewal	●	●	●	●
Access				
Fit				

Can It Provide Sufficient Access to Properties?



Can It Provide Sufficient Access to Properties?



Can It Provide Sufficient Access to Properties?

1. Do Nothing	2. Operational Changes	3. Physical Changes	4. Physical + Expand
<p>Yes.</p> <p>Currently provides sufficient access for residents, tenants, service, emergency, fire and police.</p>	<p>Yes.</p> <p>Would provide sufficient access for residents, tenants, service, emergency, fire and police.</p>	<p>Yes.</p> <p>Would provide sufficient access for residents, tenants, service, emergency, fire and police.</p>	<p>Yes.</p> <p>Would provide sufficient access for residents, tenants, service, emergency, fire and police.</p>

Evaluation Matrix

9. Can it provide sufficient access to properties?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies	●	●	●	●
Leverage Renewal	●	●	●	●
Access	●	●	●	●
Fit				

Can It Fit in Space Available without Extraordinary Land Acquisition?



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Queens Quay Revitalization EA | Stakeholder Committee #2B | 2007-12-11

Can It Fit in Space Available without Extraordinary Land Acquisition?

1. Do Nothing	2. Operational Changes	3. Physical Changes	4. Physical + Expand
Yes.	Yes.	Yes.	<p>No.</p> <p>Expanding the right-of-way entire length of corridor would require extraordinary land acquisition.</p> <p>However, possible local expansion where needed.</p>

Evaluation Matrix

10. Can it fit within the space available without extraordinary land acquisition?

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies	●	●	●	●
Leverage Renewal	●	●	●	●
Access	●	●	●	●
Fit	●	●	●	●

Evaluation Matrix

- Meets criteria
- Difficult. May meet criteria
- Cannot meet criteria: Critical fail

Problem Statement Objectives	Existing Conditions		Physical Changes	
	1. Do Nothing	2. Operational Changes	3. Existing ROW	4. Expand ROW
Waterfront Main Street	●	●	●	●
N. S. Connections	●	●	●	●
E.W. Connections	●	●	●	●
Aesthetically Vital	●	●	●	●
Operations	●	●	●	●
Grand + Beautiful Blvd.	●	●	●	●
Policies	●	●	●	●
Leverage Renewal	●	●	●	●
Access	●	●	●	●
Fit	●	●	●	●

Preferred Planning Solution

Physical changes within the existing right-of-way, including :

- operational changes, and
- possible localized widening

Next Steps / Opportunities for Input to Process

1. Complete Phase 2: Planning Solutions
 - Public consultation process
 - Public Forum #1 (January 2008)
 - Review and address feedback from consultation

2. Begin Phase 3: Alternative Design Concepts
 - Community Stakeholder Committee #3 (Winter 2008)
 - Public Forum #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
8. We will interview landowners to assess these concerns and suggest solutions

ROUND TABLE DISCUSSION AND FEEDBACK