

TORONTO CENTRAL WATERFRONT

Public Forum #1

Queens Quay Revitalization EA

Lower Spadina Avenue to Lower Jarvis Street

Municipal Class Environmental Assessment (Schedule C)



WATERFRONTToronto

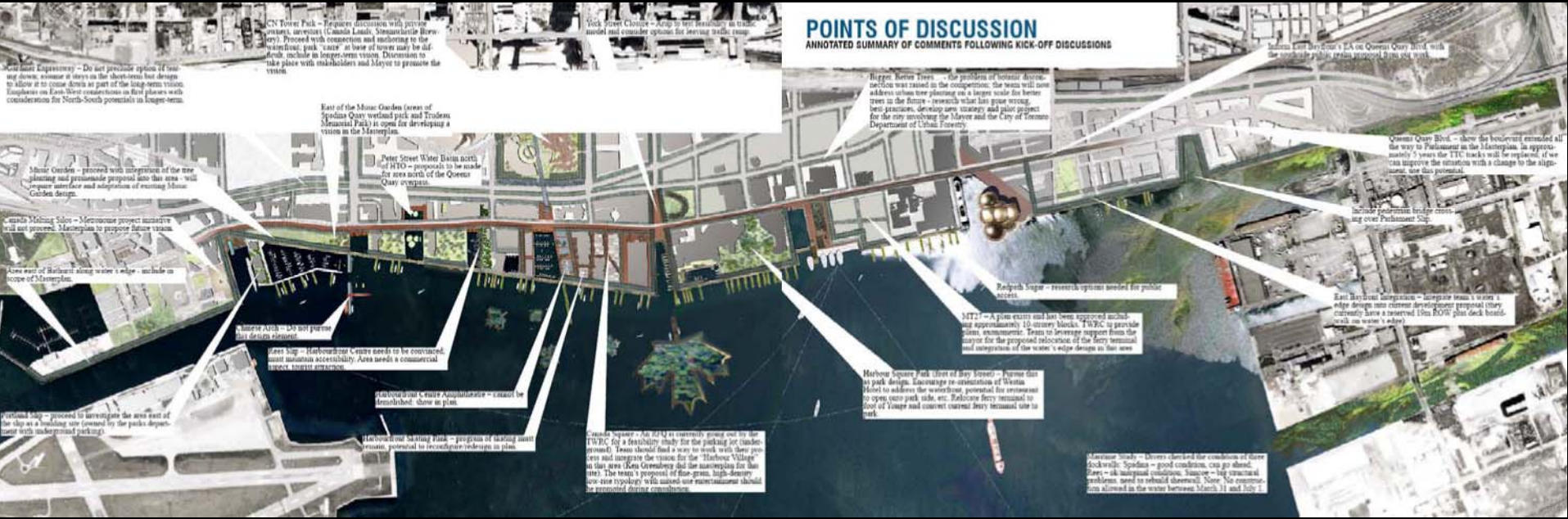
Central Waterfront Update: Spadina Slip



Central Waterfront Update: Spadina Slip



Central Waterfront Update: Master Plan



POINTS OF DISCUSSION

ANNOTATED SUMMARY OF COMMENTS FOLLOWING KICK-OFF DISCUSSIONS

Central Waterfront Update: Design Protocols

12 Design Protocols

Overall Principles & Strategies

Timber Structures I: Bridges + Slips

Timber Structures II: Boardwalks + Pontoons

Materials & Furnishings

Lighting

Tree Planting



Ecology

Marine Strategy

Parking Strategy

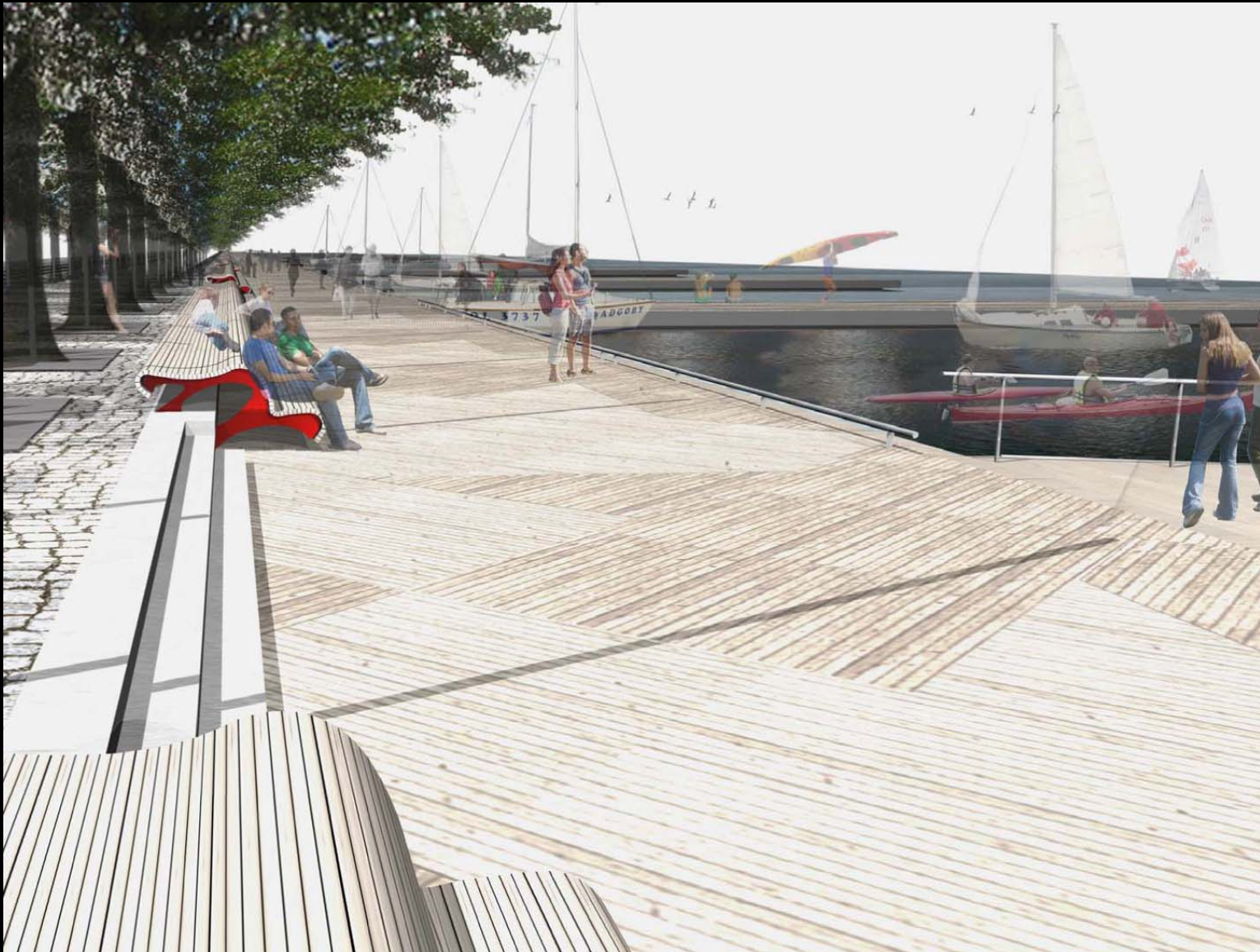
Public Movement

Public Art

Connections to the City



Central Waterfront Update: Waters Edge Promenade



Central Waterfront Update: Furnishings

PREFERRED FORM WITH VARIATIONS IN FINISH,
TEXTURE & TECHNIQUE / TESTING BASIC FORM,
CUTOUT ICONS AND CAST RELIEF

Basic Laser Cut Series



Cast Aluminum Relief Series



Laser Cut Perforated Series



Luminaire Fixtures



1. Selux Olvio fixture
Custom design by West 8



2. Bega standard - angle



Presentation Outline

- **Part 1: Introduction to the Queens Quay Revitalization EA**
 - Project Purpose and Background
 - Data Collection
 - Phase 1: Problem Statement
- **Part 2: Alternative Planning Solutions**
 - Definition and Options
 - Evaluation of Planning Solutions
 - Preferred Planning Solution
- **Round Table Discussions and Reporting**
- **Wrap Up and Next Steps**

PROJECT PURPOSE AND BACKGROUND

What is a Class Environmental Assessment?

- Mandated by the Ontario Ministry of the Environment for all infrastructure projects that may impact or alter transportation operations.
- Requires and relies on a high level of community participation to ensure the public good is properly reflected in the final recommendation.

Purpose of this EA

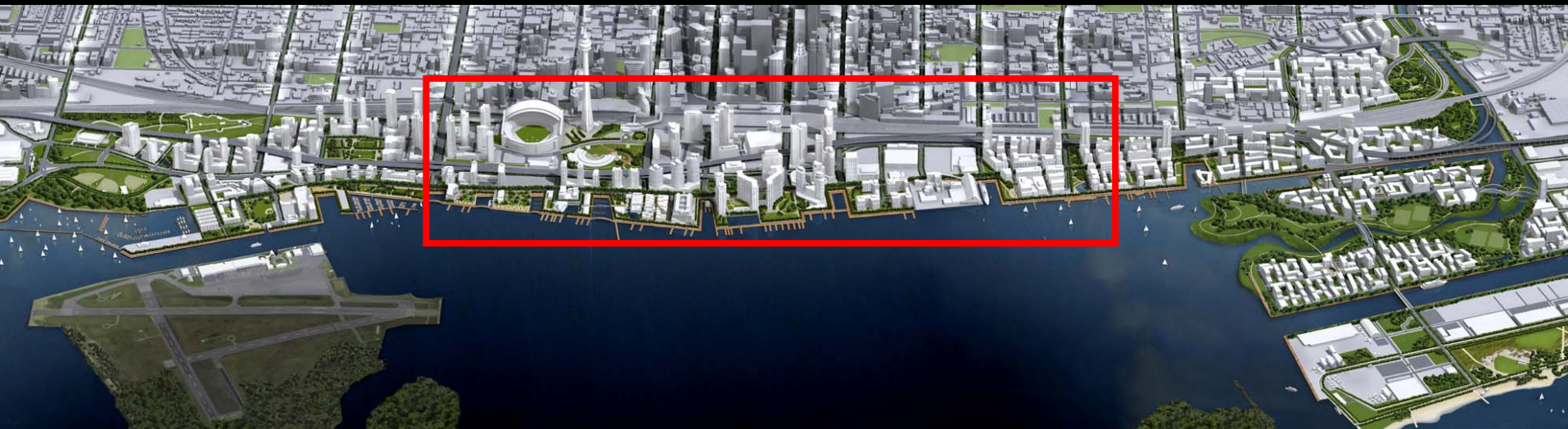
- To create a plan that successfully accommodates various users:
 - Recreational
 - Transit
 - Bicycle
 - Pedestrian
 - Vehicular
- Enhances landscape and the public realm within the Queens Quay corridor.

Purpose of this EA

To develop, examine and evaluate a number of alternative solutions and design options for vehicular, transit and pedestrian routes along Queens Quay.



Toronto Central Waterfront

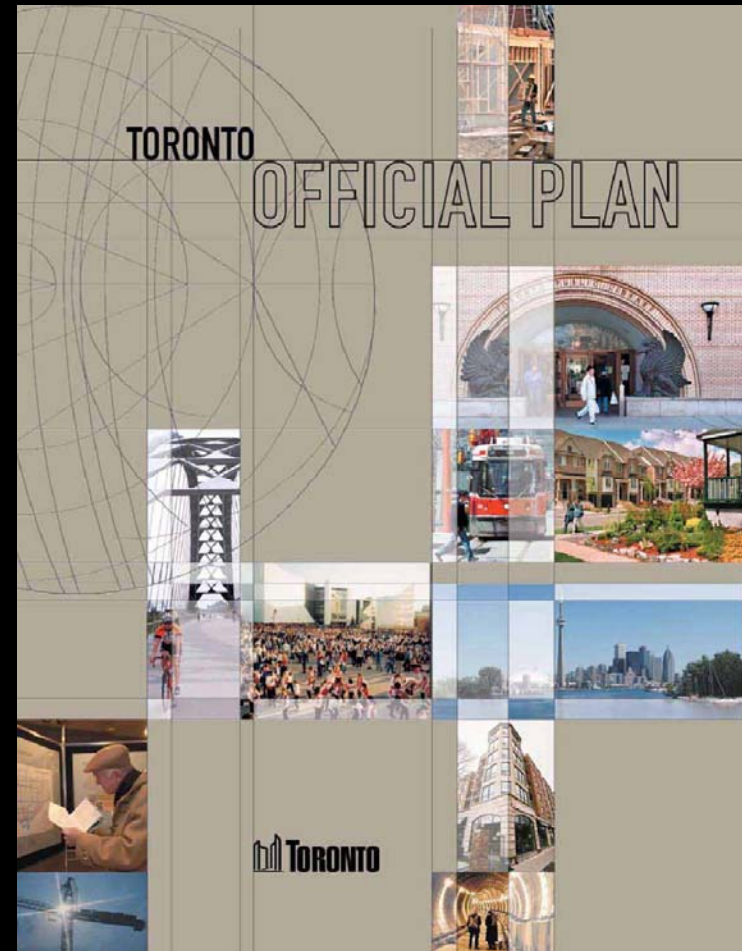


Planning Policy Context: City of Toronto Initiatives

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

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; ...



Toronto Pedestrian Charter

Walking is the most ancient and universal form of travel. It is also an important form of exercise and recreation. Every personal trip involves walking, alone or in combination with taking public transit, driving or cycling.

A pedestrian is a person moving from place to place, either by foot or by using an assistive mobility device. Pedestrians include residents and visitors to the city of all ages and abilities. In order to travel safely, conveniently, directly and comfortably, they require an urban environment and infrastructure designed to meet their travel needs.



To ensure walking is a safe, comfortable and convenient mode of urban travel, the City of Toronto respects the following principles:

Accessibility

Walking is a free and direct means of accessing local goods, services, community amenities and public transit.

Environmental Sustainability

Walking relies on human power and has negligible environmental impact.



Equity

Walking is the only mode of travel that is universally affordable, and allows children and youth, and people with specific medical conditions to travel independently.

Personal and Community Safety

An environment in which people feel safe and comfortable walking increases community safety for all.



Health and Well-Being

Walking is a proven method of promoting personal health and well-being.

Community Cohesion and Vitality

A pedestrian-friendly environment encourages and facilitates social interaction and local economic vitality.

To create an urban environment in all parts of the city that encourages and supports walking, the City of Toronto:

- upholds the right of pedestrians of all ages and abilities to safe, convenient, direct and comfortable walking conditions;
- provides a walking environment within the public right-of-way and in public parks that encourages people to walk for travel, exercise and recreation;
- supports and encourages the planning, design and development of a walking environment in public and private spaces (both exterior and interior) that meets the travel needs of pedestrians;
- provides and maintains infrastructure that gives pedestrians safe and convenient passage while walking along and crossing streets;
- ensures that residents' access to basic community amenities and services does not depend on car ownership or public transit use;
- sets policies that reduce conflict between pedestrians and other users of the public right-of-way;
- creates walkable communities by giving high planning priority to compact, human-scale and mixed land use;
- encourages research and education on the social, economic, environmental and health benefits of walking as a form of travel, exercise and recreation;
- promotes laws and regulations that respect pedestrians' particular needs;
- advocates for improving the provincial and federal regulatory and funding frameworks that affect the City's ability to improve the pedestrian environment; and
- works with individual citizens, community groups and agencies, businesses and other levels of government to achieve these goals.



An urban environment that encourages and facilitates walking supports community health, vitality and safety. It will increase use of public transit; decrease car dependence; reduce conflict between vehicles and pedestrians; lead to cleaner air; green public space; and support green tourism. Such an environment creates opportunities for the informal social interaction that is one of the main attributes of a vibrant, liveable city.

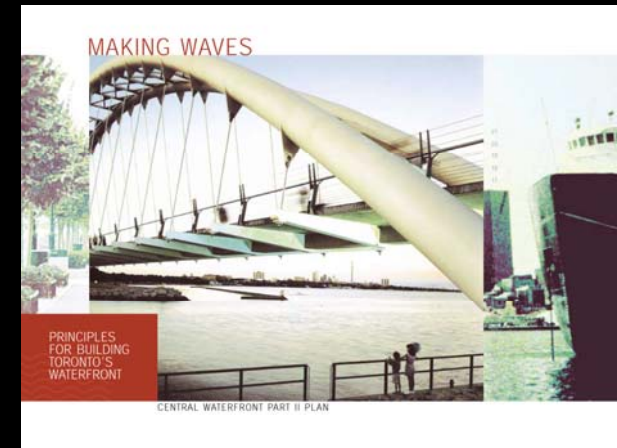
Adopted by Toronto City Council, May 21, 2002



Planning Policy Context: City of Toronto Initiatives

Central Waterfront Secondary Plan (Toronto City Council, April, 2003)

- Queens Quay will become a scenic waterfront 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

Sustainability Framework (Waterfront Toronto, August, 2005)

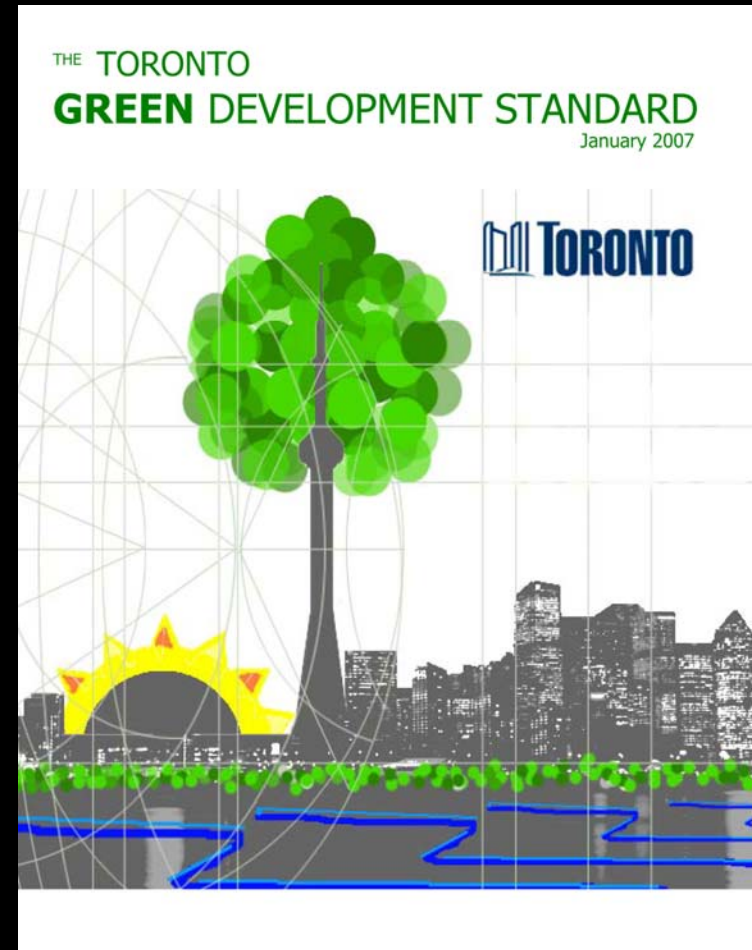
- Make alternative transportation options such as walking, cycling, and public transit the natural choice for residents and visitors to the waterfront area.



Planning Policy Context: 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: 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

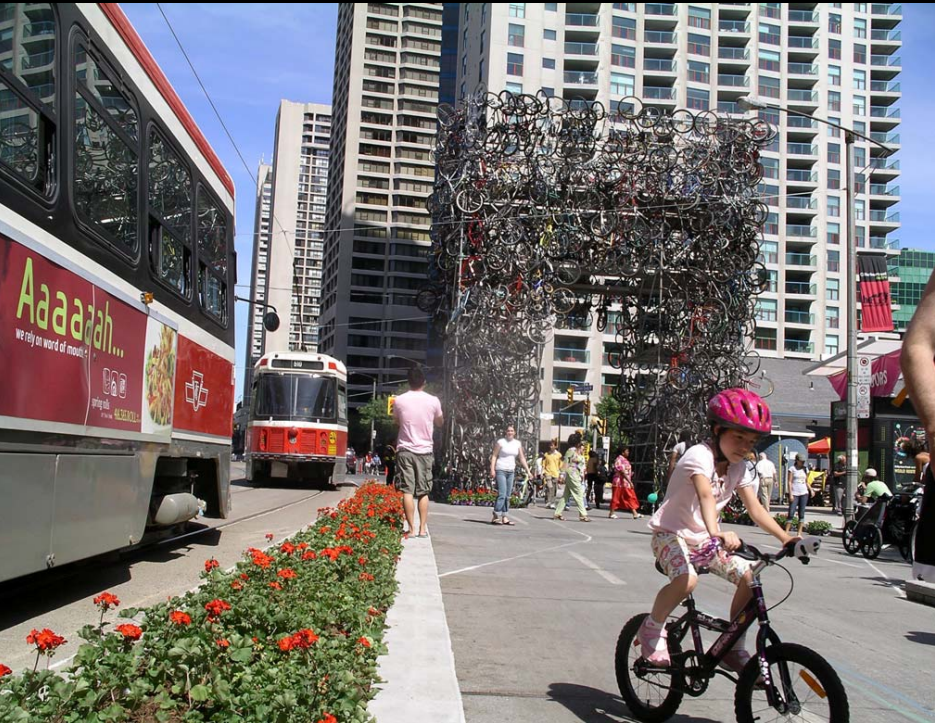
Central Waterfront Design Competition: Queens Quay



Central Waterfront Design Competition: Queens Quay



Competition Experiment: Quay to the City



Competition Experiment: Quay to the City

Purpose

- Demonstrate how competition design could improve Queens Quay by reclaiming public space for pedestrians and cyclists.
- Not intended as a complete functional roadway design.

Method

- 10 day period in August 2006.
- Close two eastbound lanes, replace with bike lanes, additional pedestrian space, and planting.
- Traffic operations (lane markings, traffic signals, etc.) were not modified as part of experiment.

Competition Experiment: Quay to the City

Results Summary

- Enriched public realm experience
- Increased volume of pedestrians and cyclists
- More visitors overall to the waterfront
- Area residents generally support redesign of Queens Quay, but...
- Significant concerns regarding safe and efficient access to residences and businesses, and parking

Traffic and access are the main challenges

- Require complete traffic operations functional plan to fully understand impacts of any redesign of Queens Quay.

Queens Quay Now and Future



This...

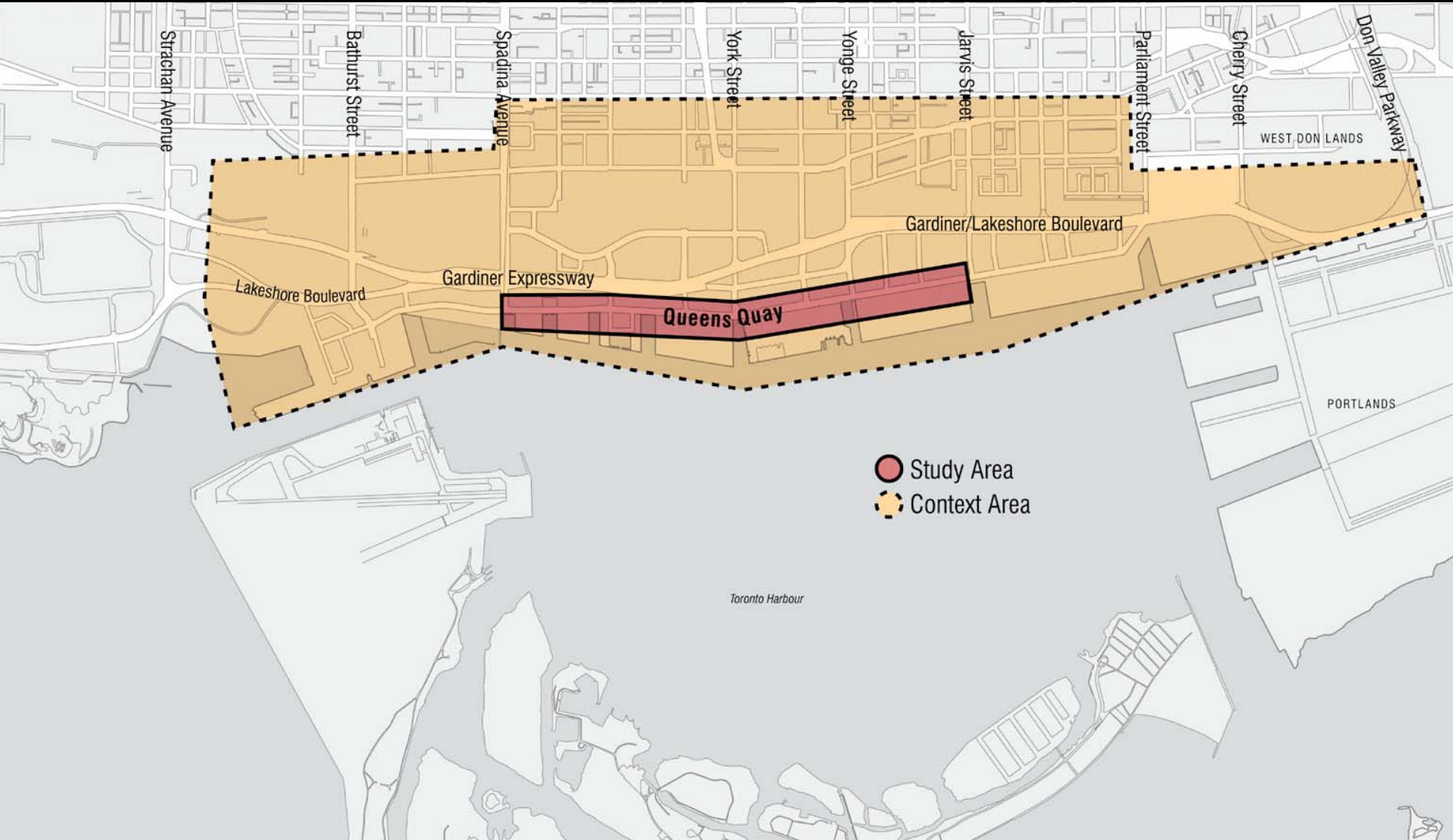


...Or This...

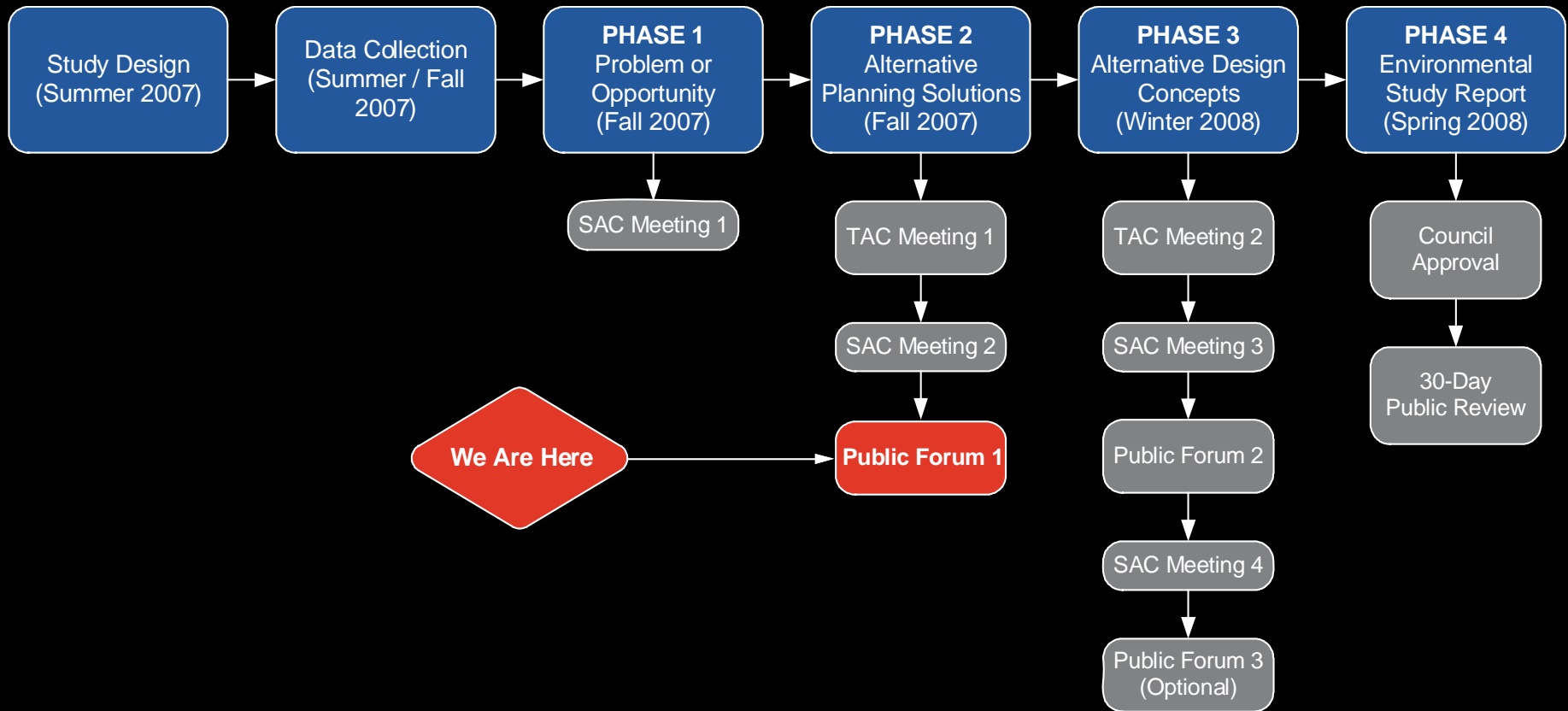


...Or In Between?

Study Area



Study Outline



Public Consultation

- 3 Public Forums (2 fixed, 1 optional)
- 15 Meetings with Private Land Owners
- 4 Stakeholder Advisory Committee (SAC) Meetings



Public Consultation

Stakeholders Advisory Committee

- Councillor Pam McConnell's Office
- Councillor Adam Vaughan's Office
- Waterfront Regeneration Trust
- Central Waterfront Neighbourhood Association
- York Quay Neighbourhood Association
- QQHBIA
- Residents-at-large
- Toronto Island Community Association
- Loblaw Properties Ltd.
- Bathurst Quay Neighbourhood Association
- Redpath Sugars
- Queens Quay Terminal
- Harbourfront Centre
- Harbour Square
- Redpath Sugars
- Cruise Toronto
- Premier Conference & Events
- West Don Lands Committee
- St. Lawrence Neighbourhood Association
- Port Lands Action Committee/Waterfront Action
- Rocket Riders
- Cycling Advocate
- Feet on the Street

Coordination with Adjacent Projects



West Don Lands (Cherry Street) Transit EA



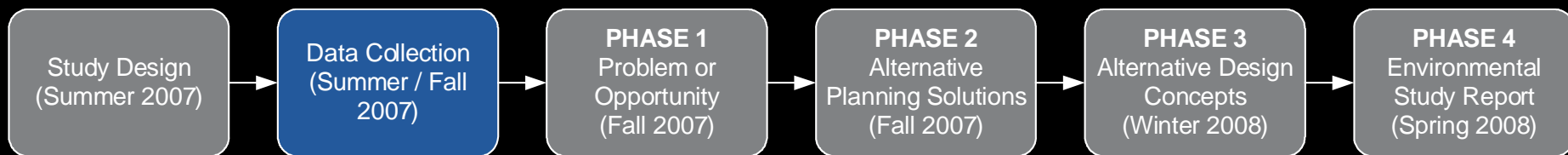
Don Mouth Naturalization EA / Lower Don



East Bayfront EA + Public Realm Plan



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



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

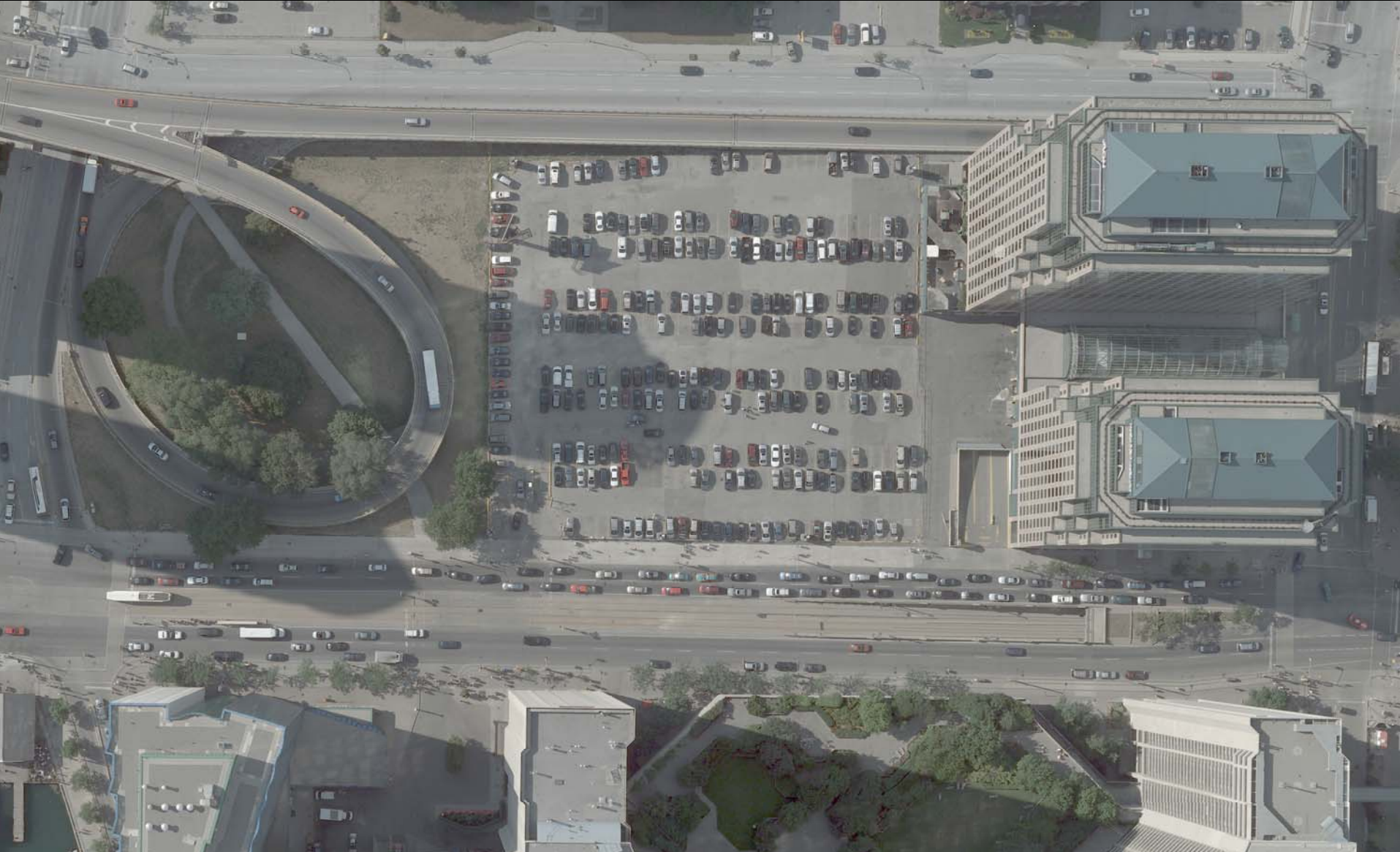
Aerial Photography



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



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)

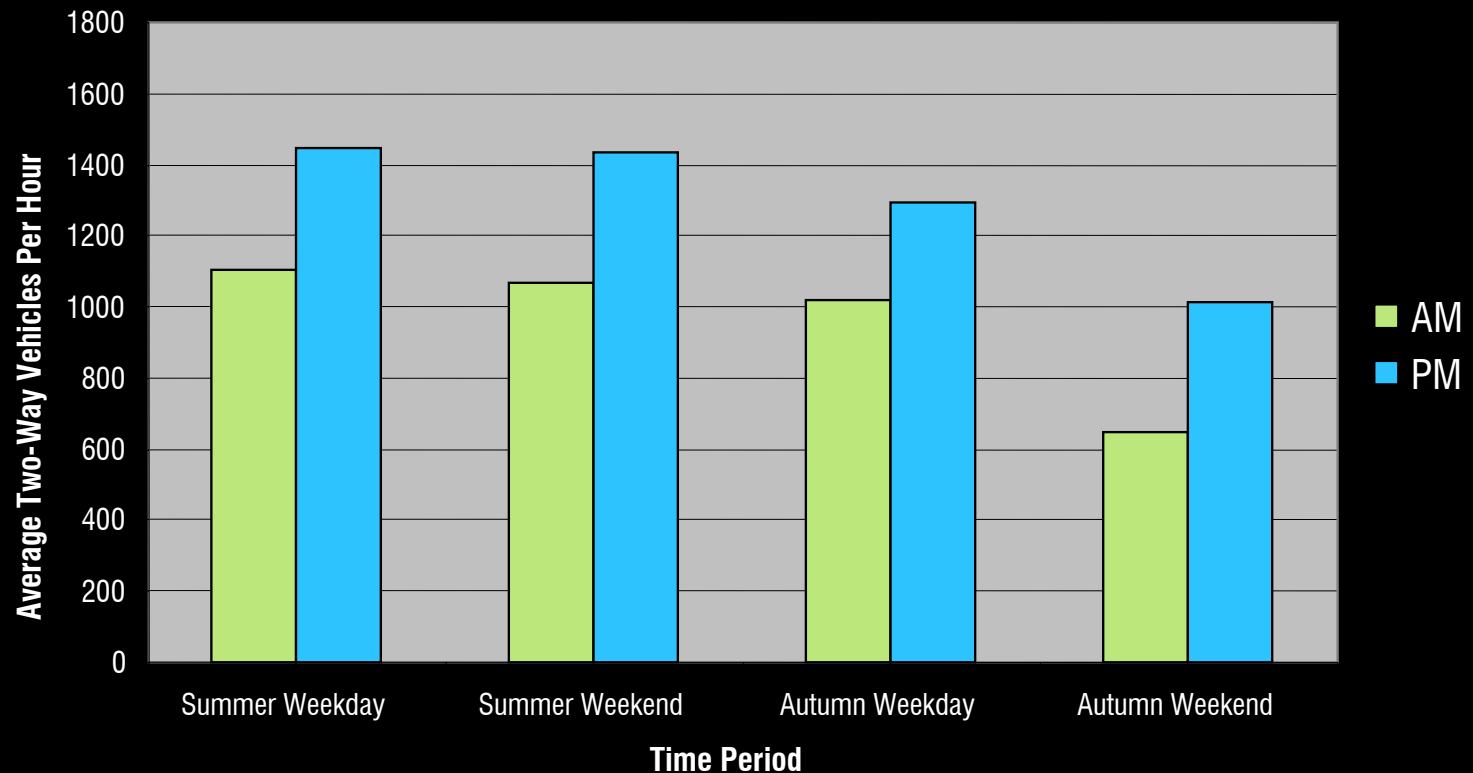
Traffic Volume Data – 2007

AM Peak (PM Peak) [Weekend Peak]



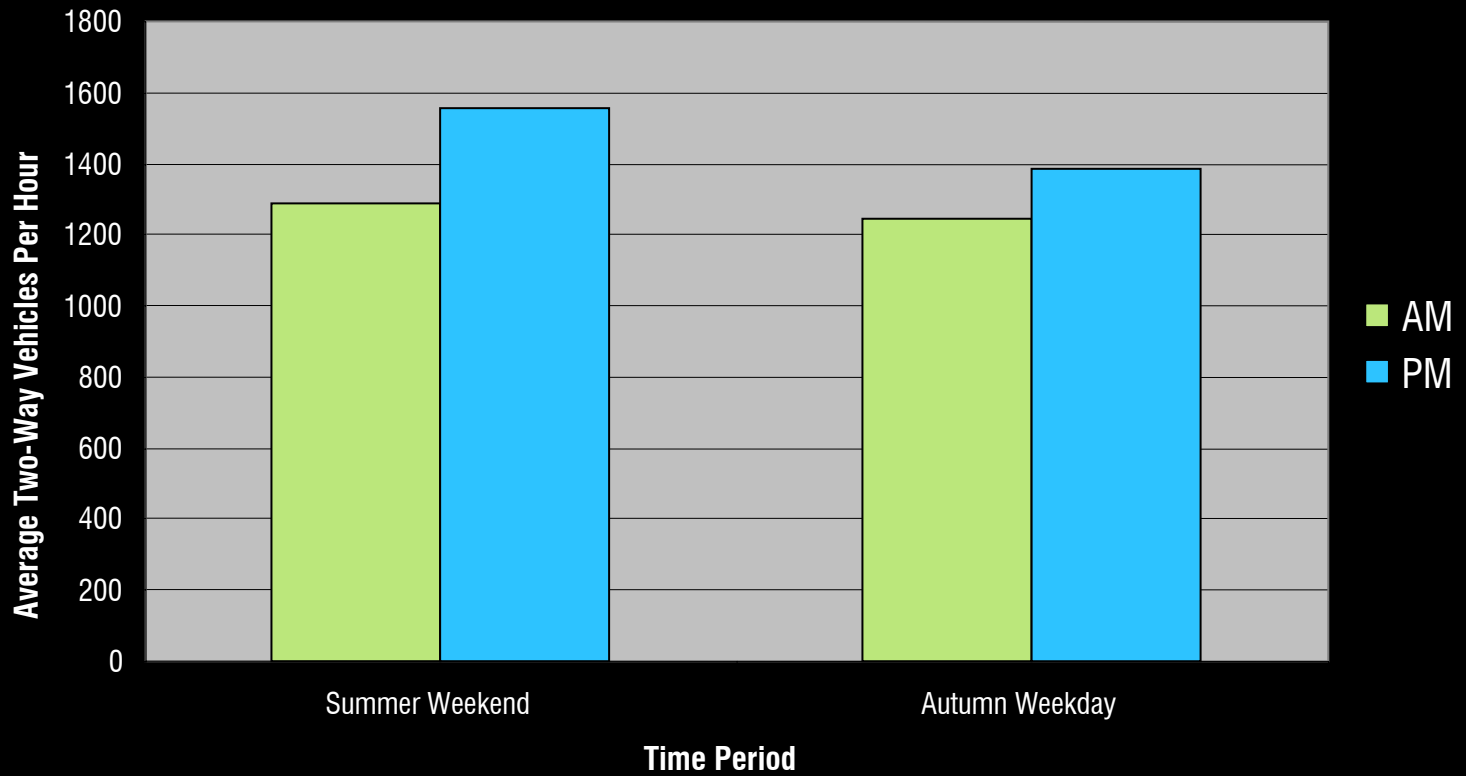
Automatic Traffic Recorder Count Comparison

Queens Quay Overall Average ATR 2007 Weekday vs. Weekend Peaks



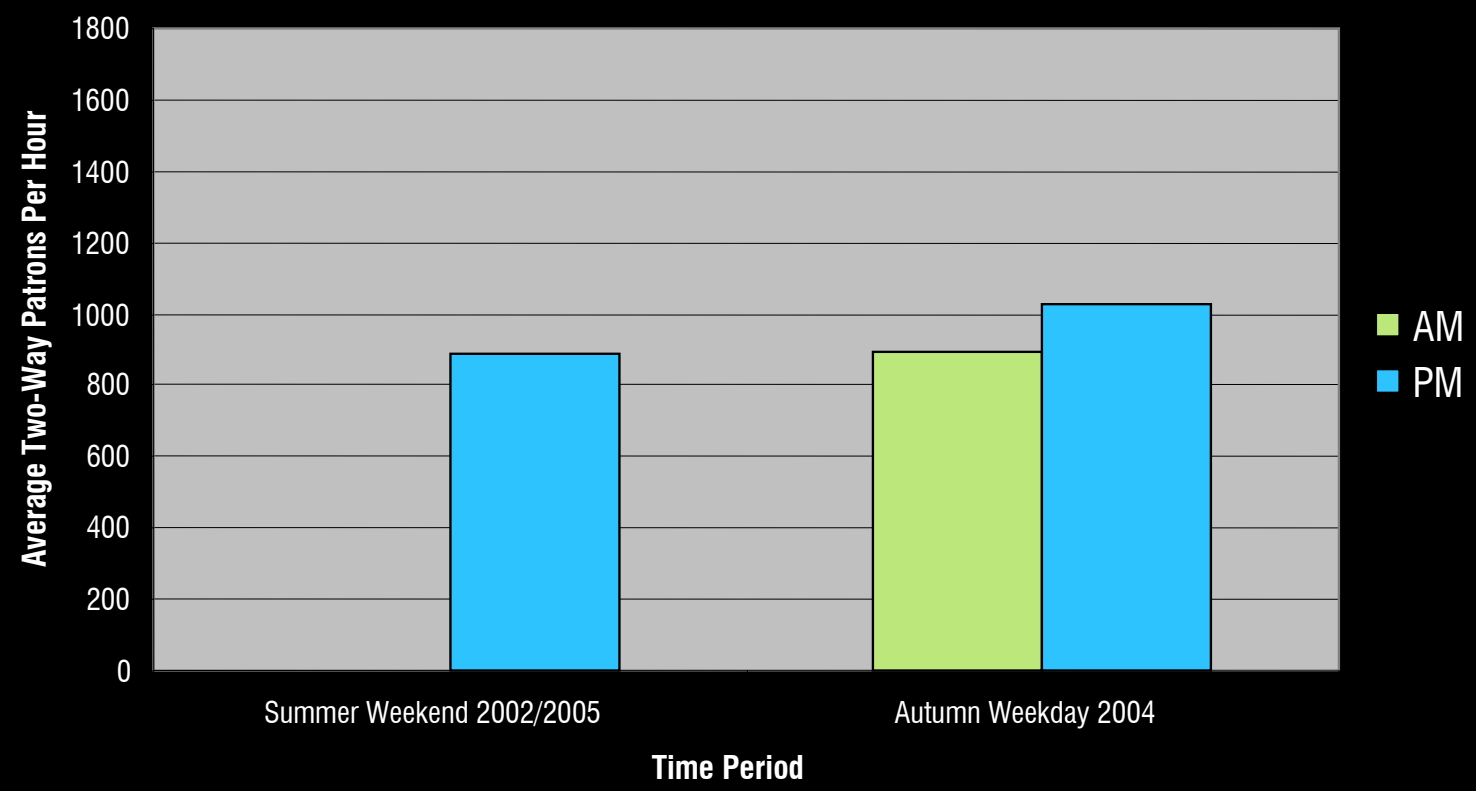
Turning Movement Count Comparison

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



Transit Patronage Count Comparison

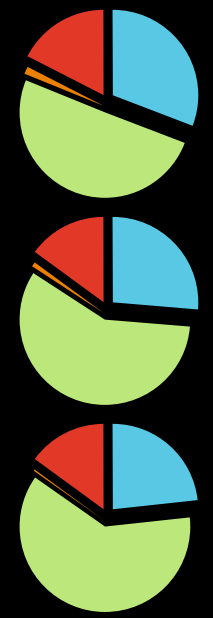
Queens Quay Overall Average Transit Patronage
Summer Weekend vs. Autumn Weekday Peaks



Vehicle and Pedestrian Volumes

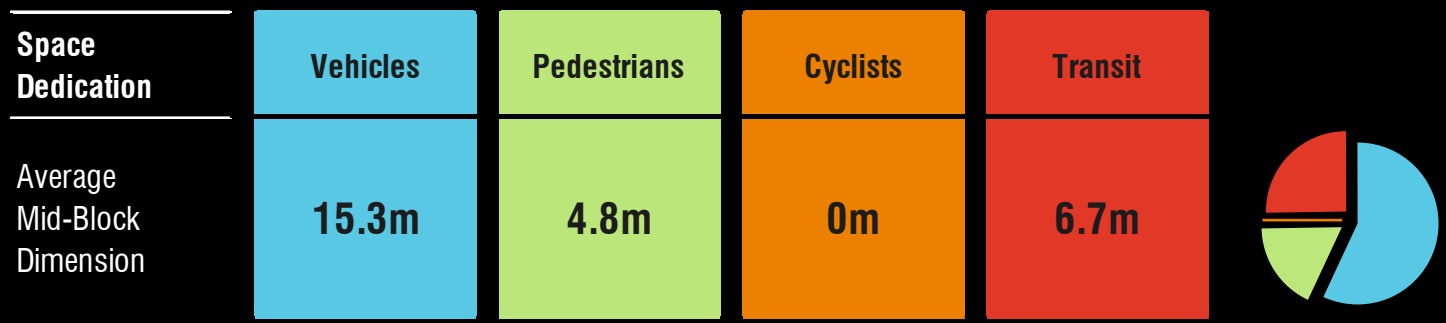
Queens Quay Weekend PM Peak Volumes

Intersection	Ilha Formosa Festival 2007-08-06 Sunday			TTC: 2002-2005
	Vehicles Entering	Pedestrians Crossing	Cyclists Entering	Transit Patronage
Lower Simcoe	1475	2415	65	835
York	1625	3540	55	925
Bay	1665	4365	25	1065



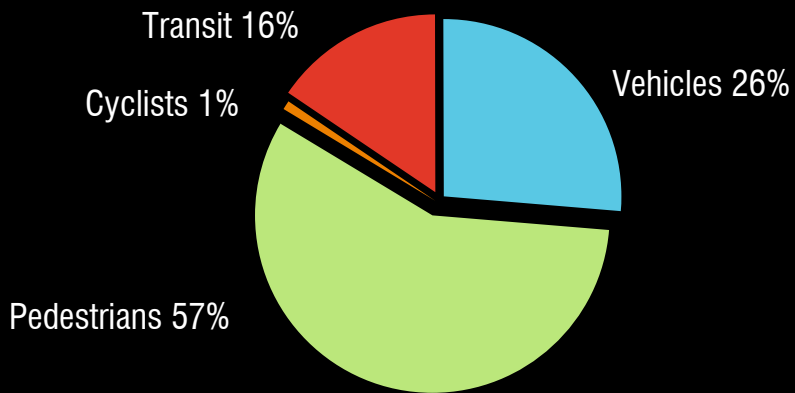
Dedicated Space Allocation

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

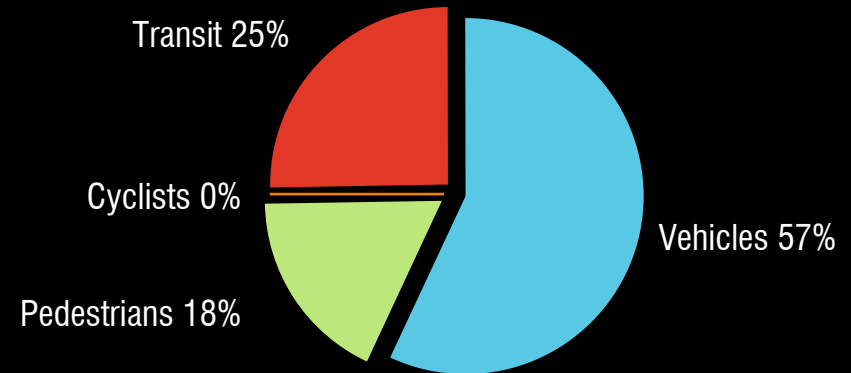


Existing: Volume vs. Dedicated Space

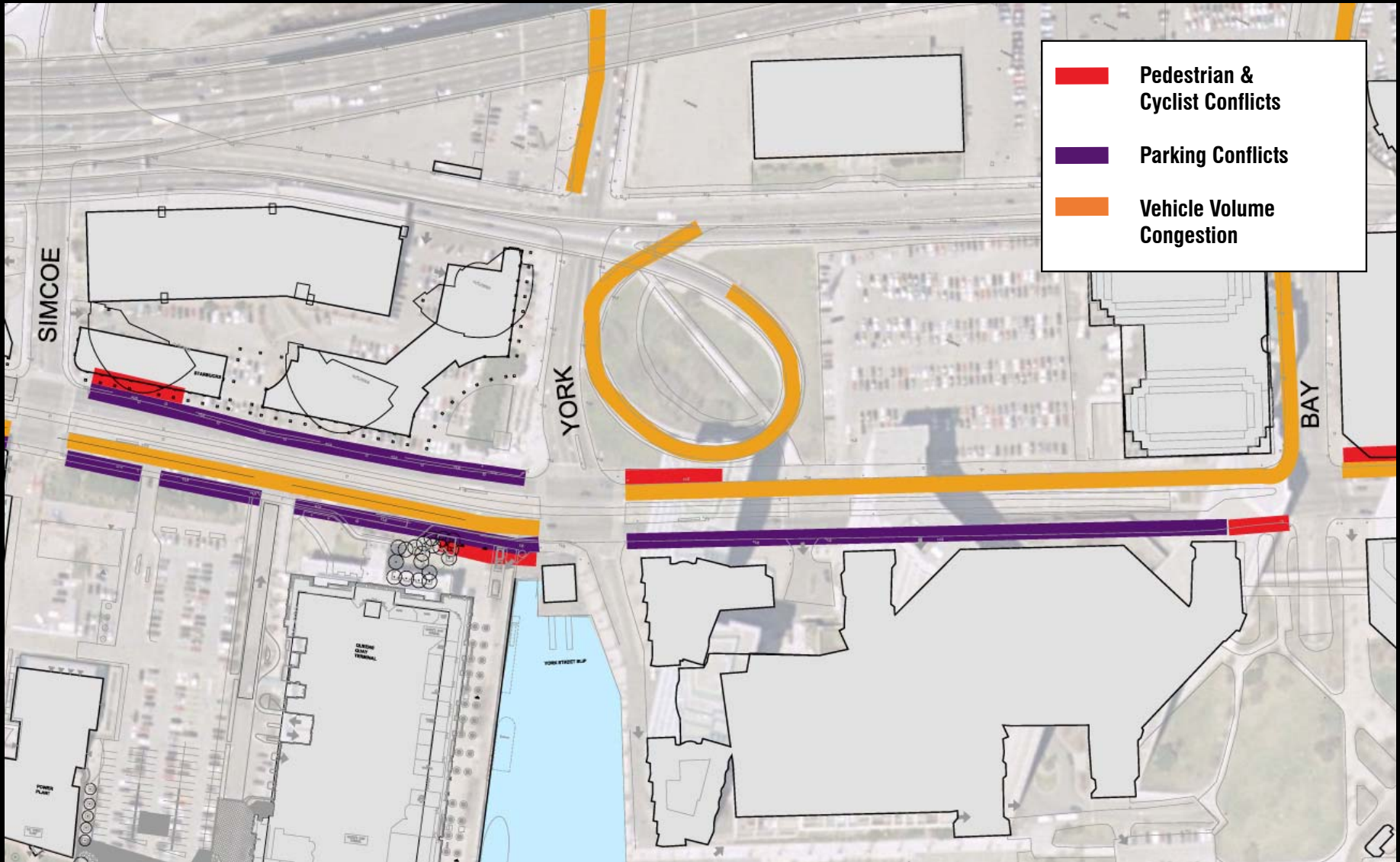
Average Intersection Volume



Dedicated Space



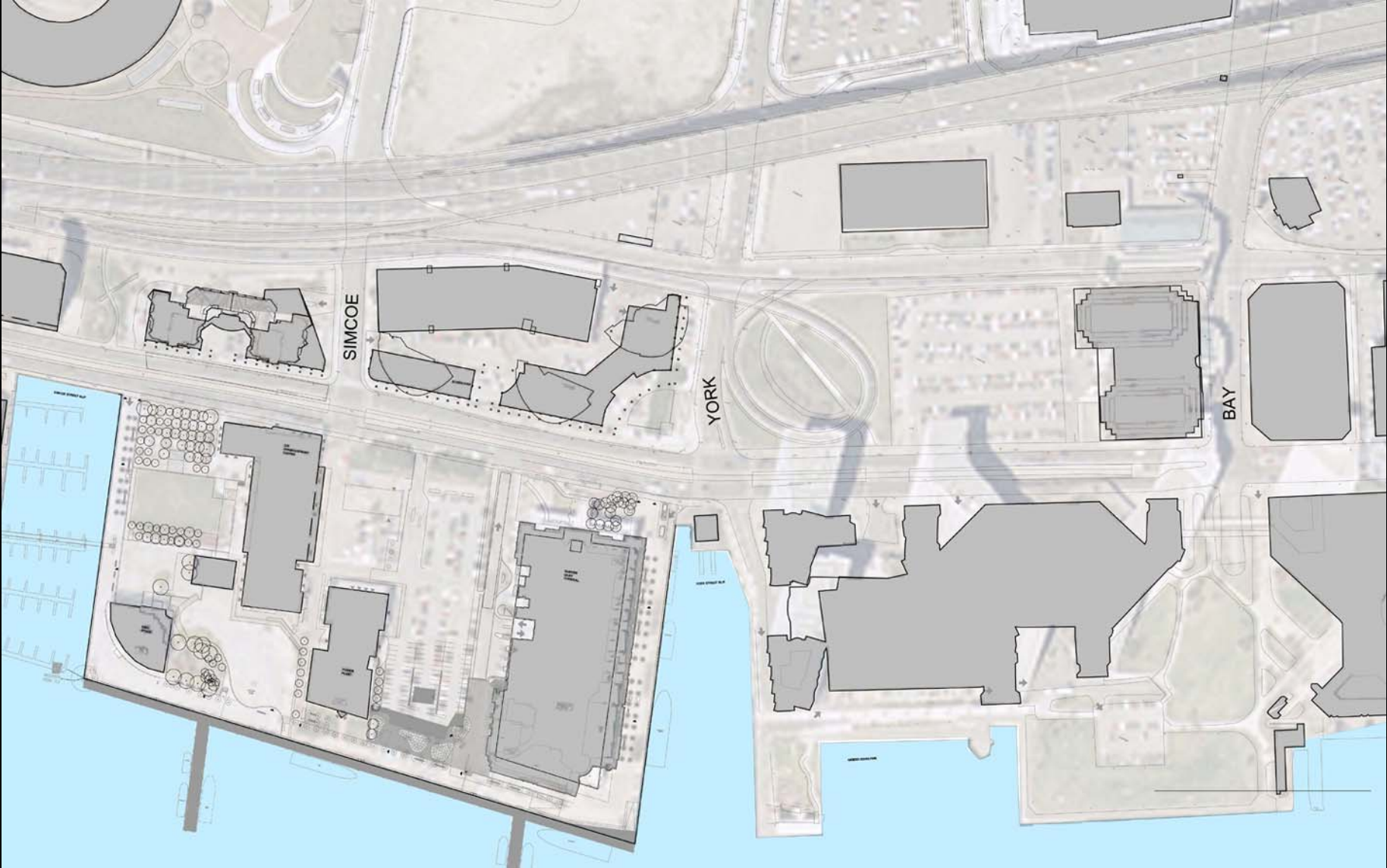
Points of Conflict



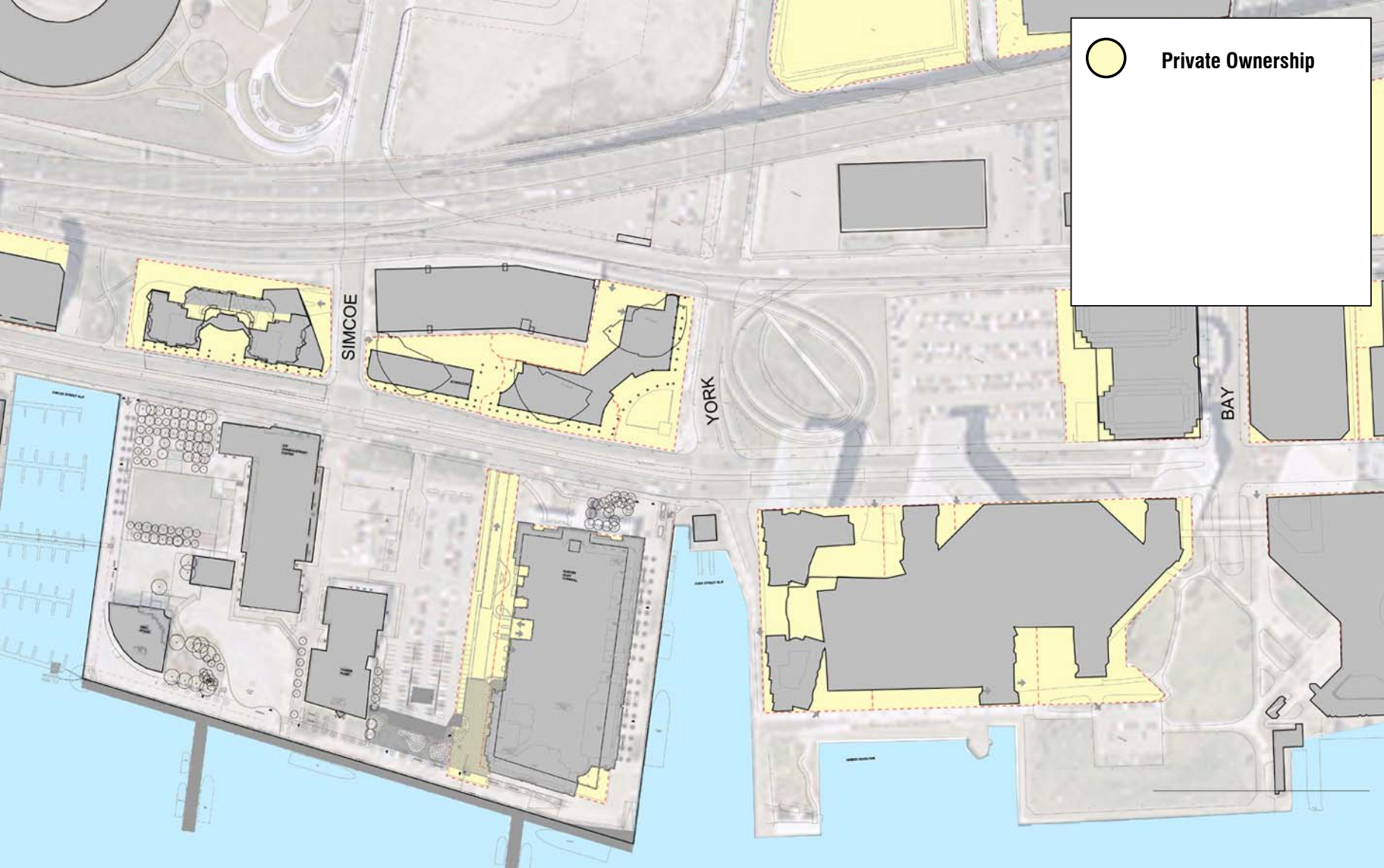
Points of Conflict



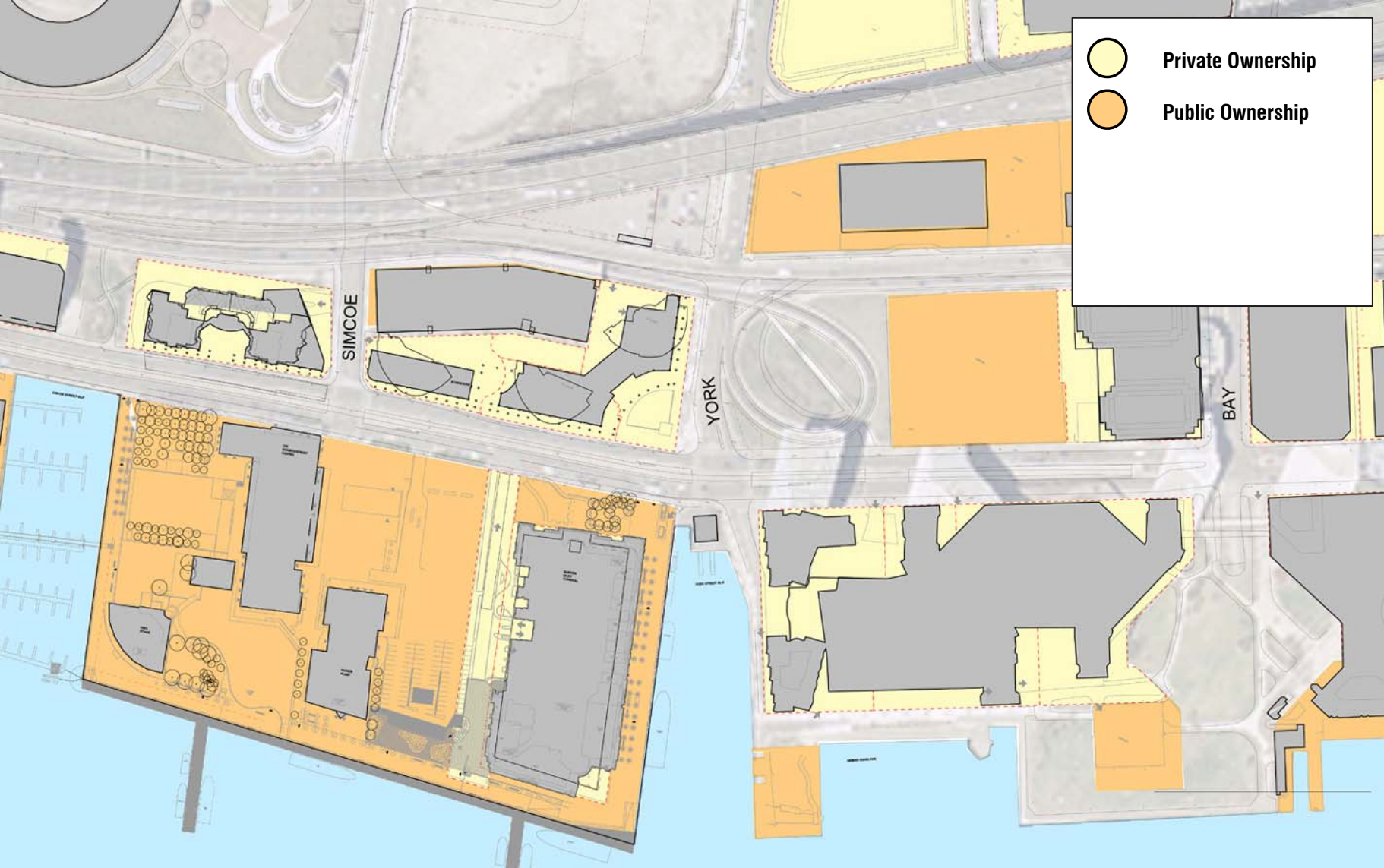
Existing Conditions



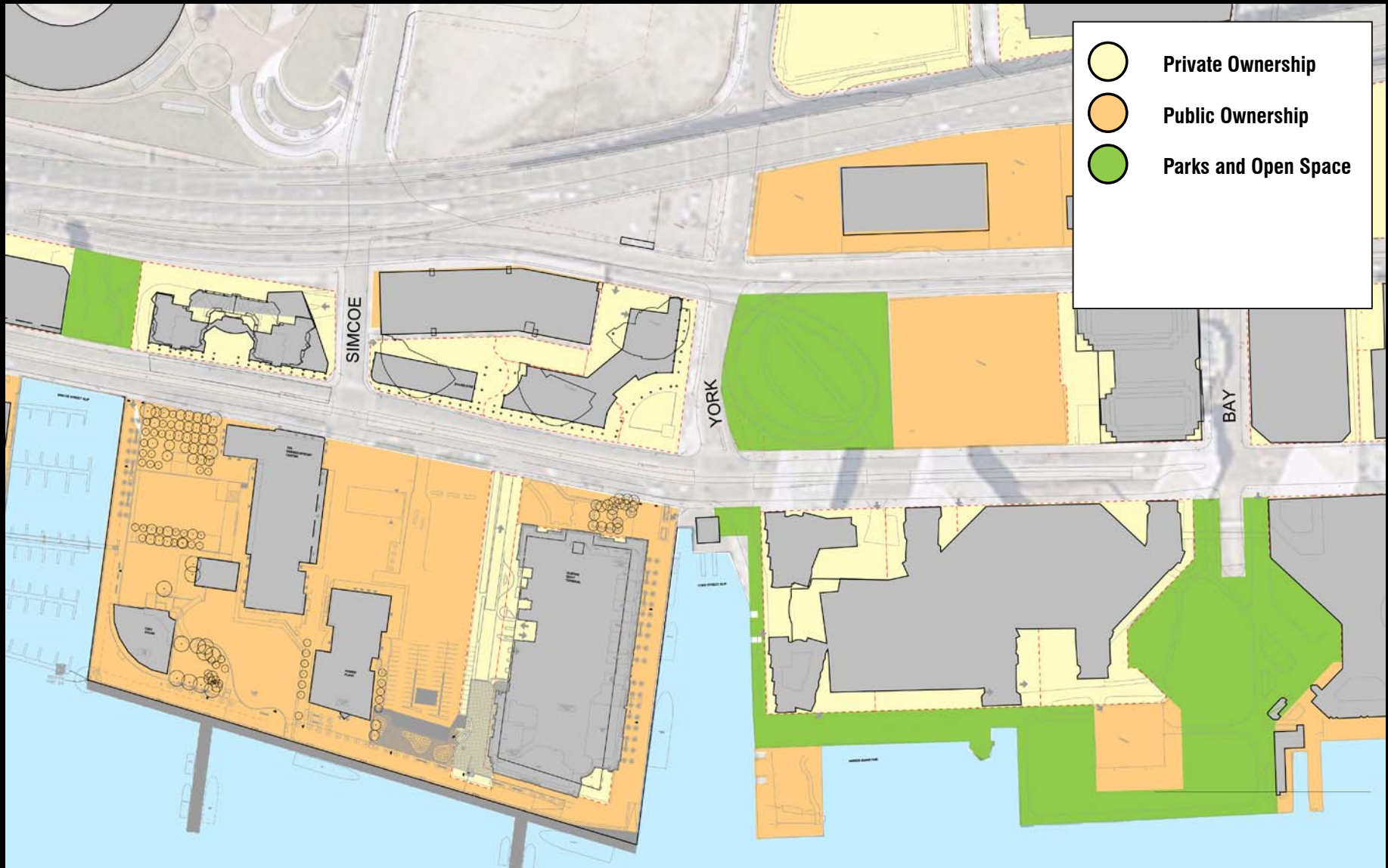
Existing Conditions



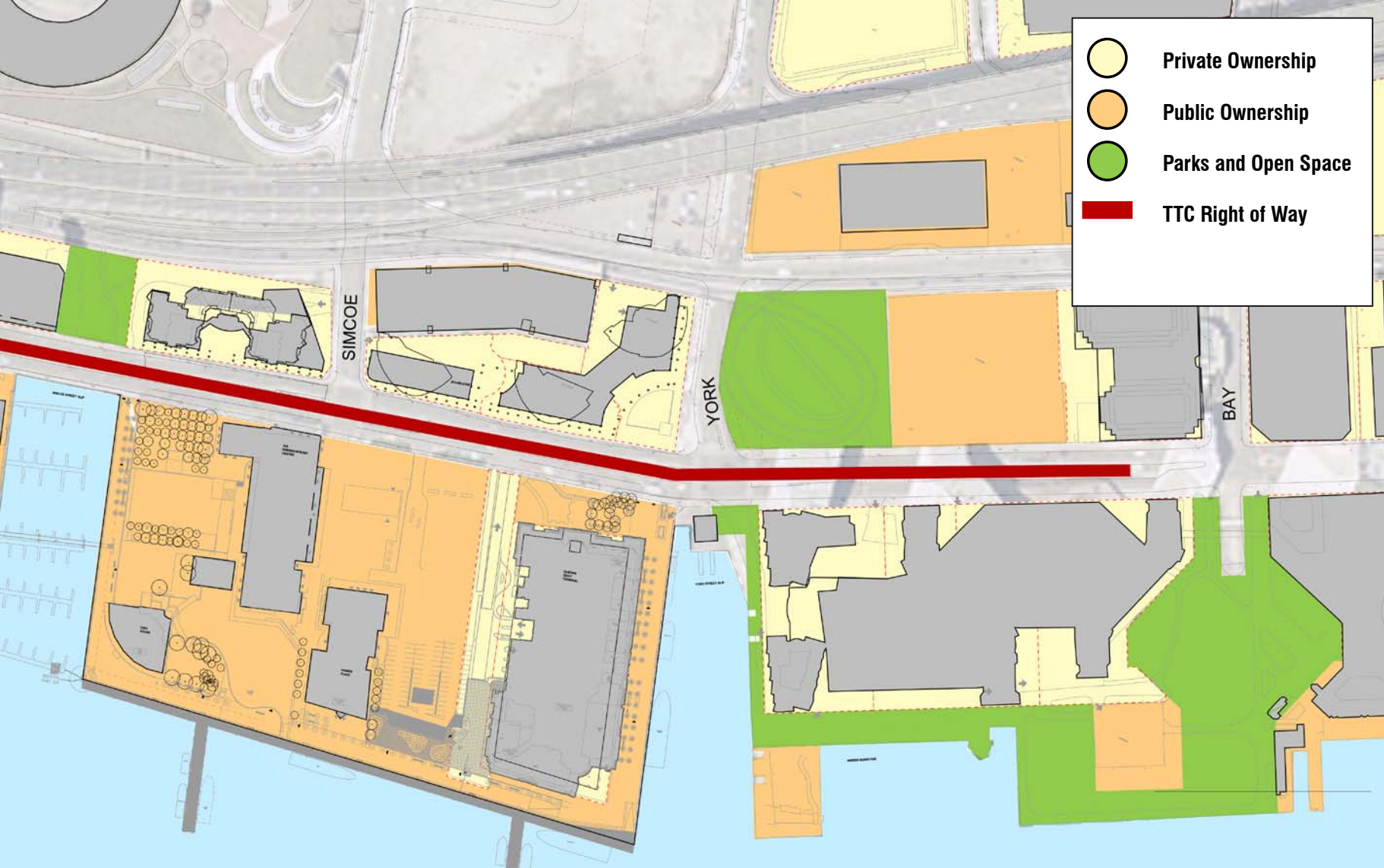
Existing Conditions



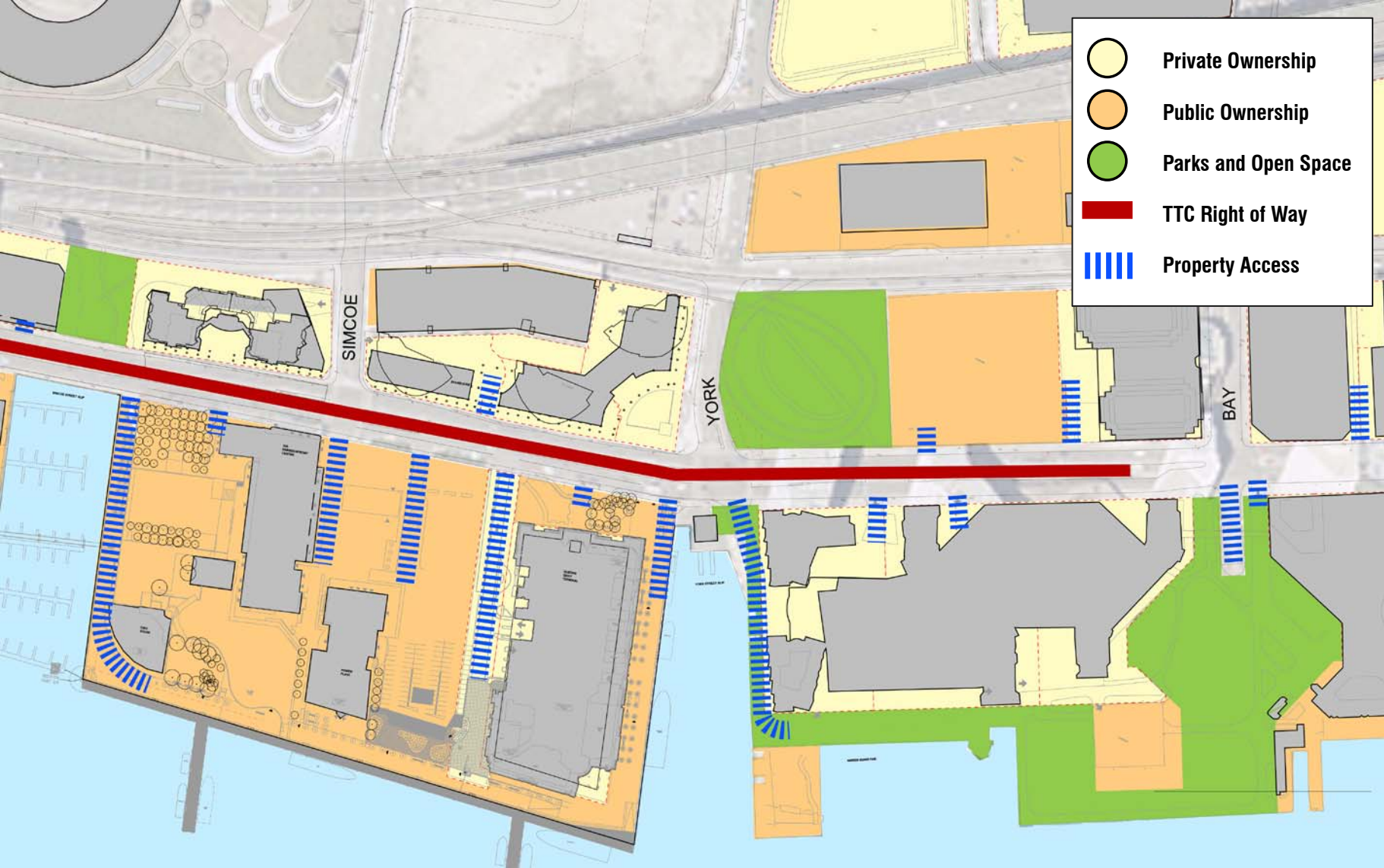
Existing Conditions



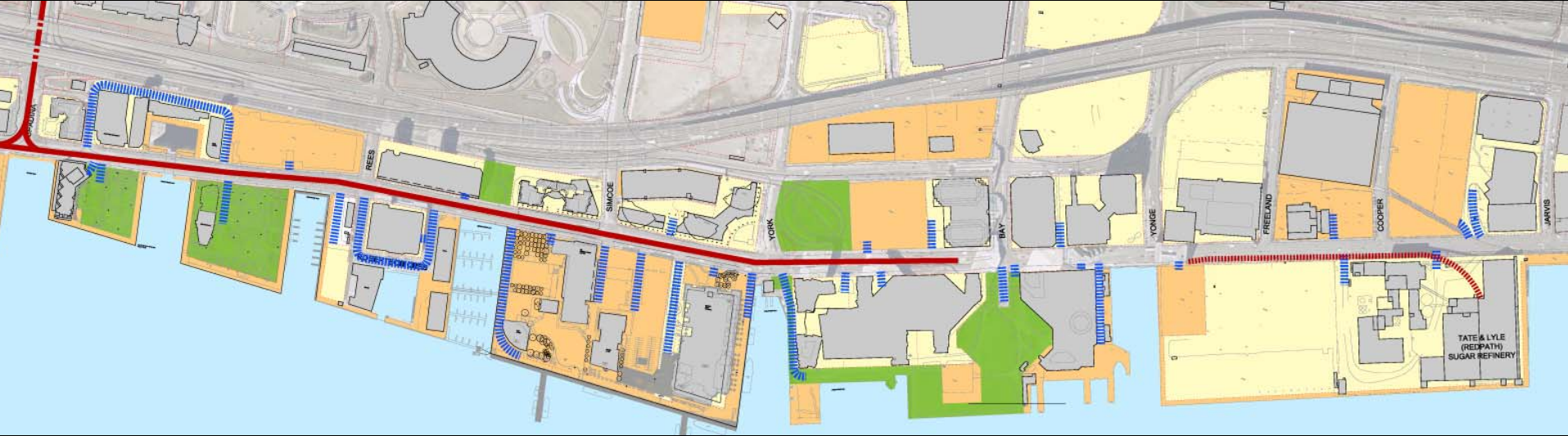
Existing Conditions



Existing Conditions



Existing Conditions

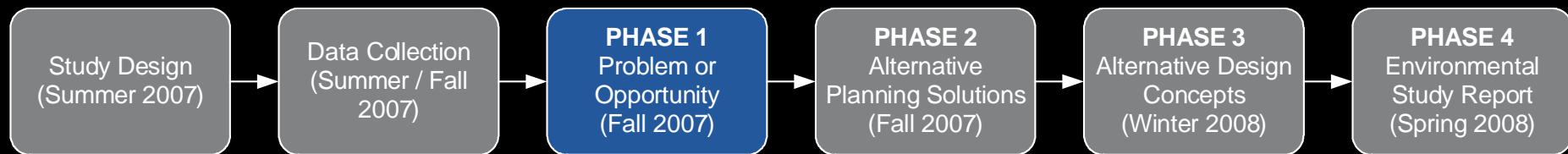


Time Lapse Sample



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...



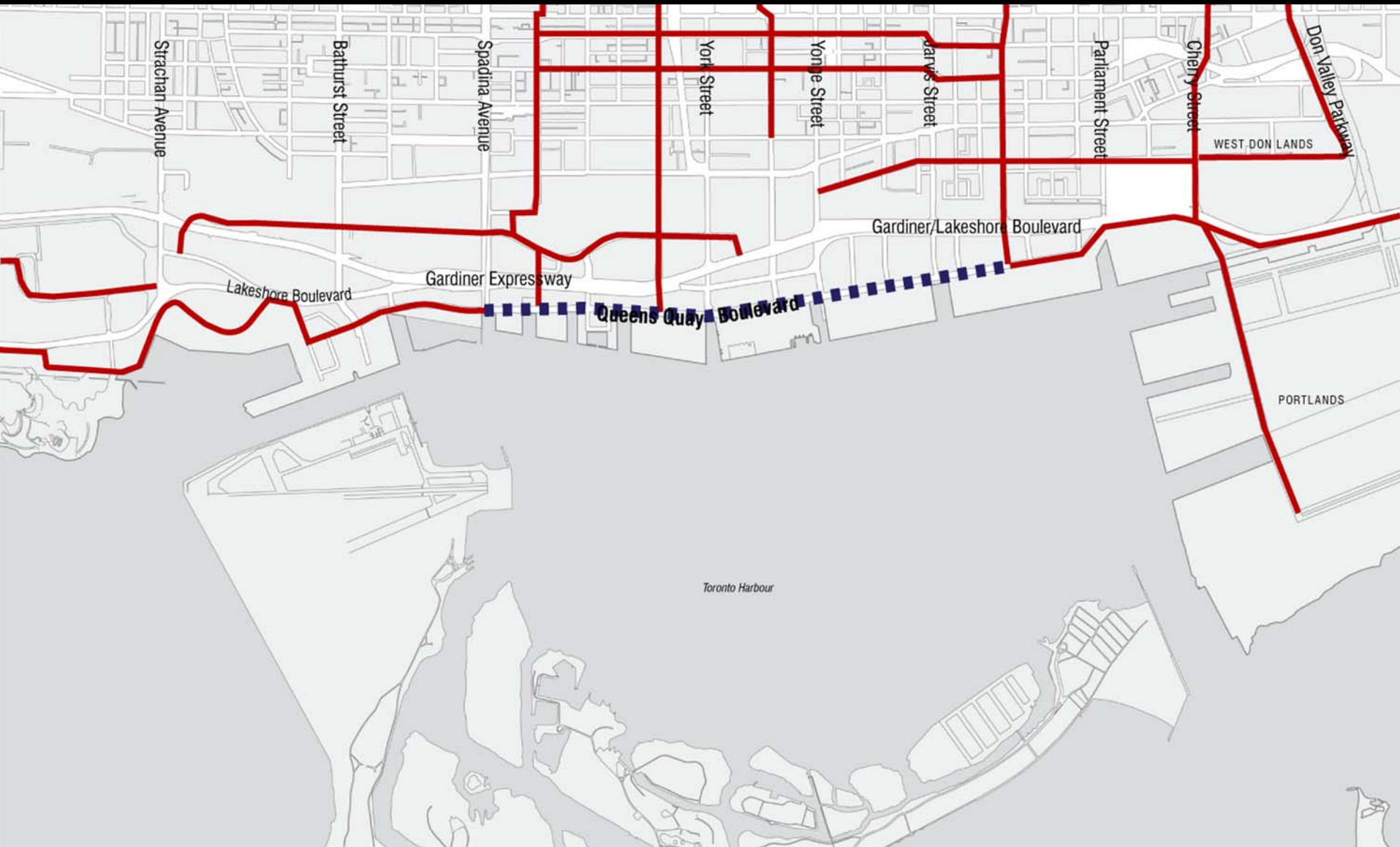
...Mend the Martin Goodman Trail...



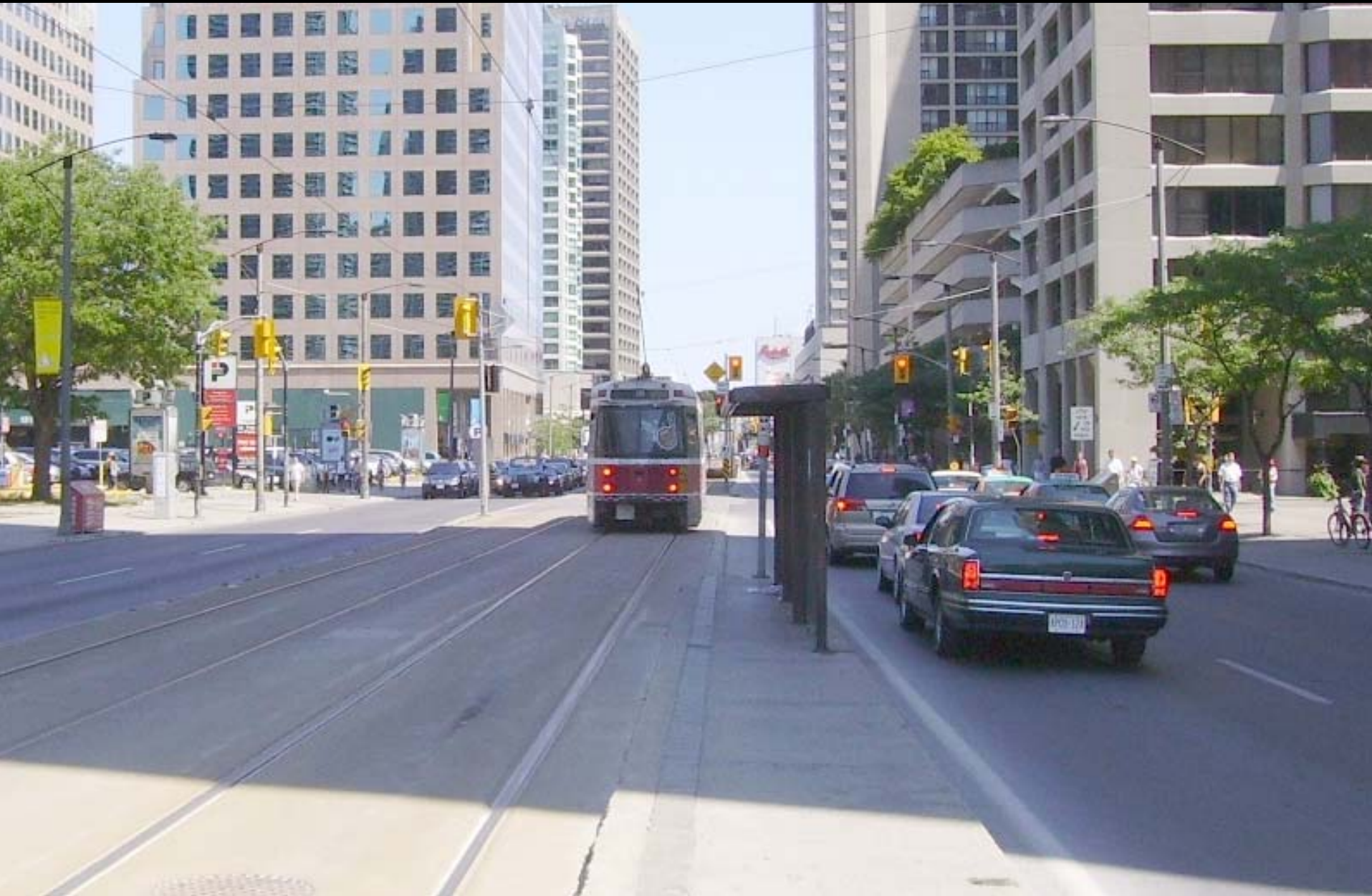
...By Closing the Gap...



...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 ...

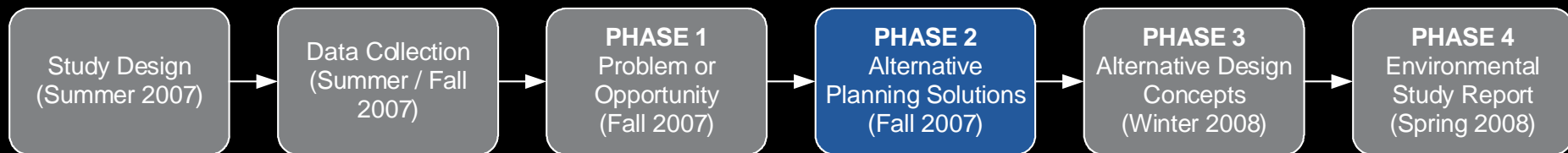


... Accommodate On-Street Parking with Fewer Conflicts



STRETCH BREAK

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
- Does not include functional planning for the street, nor determines details regarding site access.
- 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

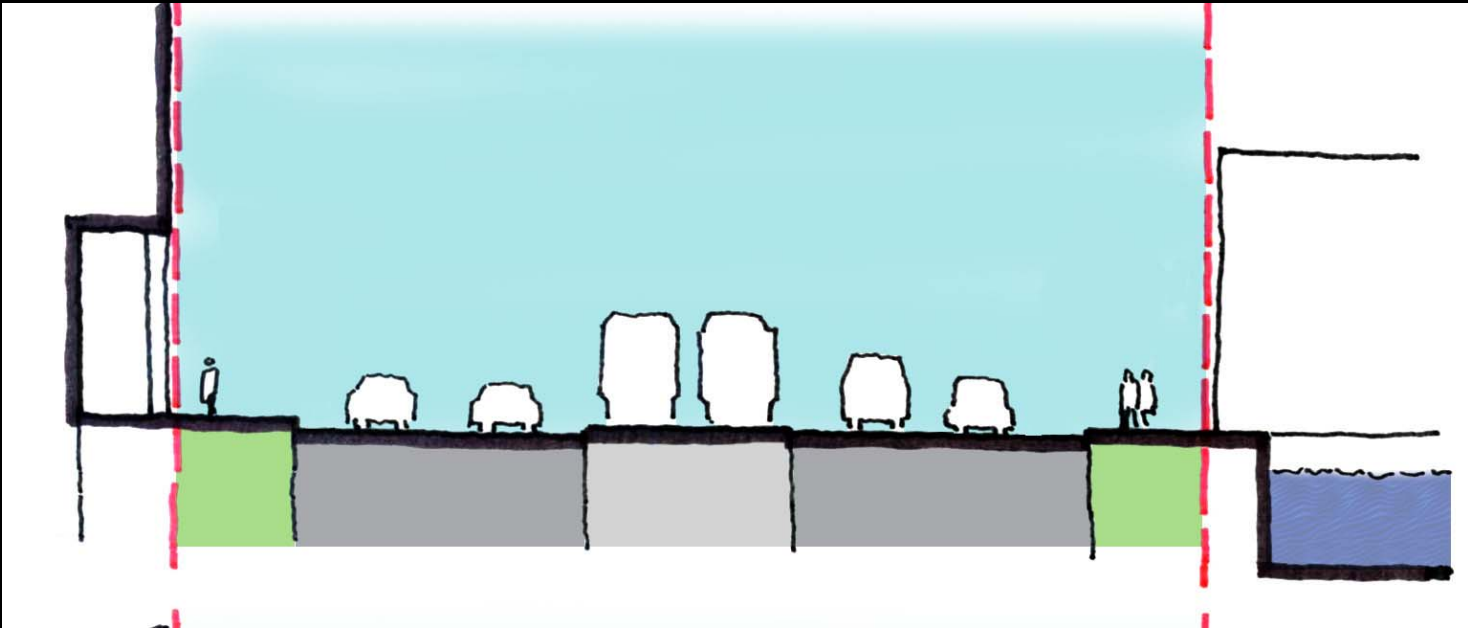
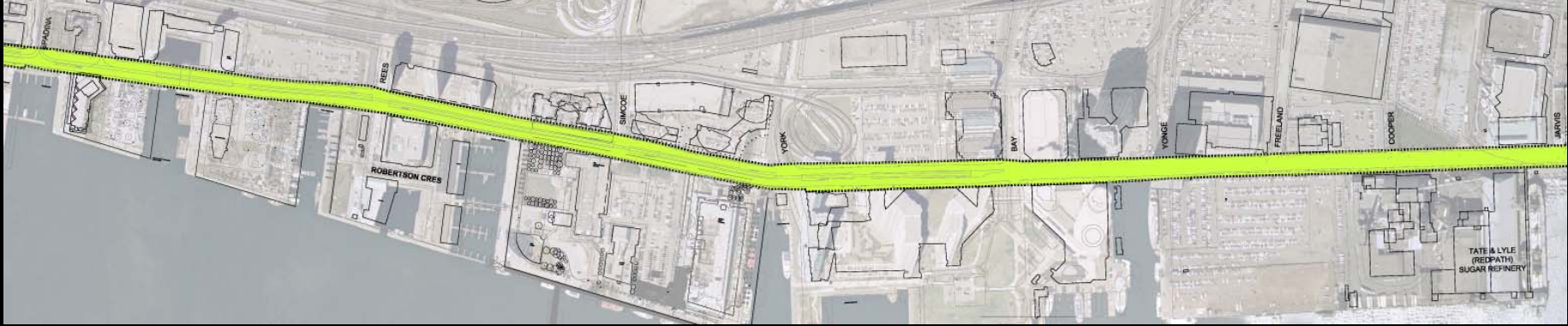
- 1. Do Nothing**
 - Maintain existing physical conditions and operations
- 2. Modify Operations**
 - No physical modifications
 - Curbs remain in current location
 - Add bicycle lanes
 - Signal operation adjustment

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

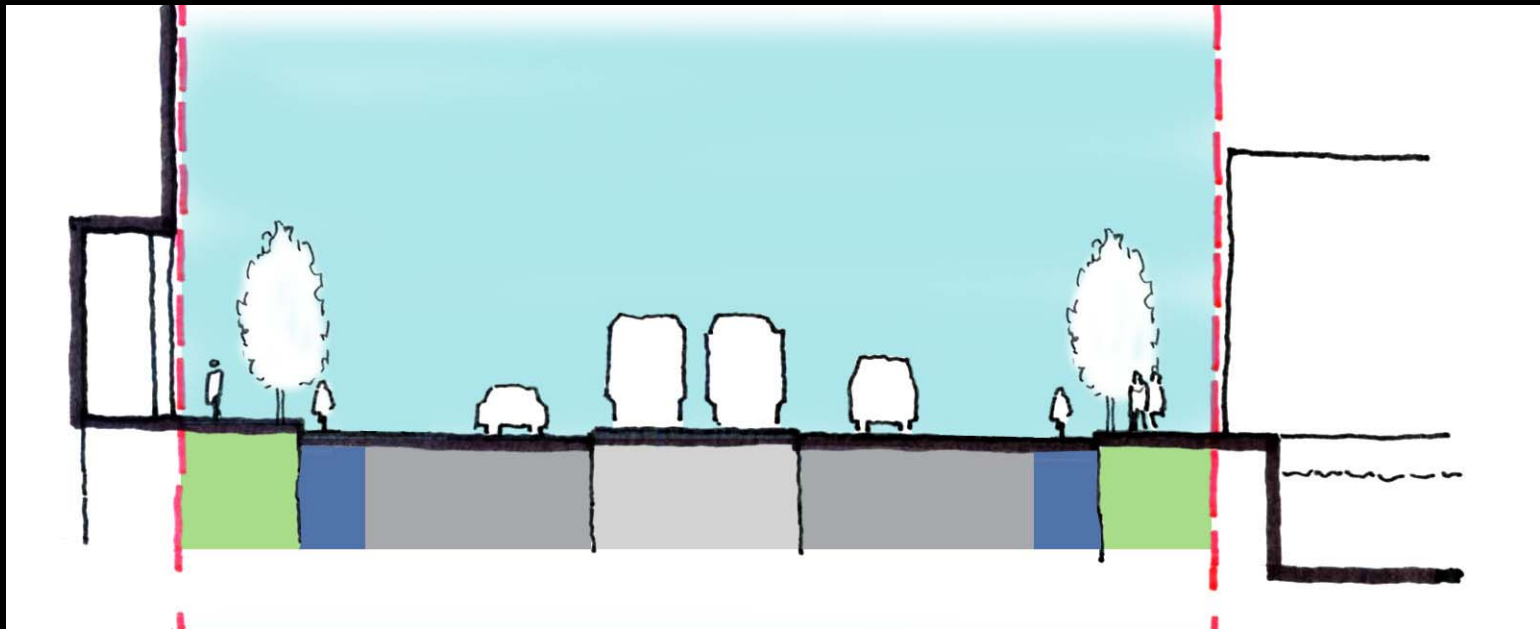
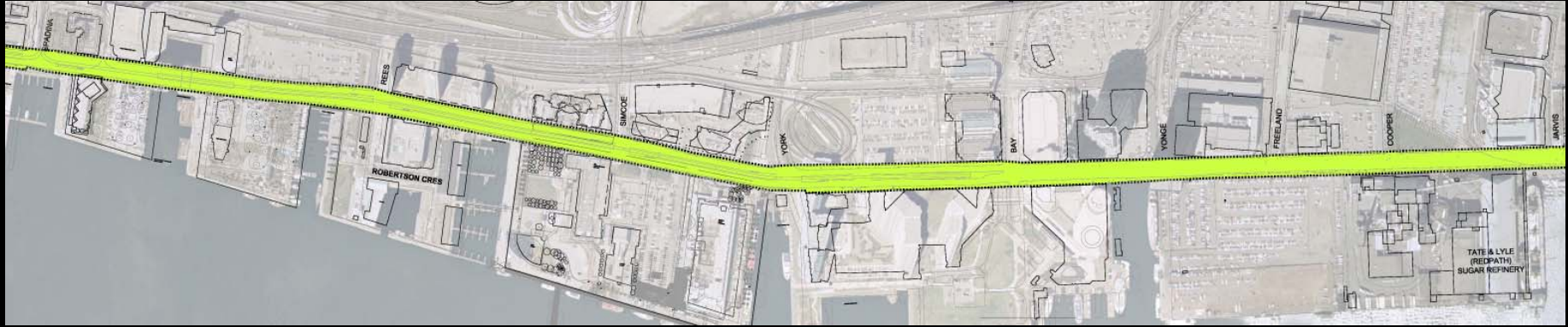
1. Do Nothing

Maintain Existing Conditions and Operations



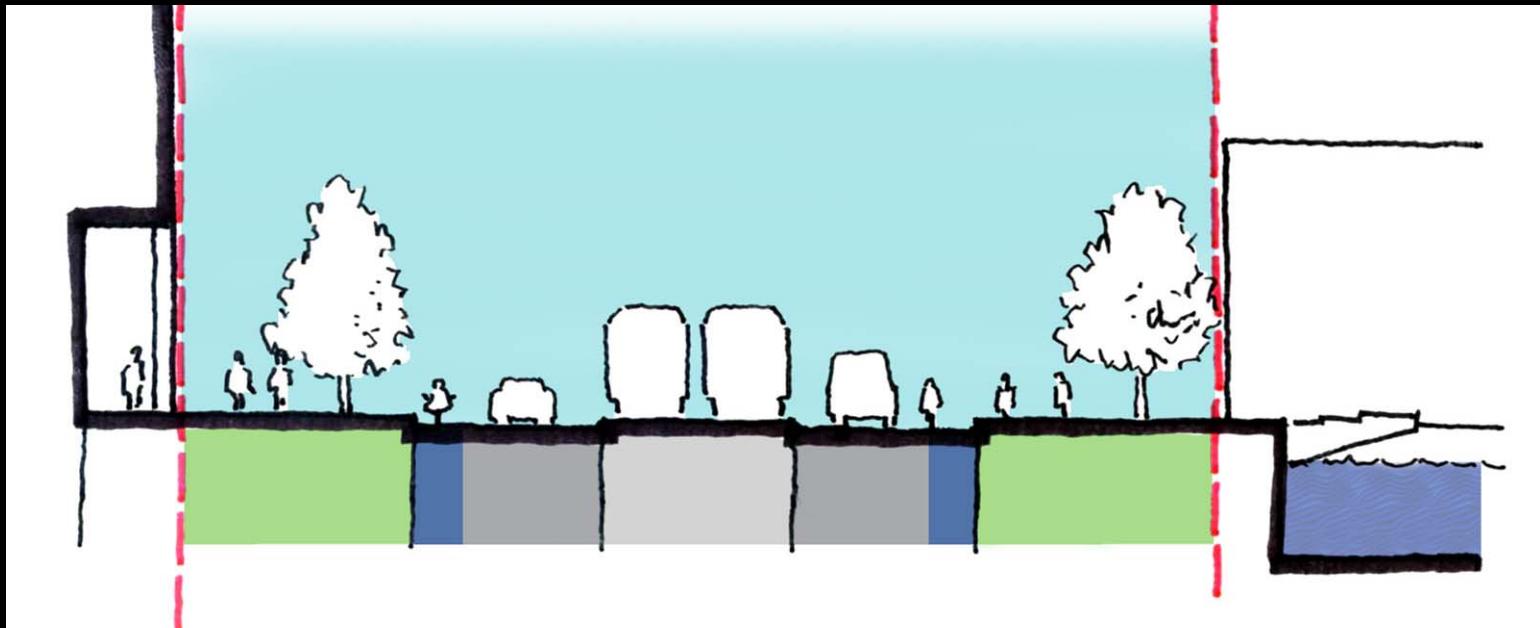
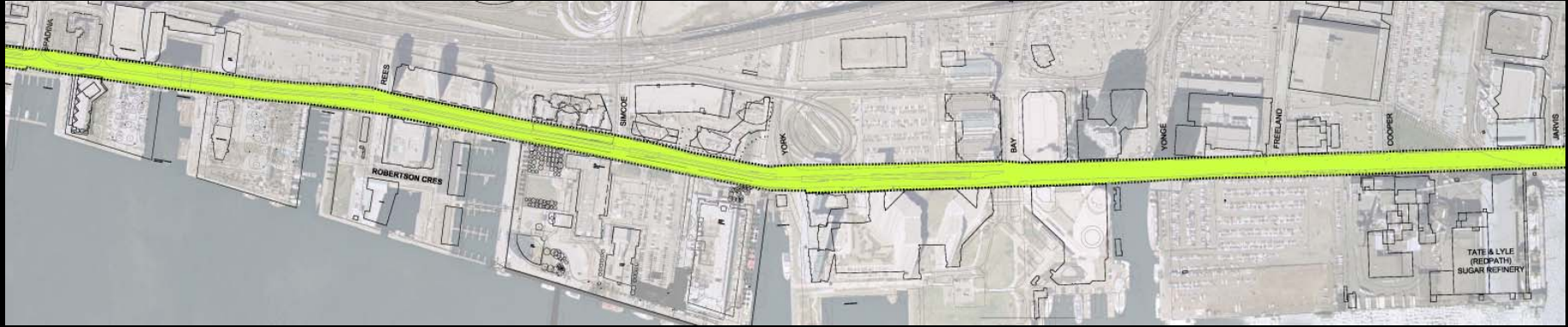
2. Modify Operations

Example: Existing Curbs, Remove Through Lanes, Add Bike Lanes, Signal Modifications



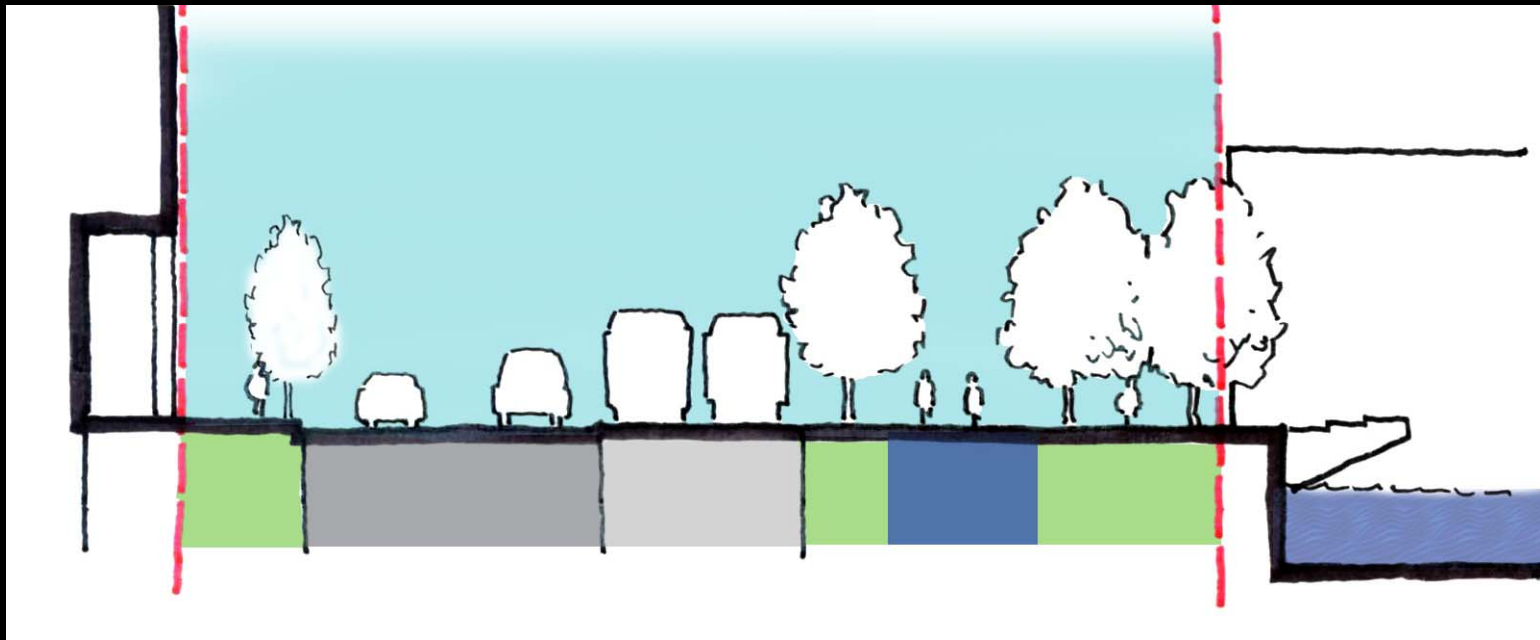
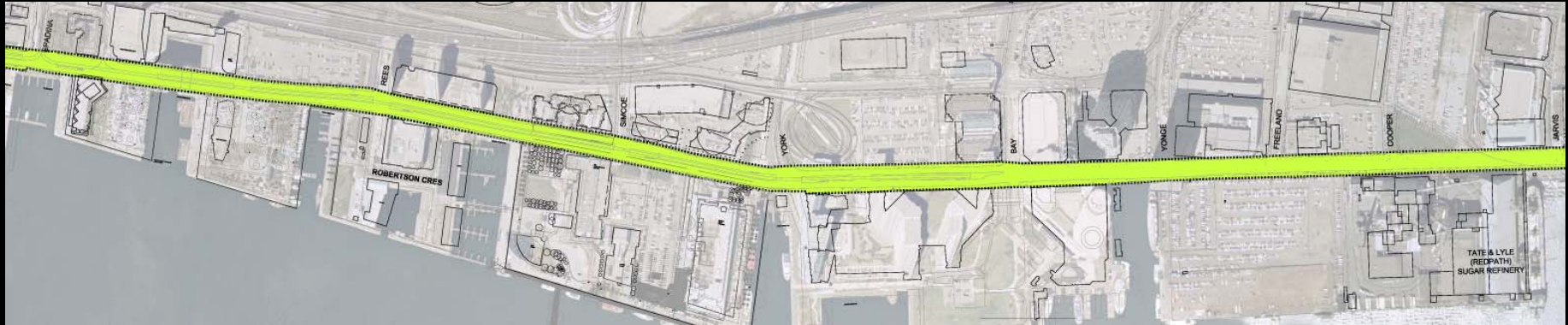
3. Physical Modifications within ROW

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



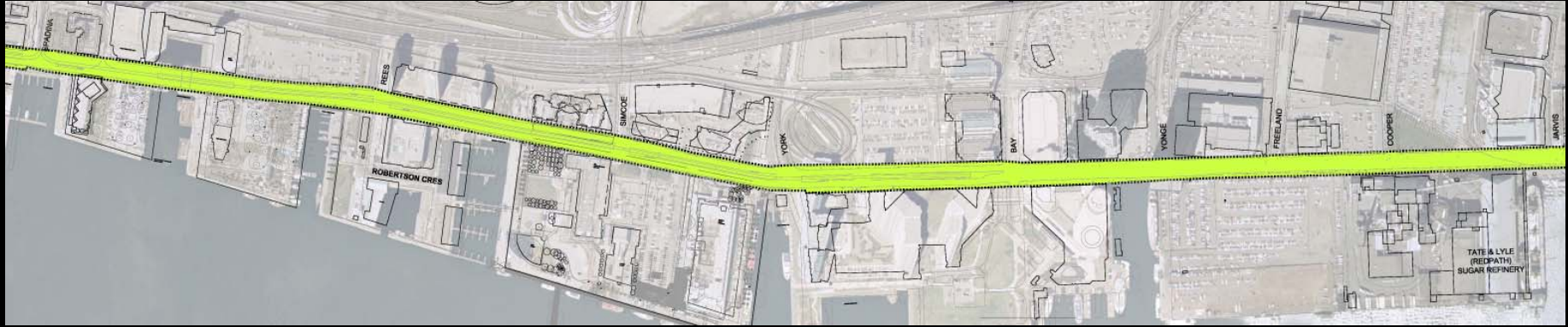
3. Physical Modifications within ROW

Example 2: Through Lanes North side, Martin Goodman Trail South side



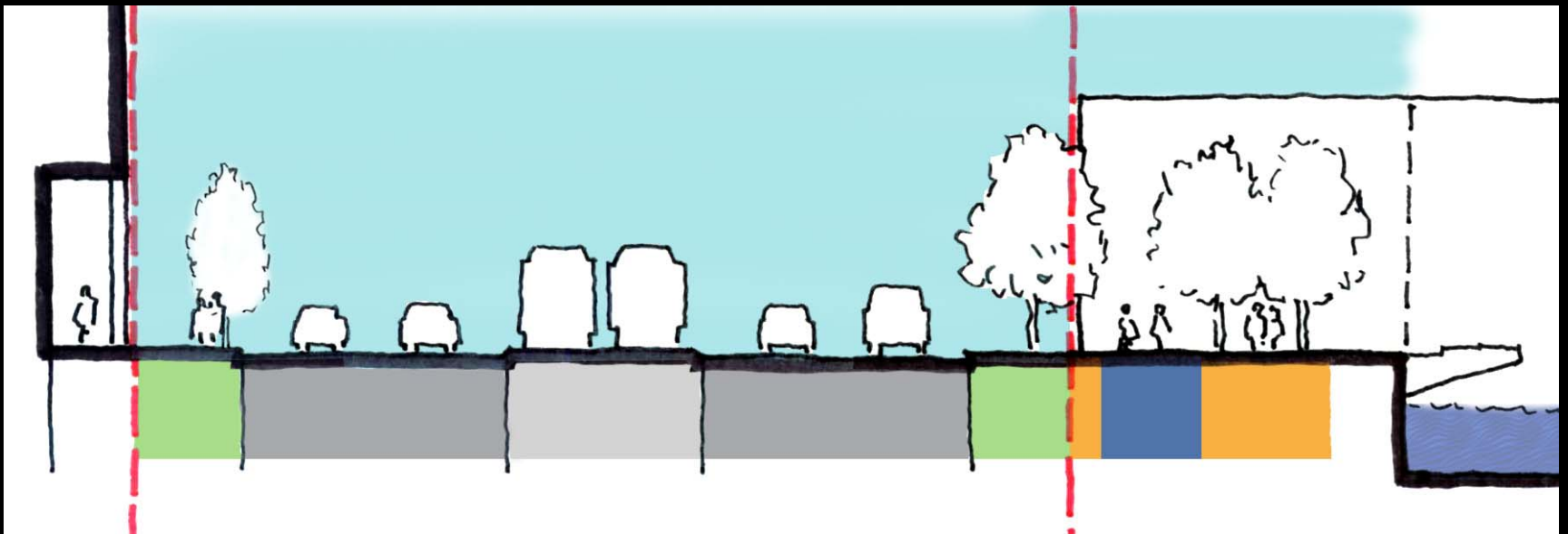
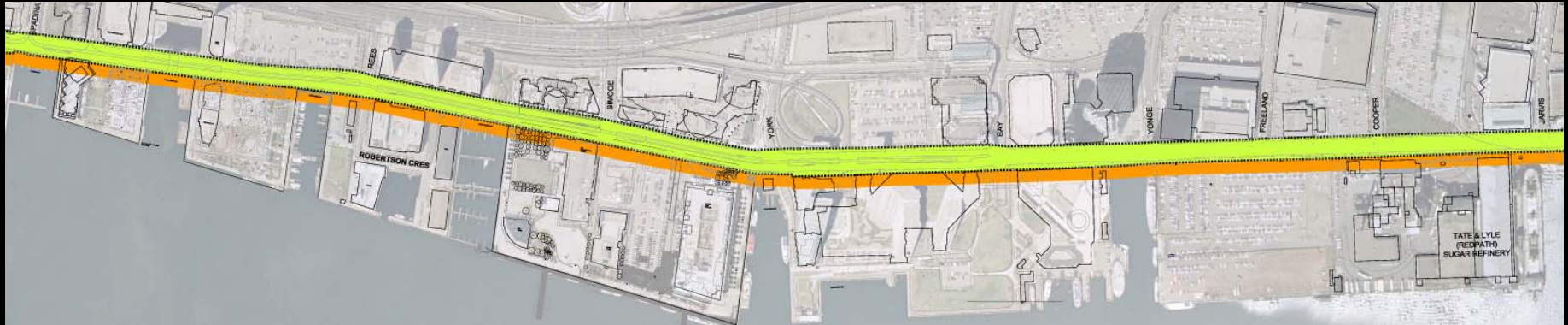
3. Physical Modifications within ROW

Example 3: Through Lanes South side, Martin Goodman Trail North side



4. Expand ROW

Example: 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

- Yes. Meets criteria
- Challenging. May meet criteria
- No. 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

- Yes. Meets criteria
- Challenging. May meet criteria
- No. 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

Challenging.

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.

Can It Improve North South Connections?



Can It Improve North South Connections?

1. Do Nothing

No.

Existing pedestrian conditions are insufficient across Queens Quay.

Numerous conflicts between pedestrians and vehicles.

No improved visual connections to waterfront.

2. Operational Changes

Challenging.

Possible pedestrian crossing improvements with adjusted signals, but distance and potential conflicts with vehicles would remain the same.

Improved visual connections to waterfront possible.

3. Physical Changes

Yes.

Can rebalance space and adjust operations within the corridor to improve north-south pedestrian movement.

Reduced pedestrian crossing distance across vehicle lanes.

Improved visual connections to waterfront.

4. Physical + Expand

Yes.

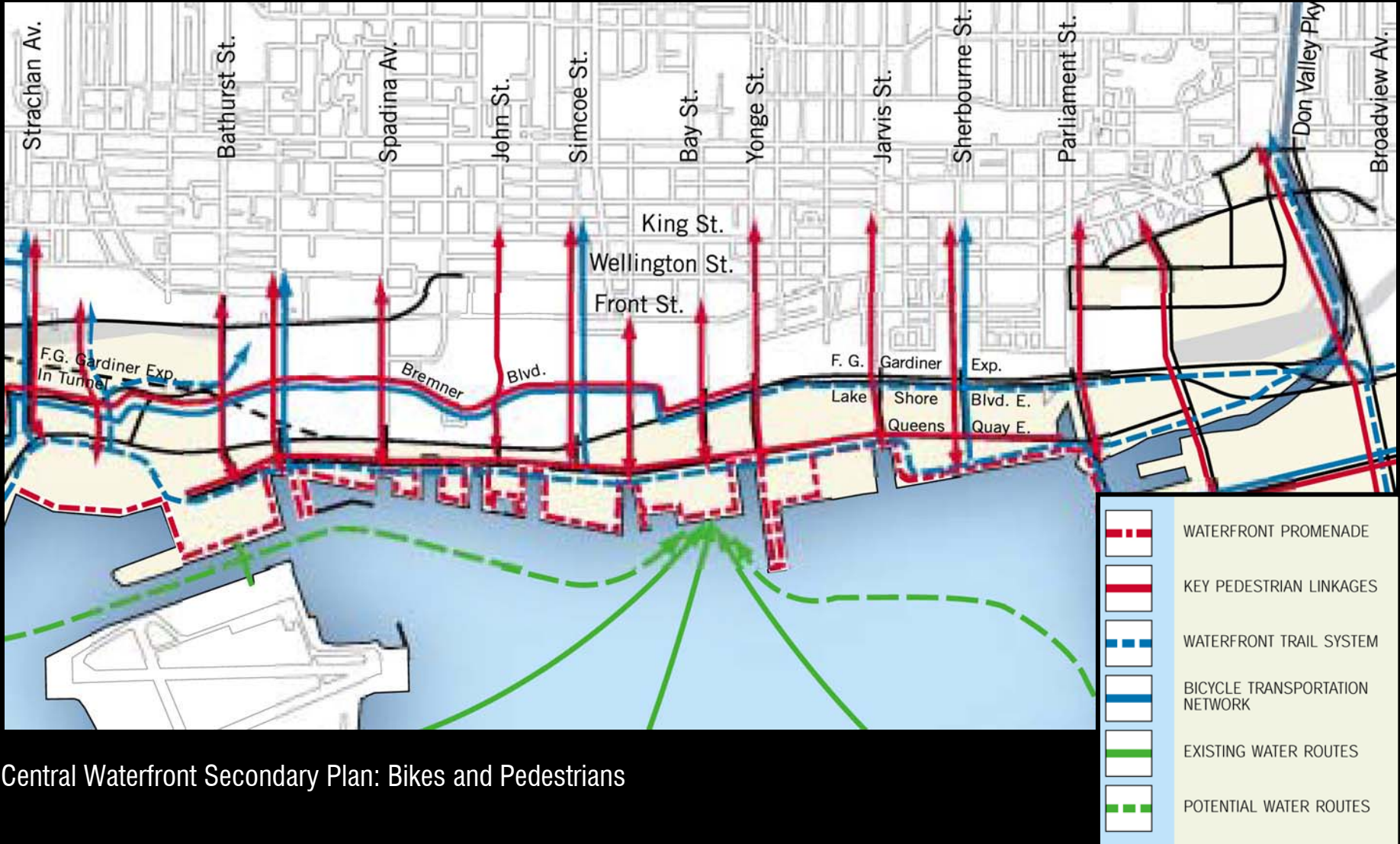
Can rebalance space and adjust operations within an expanded corridor to improve north-south pedestrian movement.

Improved visual connections to waterfront.

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



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



Central Waterfront Secondary Plan: Bikes and Pedestrians

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



Martin Goodman Trail West: Leslie Street



Martin Goodman Trail West: Marilyn Bell Park

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

1. Do Nothing

No.

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.

2. Operational Changes

Challenging.

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.

3. Physical Changes

Yes.

Can improve the pedestrian experience and accommodate Martin Goodman Trail within the existing right-of-way.

4. Physical + Expand

Yes.

Can improve the pedestrian experience and accommodate Martin Goodman Trail within the an expanded right-of-way.

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

Challenging.

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.

Can It Provide Adequate and More Efficient Operations?



Can It Provide Adequate and More Efficient Operations?

1. Do Nothing

No.

Signal timing for pedestrians, transit and vehicles is insufficient.

Current arrangement and enforcement of on-street parking leads to several conflicts.

No dedicated bike facilities.

2. Operational Changes

Yes.

Modifications to signal timing would improve pedestrian, transit and vehicle operations.

Adjustments to parking would reduce potential conflicts.

3. Physical Changes

Yes.

Modifications to signal timing would improve pedestrian, transit and vehicle operations.

Adjustments to parking would reduce potential conflicts.

4. Physical + Expand

Yes.

Modifications to signal timing would improve pedestrian, transit and vehicle operations.

Adjustments to parking would reduce potential conflicts.

Can It Provide a Grand and Beautiful Boulevard?



Can It Provide a Grand and Beautiful Boulevard?

Let's think of the ugliest places in Toronto...

...Number Two Ugly is Queens Quay West from York to Spadina... [It] risks becoming one of the most unlivable, ugly and dysfunctional districts in any modern city, because no one was responsible for beauty.

Joe Berridge
Landscapes Paysages Magazine
(Spring 2006).

OPINION

ARE WE SERIOUS ABOUT BEAUTY? FOR TORONTO, IT'S LATER THAN WE THINK

EST-CE QUE LA BEAUTÉ NOUS TIENT À CŒUR ? POUR TORONTO, C'EST PLUS TARD QU'ON NE LE PENSE

by/par Joe Berridge

Voir le résumé de cet article en page 45.



Courtesy of Urban Strategies

Is this one of the ugliest places in Toronto? Queens Quay West is perhaps the ugliest urban waterfront boulevard of any major city. / Avez-vous déjà vu quelque chose de plus laid dans la Ville Reine? Le Queens Quay West remporte probablement la palme d'or des boulevards riverains les plus laids à meubler nos grandes villes.



Throughout history, people have been very comfortable with the idea of the beautiful and its importance to the way we live. Beauty is not a frill, a distraction or an indulgence, but the basic reason for existence. The creation and presence of beauty is important for its own sake — it makes for a better life and better people. Yet for many complex reasons, we have become very uncomfortable with this notion in the past bloody, strife-filled century. We have developed a complex anti-beauty paradigm

that denies or subjugates the importance of beauty in our daily life.

Richard Florida offers as a replacement what might be called the functionalist, utilitarian justification for beauty; it is important to have a beautiful city because such a place will attract the footloose knowledge workers, skateboarders and gay people, and together they will create the new economy. Beauty is the cosmetic of the global urban dating game, the principal urban product of the twenty-first century. Let's take whatever reason for beauty we can.

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Can It Provide a Grand and Beautiful Boulevard?

1. Do Nothing

No.

It is not a grand and beautiful boulevard in its existing form.

2. Operational Changes

Challenging.

High quality materials and decorative elements could improve the street but effectively rebalancing Queens Quay towards a pedestrian oriented environment not possible.

3. Physical Changes

Yes.

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.

4. Physical + Expand

Yes.

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.

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 drive, etc.

4. Physical + Expand

Yes.

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

Can It Leverage Other Infrastructure Renewal?



Can It Leverage Other Infrastructure Renewal?

1. Do Nothing

No.

Does not coordinate planned improvements to TTC transit infrastructure and other waterfront revitalization projects.

2. Operational Changes

Challenging.

Can only coordinate some planned improvements to TTC transit infrastructure along with signal modifications.

3. Physical Changes

Yes.

Can coordinate planned improvements to TTC transit infrastructure to more effectively locate platforms along the corridor.

Can also better incorporate transit improvements within overall public realm.

4. Physical + Expand

Yes.

Can coordinate planned improvements to TTC transit infrastructure to more effectively locate platforms along the corridor.

Can also better incorporate transit improvements within overall public realm.

Can It Provide Sufficient Access to Properties?



Can It Provide Sufficient Access to Properties?



Can It Provide Sufficient Access to Properties?

1. Do Nothing

Yes.

Currently provides sufficient access for residents, tenants, service, emergency, fire and police.

2. Operational Changes

Challenging.

Would provide sufficient access for residents, tenants, service, emergency, fire and police.

3. Physical Changes

Challenging.

Would provide sufficient access for residents, tenants, service, emergency, fire and police.

4. Physical + Expand

Challenging.

Would provide sufficient access for residents, tenants, service, emergency, fire and police.

Can It Fit in Space Available without Extraordinary Land Acquisition?



Can It Fit in Space Available without Extraordinary Land Acquisition?

1. Do Nothing

Yes.

2. Operational Changes

Yes.

3. Physical Changes

Yes.

4. Physical + Expand

No.

Expanding the right-of-way entire length of corridor would require extraordinary land acquisition.

However, possible local expansion where needed.

Evaluation Matrix

- Yes. Meets criteria
- Challenging. May meet criteria
- No. 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
 - 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 & Tasks Underway

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
9. Site survey: crews underway

QUESTIONS AND CLARIFICATION

ROUNDTABLE DISCUSSION AND FEEDBACK

www.WATERFRONToronto.ca

